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PLANNING FOR TRANSITION

Book of Abstracts

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AESOP



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Planning for Transition

Contemporary cities and territories face significant challenges – natural disasters due to climate change impacts, ecological crises, growing socio-economic unrest, global migration, political rifts including a rise of right wing factions, ambitious public works and mega-projects – all of which require new capacities in dealing with such individual and multiple groupings of such challenging and profound changes.

It is a matter of fact that at international level a discourse if not a condition of transition is pervading sectors and societies. This discourse points to alternative patterns and solutions to many of the challenges faced. A quickly changing scenario requires forms of planning, both locally and globally, which bear the capacity to support and manage mutable urban and environmental conditions. In fact, although cities do incessantly change, policy-makers and institutions are never fully prepared to respond to complex and risky situations, as well as relying on planning and policy tools which are often outdated; in addition, also existing theoretical frameworks, concepts, cognitive abilities and approaches become ineffective or outmoded.

Each unintended or unanticipated change comes as a break to existing social, political, and administrative routines and yet it may be anticipated that mechanisms of collective reflection and action will be generated. The congress invites scholars and practitioners to present and discuss case-studies of cities and projects that have engaged in meeting challenging situations – supporting transitions in urban contexts.

Specifically, it is aimed at offering an understanding of the forms of knowledge, concepts, tools, and skills needed to plan and address transition. Furthermore, it seeks to explore whether (and how) managing such changes has brought any overall reconsideration of the city design model and towards more general institutional reconfigurations.

The book collects all the abstracts presented at the Aesop Venice 2019 conference. It is articulated in chapters that correspond to the tracks (16) and special sessions proposed (23/24).

Tracks

1. Transforming built heritage and landscapes
2. Urban design for multilevel planning
3. Teaching planning for the transition
4. Institutional change and regional transition
5. Methods and technologies for transformative planning
6. Community-based planning and social innovation
7. Theorizing urban change: complexity and ethics
8. Transition paths and urban futures
9. Climate proof cities and resilient societies
10. Urban metabolism and circular economy
11. Housing, gentrification and socio-spatial dynamics
12. Food, planning and healthy cities
13. Planning for accessibility and sustainable mobility
14. Planning, Law and Property Right: facing urban transitions
15. Tourism, spaces and urban cultures
16. Urban and Regional economics for transition

Special Session

1. Transition Histories
2. Urban Tourism, Neighborhood Change and Social Conflicts
3. Innovative Agriculture for Healthy Cities
4. Towards Post-Growth Planning Theory and Practice
5. Planning and Designing Green Infrastructures
6. Land Development and Management in Post-Socialist Countries
7. Home Sharing. Short-Term Rentals Affecting Local Housing Markets
8. Dynamic Change, Uncertainty and Planning for Adaptivity
9. Space, Citizenship and Identity: The Eu-Mena Region
10. The Role of The Local in Improving Cohesion and Spatial Justice
11. Friendly Spaces and Mobility for Ageing
12. Emerging Spatialities and Eu Policy Instruments: Cases and Perspectives
13. Facing Migrants Exclusionary Urban Policies
14. Learning Loops in The Public Realm. Enabling Social Learning in Communities to Tackle the Challenges of Cities in Transition
15. Planning and Biodiversity
16. Acsp-Aesop Special Session: Morsels of Hope: Migration and Urban Planning
17. Spatial Tensions: Urban Microgeographies for Changing Cities
18. Affordable Housing in Developing Countries: a Comparative Perspective
19. Acsp-Aesop Special Session: Learning from Arnstein's Ladder: from Citizen Participation to Public Engagement
20. Smart Cities and Regions Informing the Energy Transition
21. Maritime Spatial Planning (Msp) In Europe: Challenges in Transition
22. Shrinking Cities and Sustainability
23. Regional Design: Impacts on Territorial Governance and Planning Practice

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PA02 Transforming built heritage and landscapes

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Heritage recently has become a new focus for social and economic development. At the same time, the emergence of landscape as a new social and institutional stake signs the turn from urban design and planning as a functional task towards practices able to take into account subjective perceptions as well. Both heritage and landscape are extremely important as long-term cultural and material memories, but also something, that is constantly altered, adjusted and interpreted by the contemporaries. From this perspective, they are both a social construct. While they exist as a physical object, referring to them carries different meanings and values to individuals and different groups of people. The track explores the ways in which massive changes, often unintended (financial globalization, ecological crises, mass movements of people, socio-economic and political changes) influence heritage and landscape perceptions with reference to preservation policies, economic development and regeneration programmes in challenging situations supporting transition. What kind of projects and results can we expect in urban design and planning? The track invites papers and presentations referring to the following sub-themes:

- the role of urban design in coping with environmental and social transition
- rediscovering heritage as an inventory of long-term resilient practices
- landscape as an effective indicator of socio-economic transition
- how dealing with landscape transition is changing knowledge, concepts, tools, and skills in planning
- the point about heritage-based development: how it re-shapes territories, local communities, economic perspectives
- how transformation can incorporate environmental and social resiliency

ALTERNATIVE PLANNING POLICIES FOR HERITAGE UNDER CONTINUOUS TRANSFORMATION: THE CASE OF GÜZELYURT (KALVARI/GELVERI) HISTORIC RURAL LANDSCAPE, TURKEY

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Change is the inevitable phenomenon in historic landscapes. Change, in general, is adapted to the dynamic process of continuous formation and transformation. It is this process that makes up the heritage with gains and losses and forms the character and identity of places. However, the profound changes may occur due to top-down decisions; political and/or ideological, the results of which threaten local heritage values. Güzelyurt is a representative for this situation having witnessed major changes in time even though there is continuous inhabitancy since prehistoric times onwards. This change has always emerged by external factors mainly due to ideological and political endeavours and decisions. While the modernization attempts in the late 19th century during Ottoman Empire brought enhancements in the physical environment, the population exchange between Turkey and Greece in 1924 led a drastic change in socio-economic and cultural structure. In the later periods, degradation of agricultural activities and migration from rural to the urban areas due to socio-economic conditions affected both tangible and intangible environment. Even though traces of multiple heritage can still be observed today, Güzelyurt has lost its multi-ethnic and multi-religious society, thus philosophical, socio-economic and cultural meanings and uses of the past. Besides, the conservation and planning decisions given by the state for the built environment after 1970s conflict with the local lifecycle and multiple heritage values since they prevent the use of places and promote the area for tourism purposes that threatens the future of the heritage and society. In this regard, the paper discusses possibilities for local action in the frameworks of heritage led development to deal with top-down decisions. For this, alternative planning policies will be proposed to provide collaboration between communities and various local actors where heritage can act as key for mobilising community in this specific rural context in Turkey.

INVISIBLE PROJECTS: IMAGINED NEARNESS AS A TOOL TO EXPLORE LONG-TERM TRANSITIONS OF LANDSCAPE/HERITAGE. THE CASE OF THE RIVER TIBER IN ROME

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How to deal with landscapes (and heritage) whose transformation has only been imagined by built environment disciplines for more than a century? How can long-term transitions of landscapes/heritage be explored to better understand a territory? This paper focuses on invisible projects: imagined transformations that have been developed for the Tiber riverbanks, in the historic centre of the city of Rome. The “massive change” determined by the construction of the riverbanks, at the end of the Nineteenth century, is here taken as a starting point for a process of long-term transition for the landscape/heritage of the Tiber, in its relationship with Rome historic centre. Such a change has physically modified the perception of the river in the city, with the construction of two embankment walls along the river. Since then, the urban section of the river has struggled to re-gain more practical values (for example: commercial, industrial, leisure values), primarily reinforcing its value as a historic landscape and heritage where to unload rhetorics regarding the history of the city. Because of this change, planners and designers have had difficulties in rethinking a role for the Tiber riverbanks. This can be linked to a lack of effective analytical tools to address the (sometimes invisible) existing dynamics that occur in and towards the area. Possible methodological tools will be discussed in order to comprehend what types of relations can be found between who have practiced the riverbanks in different ways (beginning from planners/designers who have tried during the last century to imagine a future transformation of the banks) and the place itself. The concept of nearness will be introduced to investigate a number of narratives, representations and collective memories partaking on the construction of positions/points of view of who practices a place.

TRANSITION FROM TRADITIONAL TO PARTICIPATORY HERITAGE MANAGEMENT IN TURKEY

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Different civilisations who inhabited the Anatolian territory had left artefacts for future generations to preserve and maintain their memories and to imbibe their cultures and lifestyles. Therefore, Turkey is in a unique geographical position with 18 nominated World Heritage Sites. Since 2005, UNESCO World Heritage Committee requires a management system through participatory means “to ensure the effective protection of the nominated propert[ies] for present and future generations” (UNESCO, 2005, IIF.108). Again in 2005, Turkey enacted the associated legislation by proposing a new actor named “site manager” who has both local and professional knowledge with the main role of coordination of the site management system to ensure protection of the nominated property through participation (Official Gazette No.26006, 27.11.2005). Those legal amendments have led to a transition by addressing public participation as a mandatory protocol in the site management processes in Turkey. The aim of this research is to examine current site management practices in Turkey and to understand how they address public participation and how the site manager agent scrutinises public participation during the development of the management plan. Approaches to knowledge engineering will be used to analyse a set of case studies selected between management plans of nominated World Heritage Sites in Turkey on the basis of the level of participation during the preparation processes. They will be examined regarding the actors, actions, and outputs defined in the management plans to understand the participatory means used by site manager agent. Qualitative analysis of the selected site management plans will be used to create a data pool for representing, conceptualising and categorising participatory data. A comparative analysis will provide a set of indicators to model public participation in site management processes to resolve the mistrust issues between authorities and communities and to prevent placation or manipulation by the ‘site manager’ agent.

LANDSCAPE PLANNING AND HERITAGE-CENTRED LOCAL DEVELOPMENT: INVESTIGATING TRANSITIONS IN A MULTI-LEVEL PERSPECTIVE

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In Italy the elitist conception of landscape based on natural beauties and protected areas has traditionally informed the development of plans for landscape protection. Their effectiveness to contrast widespread practices of landscape disruption has nevertheless been very limited, as strategies for economic growth and local development and were mainly conceived of without any consideration for landscape and heritage. At the beginning of the new century, the European Landscape Convention (ELC) marked a paradigm shift in the conception of landscape, which is now conceived as a common good and of crucial importance to people's everyday lives. A challenge is thus to find new approaches and tools to make the new concept translated into practice. For this purpose, a collective effort to re-imagine the territory and define new priorities for development need to reach the many actors dealing with landscape "production": development companies, farmers, local inhabitants, government officials, technical professionals, etc. The paper employs the Multi Level Perspective (MLP) to analyse transition pathways towards innovative forms of management of landscape. In contrast with a linear conception of innovation, the use of this framework enables the authors to show nested and bi-directional dynamics of change across multiple levels and highlight the interactions between different sectors/actors: governance and policy changes, grassroots actions and citizens' behaviour, markets, industry, research and technology development. The paper focuses on the landscape plan of the Apulia region, which introduces new concepts and tools for landscape protection and improvement in line with the ELC. It investigates a culturally and socially innovative place-based experience that puts such concepts and tools into practice. Our particular concern is with the way innovative forms of management of landscape are actually mobilized, supported and given long-term perspectives, and the resistances encountered, throughout the always problematic move from the development to the implementation of the plan.

PRIVATISATION OF PUBLIC ASSETS AND URBAN TRANSFORMATION IN ISTANBUL

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In line with neo-liberal economic policies, privatisation has been one of the main pillars of structural reforms in Turkey especially since the 2000s and has been incorporated within a number of regulations regarding the management and planning of public assets. Since land has become a scarce resource in a rapidly growing metropolitan city like Istanbul with a highly speculative urban land market, public assets occupying critical locations were seen as precious resources for urban transformation projects. Thus, a supply of highly valuable land that the construction sector needs is created through privatisation of public assets and provision of privileged building rights through revisions made in existing plans.. The rationale for this practice is to provide the real estate market with suitable land in the city centre where land stock has been depleted by bringing the publicly owned properties back to the the economic system, which were hitherto outside the system creating “a fund of assets out of itself” (Harvey, 2003, 143). As a result, not only the public has been dispossessed, but also a crucial channel of accumulation and lucrative profits is made available for private investors and as Harvey puts it an important mechanism of “accumulation by dispossession” has been created. In this context, when we analysed the projects on the agenda of privatisation, we found out that in Istanbul, there are more than 50 projects covering around four million metre squares of publicly owned lands. A number of important legal and institutional changes have been made in order to make the transfer of public lands and assets to the private investors possible. In this paper, we map and discuss various scenarios of privatisation and their implications for the quality of public life and the urban landscape of Istanbul, which is also the city’s most reknown heritage and cultural asset.

THE EMERGENCE OF THE MILITARY LANDSCAPES' TRANSFORMATION IN ITALY: THE CASE OF THE FORMER "TOMBOLAN-FAVA" BARRACKS AS COLD WAR HERITAGE (SAN DONÀ DI PIAVE, PROVINCE OF VENICE)

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The 1989 Berlin Wall fall and, consequently, the end of the Cold War in 1991 was an important event changing the geopolitical international context at the end of the XX century. Among the repercussions, it meant the Western and Eastern Army Forces' radical reorganization, as well as great amounts of land, located in urban and peripheral areas, have been freed of military functions. Although the military installations design and implementation between the Western-Eastern borders was materialized in accordance with a planned operation, in Italy the return to the local communities of Defences' properties has not been the result of a clear strategy and it has developed completely improvised. The contribution focuses the attention on the Italian North-Eastern border, being for forty years marked by the military presence as it was considered by NATO a "borderline" against a probable attack by the Soviet Union. The case study refers to a long-lasting military abandonment, the former "Tombolan-Fava" barracks (located in a peripheral area of the town of San Donà Di Piave, Venice province). This paper aims, first, at reconstructing briefly the theme of military abandonment, clarifying the difficulties to put into operation the 1990s and 2000s Italian legislation on ex-military zones to be regenerated. Second, at describing the history of the "Tombolan-Fava" barracks, nowadays considered as a Cold War heritage, a memory in the frame of the local community, and a border to be transformed; in other words, as a social construct. Here, and this is the third point of the proposal, it is suggested to evidence the re-appropriation opportunities of the military enclave in term of urban design and planning in the frame of the municipality of San Donà di Piave, in an exercise of enhancing social inclusion, support community participation and strengthen public cohesion.

HERITAGE-BASED DEVELOPMENT OF ALPINE VINEYARD LANDSCAPES: AN INTEGRATED APPROACH

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In the alpine regions, the traditional practice of building dry stone wall terraces (recently recognized by UNESCO as intangible heritage of humanity) has shaped landscapes in which cultural, aesthetic and economic values come together. Though located in marginal areas, historic terraced vineyards represent a distinctive feature of these regions. As other cultural landscapes, alpine vineyards are territories characterised by somewhat concurring trends: on the one hand, the on-going process of rural land abandonment raises issues about their conservation and management; on the other hand, the growing interest in wine tourism and high-quality wine production opens up new possibilities for socio-economic development. Within the framework of the INTERREG Alcotra Vi.A - Strada dei Vigneti Alpini | Route des Vignobles Alpins project, the paper investigates both the opportunities and limits of current rural development policies when applied to mountain viticulture, and the need for - and the added value of - better integration between sectoral and spatial policies. In line also with the recent regional law on agriculture and rural development (L.R. Piemonte no. 1/2019), it suggests strategies and actions to preserve and enhance vineyard landscapes as part of more diversified economies, adopting an approach at the intersection between heritage, viticulture and tourism.

FROM COLONIALITY TO A HAITIAN COMMUNITY IDENTITY BUILDING: THE ASF EXPERIENCE OF CAP HAITIENNE.

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This paper presents the international cooperation experience in Haiti of Architettura Senza Frontiere Piemonte, in particular the urban regeneration project “Le Jardin de la Culture”, including the restoration of the ancient colonial prison. From the observation and analysis, this case is relevant because it represents an occasion to shape: the Haitian psychological and social dimension of coloniality, the social and economic impact of the international cooperation, psychological and material dependence of the island on external aid, and the strong and widespread problem of the urban security. Since these three pieces of evidence, ASF, in partnership with Caritas Italia, Ministère de la Culture, ISPAN (Institut Sauvegarde Patrimoine National), has been working on the regeneration of abandoned built prisons, an idle area between the formal/informal city, as to provide to the local community a renovated place with public and cultural functions, able to express its dignity and identity. It cannot be a completely open place, it concentrates public functions and entries must be checked, as to be considered as secure place for people. Indeed, local community has been suffering from the urban insecurity, not permitting the fruition of open public spaces. The intervention aims to provide a reading and a story telling of Haiti to and by Haitian people, and not just for tourists. In a long-term strategy of local community empowerment, Le Jardin de la Culture is becoming a place for community self-representation, not just an urban, or touristic centre. In conclusion, this paper discusses how the regeneration of an urban place can be the occasion for the collective story-telling, going backwards throughout national and individual memories. In this perspective, a participatory and bottom up approach to urban design is necessary, but not sufficient. An active community awareness of historical and current identity is highly desirable.

THE INFLUENCE OF CREATIVE ACTIVITIES ON THE RESIDENTS AND THE CONSERVATION OF CULTURE, HISTORY AND LANDSCAPE IN SETOUCHI ISLANDS, JAPAN: THE CASE OF 'INUJIMA' ISLAND

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Due to the worldwide change of economic situation and industrial structure, declining coastal industrial areas has become significant. In recent years efforts to revitalize such declining areas resulting from the outflow of industry and population are led by cultural and artistic activities. One of them is "Setouchi Art Triennale" that has been attracting a lot of tourists over the last ten years. Although many islands in Setouchi, a geographic region including the Seto Inland Sea in Japan, prospered in copper refining industry, a lot of factories are now closed down and many islands have faced depopulation and aging problem. "Inujima" is one of these islands, which prospered in quarrying and copper refining industry and had a population of about 6,000. However, both of the industries withdrew, and now the average age of the island is about 75 years old and the population has shapely declined to 50. In order to revitalize the island, Inujima Art Museum was built using old factories as industrial heritage. A number of art projects were created and old houses were renovated as part of the art festival. This paper aims to identify the influence of these creative activities on residents and the conservation of culture, history, and landscape in Inujima Island. We conducted a field survey and interviews with local residents. Results are as follows. (1) Many residents feel positive about interacting with young people who visit art festivals including foreign tourists, while local residents have developed rather unfamiliar feeling towards the old factory since it transformed to an art museum and a lot of visitors arrived. (2) The art festival has acted as a trigger for people to migrate in the island, but they have decided to remain longer because of attractive landscape and friendly local residents.

THE SLOW LINE AS AN OPPORTUNITY TO REGENERATE HERITAGE IN THE FRAGILE AREAS: THE CASE OF THE VENTO PROJECT.

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The topic dealt with in this research is the widespread, tangible and intangible, recognized and not recognized, heritage located in the fragile areas of the northern Italy crossed by the long line of the river Po. Here the idea of the line is defined through its thickness, that is the heritage that we want to discover and evaluate, and for which the line represents an opportunity to become a hinge, anchor and flywheel, in order to regenerate fragile territories. To undertake this investigation, firstly we will define the decision problem as well as the conceptual framework, by deepening the knowledge of territorial characters and developing indicators to determine and measure the fragility of the areas under investigation. Then, we will use the VENTO cycle route as case study for applying this analytical approach. VENTO is a territorial project, designed by Politecnico di Milano and part of a network of paths on a national scale decided by the Italian Ministry, that uses a cycle route along the river Po as an opportunity to regenerate fragile areas from Venice to Turin. In this research VENTO proposes itself as an experimental laboratory which provides the possibility of reversing the work perspective on territory. We no longer work on points, but on lines that connect points that live together such as a 'grande ensemble'. We no longer work for individual places and case studies, but for a succession of landscapes connected by the VENTO line. We no longer work for traditional vertical systems, based on given hierarchies of values, but for horizontal systems of cooperation between institutions and territories. This research, by identifying, mapping and trying to evaluate the heritage along VENTO, will investigate ontologically the relationship between fragility and heritage and how it can change according to this new perspective of the line.

PLANNING AND BUILDING CULTURE IN THE REGIONAL CONTEXT - LESSONS LEARNED IN THE REGION “RÖMERLAND CARNUNTUM” IN AUSTRIA

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The term “Baukultur” (eng. Building Culture) is very often associated only with the architecture of the buildings and its design - just as a single object. However, this understanding falls too short. Therefore, planning guidelines are emphasized as an indispensable prerequisite for building and our built environment. It is important to develop our living space actively and systematically. The term "habitat development" is understood as the integrative view of all relevant spatial planning and thus space-defining socio-economic phenomena. In 2017 the Federal Chancellery of Austria derived the third Building Culture Report with Guidelines for Building Culture. These guidelines, divided in six areas of actions, contains stimulus program measures, which are primarily in the competence areas of the federal level of the Republic of Austria. In collaboration with the “LEADER Region Römerland Carnuntum”, we take the mentioned Building Culture Report as the occasion to transform it from the federal to the regional level. The Region of 28 municipalities between Vienna and Bratislava and is characterised through one of the highest population growth rates in Austria. Based on the current and expected regional development problems, our goal was to elaborate common development principles with the needed reality check and the regional applicability for the whole region of Römerland Carnuntum. In seven events with the character of workshop and knowledge-exchange, we elaborated together with the regional stakeholders, population and decision makers a common document called “Pactum Römerland Carnuntum” with thirteen principles for a future-orientated Planning and Building Culture, divided in four main topics such as: Settlement and Landscape Development, Building and Living, Knowledge transfer and Participation and Processes and Procedures with forty formulated regional action and implementations measures. Based on the practical experiences the paper describes, how we tried to translate the more theoretical concept of planning and building culture into daily planning praxis of municipalities.

TOWARDS OPEN HERITAGE. THE SCUGNIZZO LIBERATO IN NAPLES

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In the last decades, the value of cultural heritage has been recognized by the European Union not only in cultural and social terms but also in its environmental potential. On the other side, the redevelopment of heritage or historical locations for tourism consumption has often transformed them in “wealth production machine”, opening up the way to tourism gentrification. As predicted in the '70s, the planetary dimensions of tourism have been assuming a predominant role, showing an ever-increase impact in terms of inequalities, territorial divisions and conflicts. Although Naples is at the forefront of the Italian cities for the higher percentage of tourism increase, it has been consolidating one of the most significant experience in terms of citizens empowerment, testing alternative way to reorient cities towards leisure and cultural development. Hence, this paper presents the case study of the Scugnizzo Liberato, one of the bottom-up experiments enabled by the municipality of Naples as part of a wider strategy of heritage enhancement leveraged on commons and civic engagement. Taking place in an abandoned ex-cloister, the San Francesco delle Cappuccinelle complex, the Scugnizzo Liberato is among the community-led initiatives chosen as Observatory Cases within the OpenHeritage project (Horizon 2020) which major aim is to create, test and optimize an inclusive governance model of adaptive heritage re-use. Processing cultural heritage through innovative practices, the purpose of the investigation is to indicate a supporting toolbox for future experiments in the field, showing up a possible shift from the current mainstream practices of cultural heritage management and adaptive re-use practices, and supporting the transition towards sustainable and resilient urban scenarios. Methodologically, the study is built on a qualitative approach, based on documents review and semi-structured interviews to the local community and to municipal operators as well.

**RESEARCH ON THE RENEWAL STRATEGY OF NEW AND OLD INTERSECTION COMMUNITIES IN METROPOLIS BASED ON THE CONCEPT OF LANDSCAPE URBANISM—
—TAKING SHANGHAI TIANLIN COMMUNITY AS AN EXAMPLE**

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With the development of the economy and the progress of society, people's demand for the quality of human habitat is increasingly urgent. However, the urban development strategy adopted by China's rapid urbanization process in the past few decades has brought problems such as high-rise buildings, dark corners, and lack of quality public spaces. Especially the new and old intersection communities have become the accumulation of problems in various periods. The Tianlin Community in Xuhui District, Shanghai is close to the inner ring road of the city, integrating a new community with high-rise buildings and a dilapidated old community. A large number of people and so rich elements such as iron orbits, hospitals, parks, slums, modern residential areas and so on, in stark contrast to the closed space, rare public activities and lack of vitality. Landscape urbanism uses landscape instead of architecture to become the basic medium in the new round of urban development. Practice has proved that landscape is the only model that has the ability to propose effective solutions to the rapid development of today's society and the problems of urban transformation from gradual adaptation and alternate evolution. This paper takes the landscape urbanism as the guiding ideology, regards the landscape as the most basic element determining the shape and experience of the city, In response to the problems of low spatial quality and lack of vitality caused by the isolation between functional zones and within functional zones in Shanghai Tianlin community, the community update strategy of connecting urban fabrics, integrating natural and engineering systems, creating synergy of shared spaces was proposed. Reorganizing the area through "landscape infrastructure", creating new urban Spaces that meet the needs of the people and finally re-establishing physical and social connections.

TRANSFORMATION AND TRANSITION: PRINCIPLES AND APPROACHES IN BUILT HERITAGE AND LANDSCAPE REGENERATION IN YORKSHIRE REGION OF ENGLAND

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This paper discusses the contemporary shift in design transforming the built heritage and landscape in the U.K, through comparative case studies on three up-to-dated cases in Yorkshire region, England. There are generally three design principles transforming built heritage and landscape in the U.K: the first refers to literal preservation or reconstruction to maintain or represent the original characteristics in their fullest authenticity; the second refers to the monumental-ization of heritage, which celebrates the vanquished past through the enhancement of ruin and decay; the third, which becomes increasingly compelling within current British professions and academia, seeks a reconciliation between the old fragments and new additions through a sensitive design and planning approach towards a more culturally and socially resilient 'new-into-old' hybrid. This paper will present and discuss the conservation policy, financial strategy, economic process and regeneration design of three highly-specific cases. All cases were completed in recent five years, including: 'Albert Works' in Sheffield by Cartwright Pickard Architects in 2017, 'Tower Works' in Leeds by Bauman Lyons Architects in 2013, and 'Square Chapel' in Halifax by Evans Vettori Architects in 2017. All selected cases open up a critical dialogue with the given heritage through its transformative use for long-term sustainability. The scales, conditions and effects of each case vary, but the design principles and approaches demonstrate a shared consistency towards heritage regeneration. The paper draws a conclusion towards a culturally and socially-sensitive way of design involving built heritage, which works with the conditions of political monuments, regional branding, economic returns and other constraints in transforming the built heritage and landscape in the U.K. It provides a counterpoint to those institutional and design forces that became involved in the 'Disneyfication' and 'McDonald-isation' of mass heritage tourism, hoping instead to readdress fundamental resilience towards built heritage regeneration.

UMBRELLAS, INCUBATORS, MOTHERS AND KILLERS: FOUR TYPOLOGIES OF RELATIONSHIP BETWEEN CULTURAL MEGA-EVENTS AND SMALL AND MICRO EVENTS IN HERITAGE-RICH EUROPEAN CITIES

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This paper explores the relationship and impact between cultural mega-events and the subsequent production of other small and micro events held within heritage spaces. As with other types of mega-events, cities often turn to cultural mega-events for their perceived positive externalities and with a desired legacy that leaves a long-term impact on the city. These events generally build up and establish a strong reputation for associated network of actors that, in most cases, keep promoting smaller-scale events in subsequent years. In other cases, larger events crowd out small ones. Yet how do these cultural mega-events and all of their 'infrastructure' relate to and impact newly created or existing local smaller events? Additionally, what are the key impacts of continuous festivalization of heritage spaces in cities? This chapter presents and analyzes four found typologies of this interaction between mega-events and small localized existing or newly created events: "Umbrellas," "Incubators," "Mothers" and "Killers." We will consider in depth the European Capital of Culture program – since it has become an important cultural policy implemented across Europe for more than 30 years. "Umbrella" events encompass and include many pre-existing smaller events within the cultural mega-event. "Incubator" events also utilize pre-existing micro events, but come to enhance and grow them through the increased cultural capital, means and knowledge the mega-event brings. "Mother" events lead to the creation of new small and micro events in the city that did not previously exist, while "Killer" events have a negative impact on previously existing small and micro events. Finally, the paper theorizes on the mechanisms responsible for these typologies and their significance for urban heritage. Jones Z., Ponzini D. (2018). Mega-events and the preservation of urban heritage: Literature gaps, potential overlaps and a call from the policy field. *Journal of Planning Literature*, 33 (4), 433-450.

WORLD HERITAGE AND SUSTAINABLE DEVELOPMENT: A HARMONIOUS OR INCOMPATIBLE RELATIONSHIP?

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In line with the policy adopted at the 2015 Bonn Meeting of the World Heritage Committee (40 COM 5C), it is recognised that a Sustainable Development Perspective is integrated into the processes of the World Heritage Convention. This opens up new challenges and possibilities for World Heritage Sites. Reflecting on the work that was undertaken for a project funded by the Arts and Humanities Research Council in the UK the current presentation seeks to address the main issues that impede the effective contribution of World Heritage sites to Sustainable Development. The research followed a qualitative approach focusing on three case studies: Ironbridge Gorge World Heritage Site in the UK, West Lake World Heritage Site, Hangzhou, China and Petra World Heritage Site in Jordan. Workshops were held in all the three sites while separate meetings and discussions with various stakeholders also took place. The workshops engaged local stakeholders, World Heritage Site managers and academics to explore the sustainable development dimension of the Sites. The active participation of the different stakeholders was of seminal importance ensuring that the real issues were addressed. The presentation will share the results of the research on the various aspects that contribute to, or impede, sustainability in World Heritage Sites, exploring ways forward. Bringing together perspectives from sites in developed and developing countries, the project identified commonalities and differences across the sites fostering a knowledge exchange platform through which WH sites with common issues may come together and learn from each other. With the joint effort of local stakeholders and heritage experts, the workshop will focus on meaningful suggestions and advice for policy improvements.

RECONSTRUCTION OF THE “BEAUTIFUL PAST”? NEW PLANNING MODELS FOR THE RECONSTRUCTION OF CITY CENTERS IN GERMANY, CASE STUDY FRANKFURT/MAIN

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After World War II the rebuilding process of the destroyed cities in Germany had been very heterogenous: some cities build modern and car-oriented centers, and others reconstructed the shape of the old structure. More than 70 years after WWII a lot of cities are rethinking this structure: there are integrated urban development plans to densify the building structure, to reduce car traffic and to mix the uses concerning the EU Leipzig Charta. There are also some cities which are creating a new planning model: they partly reconstruct their prewar time structures, questioning the post-war modern development. The buildings are located on small plots, they are following the facade structure of historicism, and they are demolishing the post-war buildings. These projects are accompanied by a controversial participation process about the identity of the city. There are new NGO which are demanding the “original” reconstruction of the historical city. Other NGO are skeptical about center concepts only on basis of former urban design concepts, ignoring destruction of the war and post-war development. Also there is a struggle about the form and “beauty” of building structures – on the basis of the post-modernism debate of the 1980s. The reconstruction of the historical center in Frankfurt shows the different levels of discussion: the “new” planning theory, the urban design model, the scope of reconstruction, and the governance process. The reconstruction took place on the medieval urban pattern, partly with new interpreted facades. Half of the facades had been reconstructed in the “original” way, but behind them there are modern apartments with current technical standards and a huge parking garage. The question is, if this reference to historical urban patterns is a symbol for the weakness of current planning theories, and which idea of “identity” in some German cities arises, reflecting the challenges of the future.

REFLECTIONS ON INDIVIDUAL MEMORY IN THE TRANSFORMATION OF CULTURAL HERITAGE COGNITIVE CONTEXT

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From the perspective of heritage protection, world heritage and national heritage are undoubtedly the carriers of significant historical memory. compare to them our individual memory seems to be small and humble. The material and non-materials that condense human and national memory can be used as cultural heritage. Can the memory be re-recognized from the perspective of heritage protection? Everyone's life should be awed in the long river of history. This article attempts to explore the following three levels of content: First, The wild goose leads to stay a voice, the person leads to stay trace. The Importance of Individual Memory Presentation and Cognition; Second, The context of cultural heritage cognition and its transformation. Thirdly, with the change of cognitive context of cultural heritage, we juxtapose individual memory and major historical memory, and analyze and interpret them as objects. Based on this, supplement the relevant ideas, methods and principles in heritage protection and exhibition. While the historical heritage is recognized, the individual memory is superimposed thus the historical memories with human life.

EMERGING NEW MODEL OF URBAN RESIDENTIAL HISTORICAL BUILT-UP AREA RENEWAL IN CHINA:FIVE PRACTICE OF URBAN RENEWAL IN SHENZHEN,GUANGZHOU AND SHANGHAI

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China's urban development need to seek a new path, with the putting forward of inventory planning and the deepening understanding of heritage. In this context, a number of cities begin to explore new models of urban development based on the requirements of heritage protection and the demand of old district transformation. The problem is, are these new models balanced, harmonized and sustainable? Shenzhen, Guangzhou and Shanghai are all in the transition after the rapid urban development. "Urban village" in Shenzhen is a kind of old residential area derive from village bypassed by urbanization due to high cost. "The historic and cultural blocks" in Guangzhou face the dilemma stem from the original demolition model. "Lilong house block" shaped up in modernization as a type of grouped residential buildings in Shanghai, facing the high-intensity use. These three kinds of residential historical built-up areas are in urgent need of a new round of urban renewal. Based on this background, Shuiwei village and Yutian village in Shenzhen, Yongqing Lane in Guangzhou, Chunyangli and Chengxingli in Shanghai, these five historic residential built-up areas renewal project, with the goal of heritage protection, livelihood improvement and urban development, take the new models with multi-subject participation, urban space restoration, construction retention, and new functions placement. However, its occurrence mechanism, participants, and results are different due to its own characteristics and local urban renewal laws. This paper analyzes the advantages and limitations of these five models by comparing the background, the characteristics of the objects, the target positioning, the mechanism of occurrence, the operation mode, the results and follow-up works. Then study its rationality and adaptability, hope to provide a basis for the exploration of the future renewal mode of better residential historical blocks.

URBAN PLANNING AND CULTURAL HERITAGE- BASED DEVELOPMENT: THE CASE OF THE FIRST ANCIENT THEATRE OF LARISSA

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The paper that follows examines the case of revelation and historical preservation of the First Ancient Theatre of Larissa and its impact on the city's urban planning and development. Larissa is the 5th city of Greece, situated centrally and a main administrative, educational and commercial center. The First Ancient Theatre of Larissa was built on the slope of "Frourio" hill at the fortified citadel of the ancient city. Apparently, it was fitted into the urban plot of ancient Larissa. The construction dates to the early third century BC. Until recently, the largest part of the theatre had been lying under private plots and residences, but thanks to excavation works in recent years, it came to light almost in its entirety. In order to uncover the theatre, excavations started the in 1910, and brought to light part of the scene. The revelation of the monument was largely due to the broader expropriation programme that began in 1990, continued in 1998 and was completed in the year 2000. The revelation and the need of historical preservation of the First Ancient Theatre of Larissa changed the city's urban planning and development in terms of policy and implementation and definitely modified the local cultural identity. Among the most direct and important impacts have been those of land uses, urban transportation and mobility and city branding, both main aspects of the city's urban planning and development. A new urban plot was created, a new planning philosophy emerged and a new system of urban governance had to be created. In that context, urban planning and development modernized, limited its traditional orientation, which was characterized by rationality in land use planning and green public space allocation, incorporating more non-technical and sophisticated aspects of sustainable city development and integration, as well as a landscape approach to planning.

PARADOXES OF THE HISTORIC CENTER. BETWEEN UNDER-UTILIZATION AND PLANNING POLICIES FOR URBAN HERITAGE

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Heritage-based development is particularly relevant: to qualify urban heritage in a circular economy perspective and re-cycle its structures is essential in order to limit land consumption after sprawl, to preserve landscape and support economic activities able to link cultural tradition and innovation. This planning approach – able to recognize and value the existing assets, in Italy concentrated in the historic centers, where public resources have been spent for centuries – is, nevertheless, not often adopted or not often effective in small and medium-size Italian cities in Northern Italy, because the interpretation of demographic movements and property dynamics over the past thirty years reveals that in the centers population has shrunk, businesses are significantly reduced and institutions have opted for new locations. So the Italian historic centres are not taking part to the transition to circular economy and are living a paradox: the place of beauty, where the quality of life is higher, where the urban tissue guarantees community life, is neglected and not able to deal with globalization forces, which favours metropolises. The extensive planning and regulation activities have very limitedly registered these phenomena and reacted to them. This approach has an impact on the sustainability of the planning choices, in fact plans fail to propose the empty inner cores as opportunities to reduce land consumption and recycle valuable assets. The paper presents the contribution to conservation of urban heritage of the Italian design culture, counter-poses it to the statistical findings on under-utilization and abandonment of both housing, public service units and businesses and critically discusses some relevant case studies analysing official city plans. The paper concludes that new policies and approaches must be conceived and regulations reframed to face circular economy and new desires for living conditions.

ALPINE INDUSTRIAL LANDSCAPES IN TRANSITION

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Since a few decades the Alpine region is undergoing a process of economic restructuring which involves the decline of traditional heavy and manufacturing industry. This process is however occurring with less evidence and most of all with considerable delay in comparison to the metropolitan regions in the surrounding lowlands. Many municipalities and valley communities are currently facing, without success, the transformation of industrial brownfield sites of relevant size and complexity, while it is expectable that many more will be confronted with the same issue in the next future. Strong structural limitations such as the lack of financial resources and potential investors, versus a rather high pressure for “potential” reuse in terms of economic redevelopment and environmental regeneration, reveal that intensive recycling approaches belonging to dynamic urban centers can hardly be implemented in mountain regions. A clear demand for an alternative strategy is therefore emerging from these contexts. It should be focused on incremental reactivation, improved built and open space resiliency and, in extreme no market cases, including also extensive renaturalization. A common ground for the sustainable reuse of industrial brownfield sites in mountain contexts could be to consider their specific landscape structures, i.e. the complex system of open and built spaces directly and indirectly generated by the previous industrial activity, as the main object of transformation. In this way, a re-contextualization and re-codification could be much more easily implemented. This paper presents the first results of a doctoral research aiming to conceptualize Alpine Industrial Landscapes as an operative framework for the recycling of mountain industrial brownfields. Starting from this research, a wider research project has been launched in 2018 via the Interreg Alpine Space: trAILs - Alpine Industrial Landscapes Transformation.

THE TRANSITION OF HISTORIC URBAN LANDSCAPE OF SHIRAZ (IRAN), MULTI-FACETED DRIVING FORCES AND CURRENT CHALLENGES

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For many centuries, Historic Urban Landscape (HUL) of Shiraz, a city in south of Iran, had been admired by locals, foreigners and travelers according to historic descriptions as well as depictions. Investigating the transition of HUL of Shiraz, this research demonstrates the dynamic essence of this phenomenon during its hundreds years old history. It is discussed that the active display of tangible aspects of urban landscape actually roots in a wide range of mainly intangible driving forces which can be categorized as; economic, political, military, religious and symbolic, environmental, societal, health, cultural, industrial and technological, legal and finally educational. Although the impact of each factor had been widely various in different eras, the research shows a dramatic thematic and content shift of above-mentioned driving forces and respectively the physical appearance of landscape in modern times. As a matter of fact, several practices were suggested during last decades, trying to eliminate the destructive impacts on tangible landscape, while adapting a more superficial perspective by ignoring the intangible driving forces behind the scene. Consequently, this study, suggests the incorporation of all tangible and intangible factors in landscape planning and updating the urban regulations accordingly.

AUTHENTICITY, HERITAGE, URBAN REHABILITATION – BAIRRO ALTO, LISBON

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The paper discusses the current urban reality in Bairro Alto and Bica and under the scope of the of the next Urban Rehabilitation Plan for, as part of a contribution to the Urban Planning Department of Lisbon. Critical aspects, from the research part of the work, are to be presented. A team at the Lisbon School of Architecture, University of Lisbon, in its research group Murbs (CIAUD), has been carrying out a broad set of tasks which are to form part of the next Urban Rehabilitation Detail Plan of Bairro Alto and Bica (PPRUBAB). In Lisbon, there are three plans of this kind: this one, Madragoa and the well-known Mouraria one. This study is framed by the officially published guidelines for the Plan (Termos de Referência) and consists on a rigorous survey on land use, conservation and heritage by design, photography and GIS of one of the most symbolic areas on the old core of Lisbon: Bairro Alto and Bica. At the research level, the project aims to study and develop urban intervention strategies and practices in areas to be valued and preserved in terms of urban and architectural heritage, lifelong ageing inhabitants and short term young residents, under heavy touristic pressure. Public space, temporary and permanent forms of housing, socio-economic trends induced by a rising touristic curiosity, such as harsh gentrification actions, management and redesign of minimal-size public space under shortage of parking and car space in an old and delicate fabric, are critical factors to consider. The team expects that this and further work will allow the development of urban design strategies, grounded in heritage, environmental and social dimensions.

BUILT HERITAGE AND LANDSCAPE ROLE IN THE ROME'S METROPOLITAN PLAN

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Built Heritage and landscape are long-term cultural and material memories constantly re-interpreted by the contemporaries. Both are considered as fundamental level for local and regional development in the Rome Metropolitan Plan (Piano Territoriale Provinciale Generale della Città Metropolitana di Roma Capitale - PTPG). In the Plan nature, built heritage and landscape are key value that characterize the metropolitan identities. Settlement's transformations in the Plan arise from the physical and historical form of the territory and encourage a double polycentrism (Rome and 120 Municipalities). One of the general objective of the plan is to reorganize present settlement in made the most of existing patterns rules and peculiarities by using principles of the compact city. The paper would like to point out how built heritage and landscape development have to re-shapes the territories of our dispersal contemporary city. The interdisciplinary research gives a methodological contribution, that can be experimented in other metropolitan contexts.

THE PRODUCTION OF HERITAGE

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Urban regeneration is one of the operations through which global cities are tackling the increasing need of housing. Since 2008 redevelopment concentrated on selected urban districts, the reliance on private sector funding favouring 'luxury' developments and a systematic change in property patterns. The most interesting dynamic within this new field of urban exclusivity is the linkage of culture and history to the regeneration process. Heritage is a dominant new rhetoric employed in the marketing of these operations, the use of which engages and usurps political and administrative authorities able to facilitate urban development. The inclusion of the Heritage agenda concerns the restitution of urban legacies, becoming a selective concept which favours exclusive occupation, opening issues of accessibility and spatial democracy. Heritage as a distinctive and therefore exclusive commodity activates the movement of money and the distribution of people: it raises the value of land and sets in train processes of gentrification, attracting international investors looking for safe ventures or used by 'shell companies' to recycle dirty money. London and Shanghai are observed as case studies of what is now a global phenomena. The two antipodal cities at the heart of global housing deregulation reveal incredible similarities in the use of the rhetoric employed in regeneration projects and recovery and valorization of the (social and physical) Heritage of the urban fabric. The increasing necessity to promote and preserve 'identity', 'authenticity' and 'originality' is perhaps the last trick able to add value to urban landscapes flattened by global marketisation. The 'production of Heritage' becomes a regeneration driver supporting the market economy. The recurrence and extension of this phenomenon requires us to reflect on political and economic deviations that the promotion of urban legacy generates, both in terms of its spatial consequences but also in the cultural redefinition of who inherits the city.

DEVELOPING TRANSFORMATION STRATEGIES FOR ALPINE INDUSTRIAL LANDSCAPES BY THE STYRIAN IRON ROUTE IN AUSTRIA

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The Styrian Iron Route region in Austria is worldwide known for the production and processing of iron and steel. The most famous symbol is the so-called „Erzberg“ (ore mountain), on which ore has been mined for over 1300 years. Mining traditions and montanhistorical heritage are of great importance and give the region its identity. The region has been subject to a large population decrease in recent decades as a result of the technological change in industry and various competitive disadvantages due to its peripheral location in alpine terrain. From the early 1970s until today, the municipality of Eisenerz lost two-thirds of its population. The emigration of well-known companies, a lack of education opportunities and jobs, as well as the poor accessibility of the town move especially the younger generations to leave their home. What remains are shrinking mining cities in the whole region struggling with vacancies, the maintenance of social and technical infrastructure and with the preservation of their mining culture and heritage. The INTERREG Alpine Space Project „trAILS - Alpine Industrial Landscapes Transformation“ focuses on former industrial landscapes in the Alps, assuming their ecologic, economic and social regeneration as a key priority in the sustainable development of the whole Alpine region. The main goal is to develop and test concrete and transferable strategies for the resilient transformation of industrial landscapes in four pilot regions, with the support of regional stakeholders and the active involvement of local communities. The paper depicts the first results of the project and the development of problem oriented strategies and concepts for the municipality of Eisenerz, which could lead to a sustainable transformation and an urban revitalization, to the preservation of the rich cultural heritage and therefore provide new stability to the shrinking region.

LET'S TALK ABOUT CHANGE - EXPERIENCES FROM A VIDEO EXHIBITION CONFRONTING THE PUBLIC WITH URBAN AND LANDSCAPE TRANSITION BY REVISITING THE ORIGINAL SITES OF RELOCATED HISTORICAL MUSEUMS BUILDINGS TO VIEW THESE SITES IN THEIR CURRENT STATE

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Between 1985 and 2015, settlement areas in the densely populated parts of Switzerland increased by almost one third. Whereas Switzerland still perceives itself as “Heidiland” (referring to Johanna Spyri’s novel), expected to attract tourists with its beautiful landscapes and charming small towns, the country has been transformed into an urban landscape dominated by conurbations. In the 2010s, several ground-breaking (direct democratic) popular initiatives linked to landscape issues were launched and received the majority of the vote. The will to control further expansion of settlement areas exists and the transformation of built heritage and landscapes is present on the national political stage, but the perception of change is still difficult to express. However, dealing with landscape transition and developing local planning concepts accepted by the people requires talking about change more site-specific. In 2016, the authors organised an exhibition at the Swiss open-air-museum Ballenberg. It presents more than 100 historical farm buildings from all over Switzerland, which had been relocated from their original sites for various reasons, from construction of new residential or commercial buildings to infrastructure projects, and original sites today cover urban, suburban and peripheral locations. Videos of the original sites of 14 selected Ballenberg buildings were produced in order to present these sites as they appear today. The videos, which were presented in the respective museum buildings, confronted the visitors with the historical buildings – still in existence, but relocated – and the current condition of their former sites. A special visitor’s centre provided an opportunity to find out more and to discuss their perception of change with volunteers. The experience gathered from this exhibition will be presented, giving an insight into the quality of the visitors’ debate initiated by the videos and reflecting on the impact of these findings in dealing with landscape transition in the future.

FIVE PERSPECTIVES FROM THE RESIDENTS OF FORMER METAL MINING AREAS IN ENGLAND AND WALES ON THE MANAGEMENT OF THESE HISTORIC LANDSCAPES

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There are around 5,000 former metal mines in England and Wales. Such sites are often perceived as derelict or degraded and of very little value, and many are having a negative impact on water quality. It is therefore often assumed that their rehabilitation or reuse, for example for development or recovery of metals is likely to be beneficial. However, a substantial number are protected for their ecological, geological or cultural value. Here we present five perspectives from residents living in historic mining landscapes on the value they place on this heritage and their priorities for its long-term management. We asked 38 residents of six mining areas in England and Wales to sort a series of statements based on their resonance with the resident's perspective using the Q Method. The statements covered a range of opinions of the mining legacy, its value and options for its management with a particular focus on the potential for metal recovery from the wastes and site rehabilitation. All residents placed a high value on the cultural and ecological value of this heritage, and protecting local water quality; however, they differed in their priorities for long-term management. Perspectives diverged on the emphasis placed on heritage, nature conservation, landscape aesthetics, environmental protection and the opportunity for job creation through reworking the mines. Cutting across these themes there were also differing perspectives on the role of experts and local people in shaping the future management of the wastes, with most residents feeling that their preferences should be paramount in the decision-making process. This research suggests that the views of local people are nuanced; they value their mining heritage and want to see it protected to some extent, but opinion is split on the most effective way to manage these sites especially where water quality is threatened.

THE RESOURCE-URBANIZATION NEXUS IN THE GLOBAL PERIPHERY: HERITAGE AS A TOOL TO STUDY THE IRON-ORE TECHNOLOGICAL ASSEMBLAGE IN SCANDINAVIA

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Resources in their various forms (e.g., natural, energy, or human labor) are at the basis of our urban economies. The process of resource valorization is intertwined with that of urbanization – both of them occurring at multiple scales, worldwide (Bridge, 2008; Haarstad & Wanvik, 2017). However, the built landscape produced by the nexus between these two processes, under a market-led economic regime, is from time to time discarded with huge environmental and social losses. While the pressing issue of climate change has emphasized resource efficiency (i.e. consume less and use better each unit of resource), we think that the lack of understanding of the implications of the “resource-urbanization nexus” (Rizzo, 2018) is a major barrier for sustainable development. In this article, we begin to analyze this nexus by having as a case study a number of historic urban districts that are part of the so-called “Norrbotten Technological Megasystem” (Hansson, 1998), a transnational infrastructure corridor stretching from northern Sweden to Norway. This mega-system, developed since the mid-19th century to exploit the rich mineral resources of the region, schematically comprises the iron ore mines and the mining towns of Kiruna and Malmberget, the railway connecting the mines with the harbours of Luleå and Narvik, and the hydro power plant in Porjus, which was built in order to electrify the railway. Theoretically, we base our study on critical urban and heritage theories. At the methodological level, we deploy the tools of assemblage thinking and resource-network geography to unpack the resource-urbanization nexus in the chosen case study. By focusing our analysis on the historic built heritage, we will exemplify the territorialization and deterritorialization of the iron ore discourse in Norrbotten and show the subversive potentials that heritage may have to challenge the status quo.

THE INFLUENCES AND IMPLICATIONS OF THE EUROPEAN CAPITAL OF CULTURE ON INTANGIBLE HERITAGE: NOVI SAD 2021

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As one of the most prestigious initiatives through which the European Union (EU) aims to promote richness and diversity of its cultures, the European Capital of Culture also holds an enormous potential for promoting urban regeneration and development. Considering its comprehensive effects and heterogeneous aims and objectives, this initiative became particularly interesting for the local governments as a way towards improving the position in the international arena of competitive cities. The focus of this paper is Novi Sad, the capital of the Serbian province of Vojvodina, elected to be one of three European Capitals of Culture (ECoC) in 2021. Representing an example of transitional socio-economic environment it has experienced a shift from a socialist to a neo-liberal socio-economic framework triggering a process of quasi-regeneration, without any respect for either tangible or intangible heritage. However, during the bid for the 2021 ECoC title, as well as after obtaining this prestigious status, urban heritage was (re)used as an important competitive advantage and local uniqueness. Both the Bidbook and implementation process have provided an interesting merging of tangible and intangible heritage, in which urban spaces will be used as a setting for promotion of urban brand demonstrated through selected elements of intangible heritage. Consequently, the place identity is (re)created through images and narratives connected to European, national and local level, integrating place branding strategy, stakeholders (especially community) and urban policy. However, the problem of so-called dissonant heritage should be noted, as a contradictory feature often included in the branding of multicultural communities. Having in mind that the framework Creative Europe stimulates intensive interaction between built environment, its historical values and local community, the aim of this paper is to examine the influences and implications of the ECoC program on the ways intangible heritage has been evaluated, treated and promoted.

URBAN DESIGN METHODS OF SHANGHAI TILANQIAO HISTORIC DISTRICT UNDER THE BACKGROUND OF URBAN RENEWAL

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The Shanghai Tilanqiao Historic District is one of the Shanghai Historical Scenery Reserve area, with Lane as the main building type in this district. Lane is one of the symbolic representations of Shanghai culture, which records the historical information and cultural genes of the city, and is of great significance to the sense of home, identity and belonging of the citizens. With the development of Shanghai city, the Lane buildings in Tilanqiao Historic District have been demolished in large quantities. In addition, in the lack of public space and living space, residents renovate and expand privately in order to improve living environment. In this condition, the integrity of the community is broken and community life is difficult to maintain. Based on theoretical research and field research, this paper analyzes the spatial characteristics from the aspects of texture, architectural space, street interface and public space, and sorts out the buildings in the Lanes by the typology method. In addition to strengthening the design of streets and public spaces, it attempts to explore the means of achieving functional replacement of old buildings and guiding the form and style of new buildings. Under the premise of protecting the original historical districts as much as possible, it try to reshape the vitality of the area and meet the living requirements of the original residents. The urban design methods explored in this paper are expected to provide useful information for realizing the regional renewal construction, and play a guiding and indispensable role in urban transformation, maintaining regional vitality, and retaining urban memory.

THE MERGE OF HERITAGE CONSERVATION AND PLANNING POLICY: INSTITUTIONS THAT BIND TRANSFORMATION

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In the Netherlands, the policy fields of urban planning and that of heritage conservation are merging, a development that starts from both directions. Heritage policy becomes more directed towards conservation through transformation, integrating it into planning of functions in the whole municipality. In urban planning, densifying (building within the built-up area) become more important. Moreover, more and more architectural eras come to be seen as worthy of conservation (e.g. the 60s and 70s). Thus a very large part of the total Dutch building stock is entering the 'policy discourse of heritage'. The slow merge of the two policy fields means that institutional issues and concerns that beforehand were highlighted in one of both fields, become important in both. This paper aims to develop a framework for systematically mapping the institutional aspects that have to be taken into account, if transformation should become an important part of urban development. First, obviously, there are the institutional factors following from the possible listed status of the building as heritage. Second, institutional constraints deriving from sectoral regulation (e.a. specific regulation from the public education ministry regarding the use and funding of school buildings). Third, institutional factors associated with type of owners and investors of the building. For example the institutional status of investors: what are the legal possibilities and limits of social housing corporations to play a role? Last but not least, the planning system, for example: has the municipality pay compensation when it changes the zoning plan for transformation? In the paper, this framework shall be illustrated by the Dutch case of the transformation of church buildings. But the framework is meant to enable systematic comparison between different kinds of sectors (residential buildings, public service buildings like schools and elderly homes, religious buildings, industrial buildings, etc), and between different institutional systems.

IN SUPPORT OF GLOBAL INTEGRATED LANDSCAPE INITIATIVES: EXPERIENCES FROM THE LANDSCAPE PLANNING IN THE NETHERLANDS

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PBL Netherlands Environmental Assessment Agency

Integrated Landscape Management (ILM) is a process in which multi-stakeholder platforms manage the ecological, social and economic interactions in an area in order to realize positive synergies between different interests or mitigate negative trade-offs. Spatial planning is seen as an important instrument that could support the ILM process. The paper presents the insights derived from the key moments in landscape planning in the Netherlands and reflects on the challenges ahead, signifying that, also in the Netherlands, spatial and landscape planning are dynamic processes that anticipate and adapt to changes in society. Landscape planning of the last three decades is discussed since in this period integrated planning has been implemented, the approach appropriate to ILM. During that period originally used hierarchical governance style gradually transformed into currently present network-oriented governance. Consequently the role of the national government has shifted from blueprint planning to stimulating and facilitating planning processes of regional and local authorities while remaining closely involved only in managing supra-regional spatial developments. In the paper we will elaborate positive and negative effects of both planning styles. Here some preliminary findings which refer to current situation:

- The number of integrated landscape planning initiatives by citizens and private sector has increased over the past decade but compared to the period of hierarchical steering they are much smaller in scale.
- The initiatives are still supported by governmental measures, such as funding, compensation or legislation.
- Integral projects are inherently complex, which is why government authorities are trying to simplify rules and regulations and provide more transparency. This transformation requires the support of municipalities, potentially adding to their already increasing workload and responsibility.

During the presentation we use the maps and other visual means to illustrate the impact of policy changes on landscape in the Netherlands.

HERITAGE AS ENGINE FOR SUSTAINABLE URBAN REGENERATION.

Trillo C.

University of Salford

The newly established international framework underpinned in the UN Sustainable Development Goals (SDGs), leaves no doubt on the intertwined roles of socio-economic and environmental sustainability in pursuing sustainable development. Less emphasis, instead, is posited on the role of culture and history, although the SDG11 includes the protection and safeguard of the world's cultural and natural heritage as one of the targets, measured by the pro-capita expenditure on heritage conservation and preservation. However, local cultural identity is clearly related to the tangible and intangible evidence of the collective memory, hence the role played by built heritage and cultural landscapes should be considered of paramount importance for enhancing social resiliency. Planning for sustainable cities should incorporate this principles, although rapid urbanisation and real estate market pressure often challenge them. Rhetoric assertions on sustainability and cultural diversity often allow hiding vested interests and disengaging with the deepest meaning of the place. This paper aims at discussing the role of built heritage as instrument of resilient practices, by focusing on an extant case, the urban regeneration of the Chapel Street corridor in Salford, Manchester. Following the socio-economic decline determined by the temporary crisis of the manufacture industry, this area is now blossoming thanks to a combination of positive drivers. Whilst from one hand the real estate market is flourishing, on the other this is happening at the expenses of the local identity and culture. The dynamic between international investments and local identity produces different outcomes. This paper discusses how the regeneration process and its implementation can be non-neutral and how the chosen implementation strategy may have a direct impact and support cultural resilience.

THE BENEFIT OF CONSERVATION OF HISTORICAL MARKET GARDENS IN ISTANBUL FOR URBAN CLIMATE RESILIENCE

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Istanbul's historical market gardens, which have been feeding the city since the 17th century, are still in use today. As an important cultural landscape, conservation of historical market gardens is essential to provide continuity of heritage to the future generation. Beside this, regarding the importance of open green areas in the city, maintaining urban farming tradition by means of conserving market gardens as a long term resilient practice can be an opportunity to make the city less vulnerable to natural disasters. Alongside maintaining urban memory, cultural practices and traditional income channel for inhabitants, conserving historical market gardens promote long term environmental stewardship, urban biodiversity and local food production. In recent years, rising land rents, massive urban development projects and changes in policies and laws pose a great challenge to the conservation of urban farming in the city. However, the potential role of multifunctionality of market gardens in Istanbul is not evaluated and considered holistically in conservation policy. Considering these, this study aims to discuss the important potentials of conservation of historical market gardens to provide sustainability, to mitigate climate change and to adapt consequences in the city.

UNDERLYING DYNAMICS OF THE CHANGE IN AYVALIK AS A HERITAGE PLACE

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Cultural heritage as a set of values inherited from the past is a dynamic concept that evolved, developed and adapted in time. Approaches to the concept vary according to space and time. In general, cultural heritage is defined as constituted with a dynamic relationship between place and people. To conserve heritage places it is needed to give value and call attention to the tangible and intangible cultural property. Today, along with growing interest, it is observed that there is rising mobility in historic cities and towns. However, the growing interest puts pressure on heritage places in cities which are subjected to rapid change. In Turkey, Ayvalık, as a heritage place with rich historical assets, has gained popularity in a short time and witnessed a rapid change. Historic built environment has started to be refunctioned which is stimulated by rising demand for alternative usages. Intense interests among out-of-towner bring about social and economic change in the historic city in parallel with rising conservation activities. Rapid changes pose threat to intrinsic values and local character of heritage places in the city. Regarding the irreversible damages on cultural heritage, it is important to discuss the dilemma between conserving heritage places by giving value and destructive impacts of intense interest towards heritage. The main consideration of this study is to understand the formation of change in order to discuss the dilemma. It is aimed to assess underlying dynamics that lead to rapid change threatening local values. In this regard, conservation policies, the historical background of changes in Ayvalık, reasons, and motivations behind changes in attitudes towards historic built environment will be elaborated.

VAN KNIPPENBERG_KARIM_ABSTRACT FOR AESOP_TOWARDS AN EVOLUTIONARY HERITAGE APPROACH: PERFORMANCES, EMBODIMENT, FEELINGS AND EFFECTS.

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The societal relevance of heritage is widely recognized. It can for example inspire people, contribute to more cohesive societies, and serve as a catalyst for exchanges between people. At the same time it appears to be difficult to name and define heritage spaces and places. As such, the question 'who decides what heritage is, and whose heritage it is?' is still a core question within the field of both spatial planning and heritage studies. In this article we argue that attempts to formulate a general definition that is valid for different people, at different times, and in different context, fail because time and again the focus remains to be either on the physical (heritage-as-thing), or on the representational (heritage-as-construction) perspective to heritage. Less attention has been paid to approaches which address adaptability and flexibility in order to deal with an ongoing heritage valuation process by communities and other stakeholders in heritage management processes. Therefore, this paper indicates to go beyond these aforementioned approaches, and argues to link heritage to a more extensive mixture of relations with (for instance) other heritage sites, previous experiences, and memories, feelings and emotions wrapped up in our encounters with heritage. We explore the potential of this third, more radically post-structuralist perspective on heritage, which we call an 'evolutionary heritage approach'. We argue that this approach links heritage back with being human and living, so that it emerges from the feelings of being, becoming and belonging. As such, an evolutionary heritage approach - which encompasses various, changing, perceptions of heritage - provides a more precise definition of heritage therewith allowing us to explain what heritage does in terms of feelings, values, emotions, and personal experiences.

TRADITIONAL HERITAGE SYSTEMS OF WATER MANAGEMENT AND TERRITORIAL MODIFICATIONS: THE CASE OF TAMIL NADU (INDIA)

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The city of Chennai still showed, on a map of 1909, large open water reservoirs and a multitude of waterbodies. These reservoirs were the last vestiges of the traditional water management system that existed in the villages of Tamil Nadu. The effectiveness of these reservoirs was based on a range of practices related to their maintenance, land use planning, connection to larger networks and community management. These practices were based on the use of the common lands surrounding the reservoirs as a catchment area. These common lands are therefore an important aspect of these systems since they make possible the networking between the different components: water, population, ecology, land and the economy. The awareness that this system can constitute a patrimonial legacy whose participation in the survival of contemporary society turns out to be capital only begins to appear obvious today, when only a few reservoirs remain, and where the majority of traditional uses has disappeared. This disappearance does not only questions the management and distribution of water resources but the one a collective functioning that becomes more and more individual or even individualistic. The traditional system ensured an economical and complex use of water in a context of shortage of the resource due to the monsoon climate. The traditional system guaranteed the practical and symbolic uses of water, and its disappearance led to the loss of a complex, comprehensive and collective system of territorial and social management that saw water as its key element.

WHO IS AFRAID OF TRANSITION? MONITORING THE IMPACT OF TRANSFORMATIONS ON HISTORICAL RURAL LANDSCAPES AS INDICATOR OF COMMUNITIES' CHANGING NEEDS

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Historical rural landscapes are a productive heritage. Consequently, these sites can be representative, more than others, of the quantitative and qualitative impact of macro-phenomena related to transition by monitoring transformations acting over them. This heritage is recently at the centre of a strong interest and debate. The challenges posed by a constantly transforming and stressed heritage led to an urgent need, emerged in particular in the last fifteen years, of an integrated approach that could cope with a complex background of issues, such as exogenous and endogenous pressures. However, at first instance, preservation approaches applied over historical rural landscapes focussed on a “crystallization” of these sites, although their intrinsic dynamism. Accordingly, some are the recent management tools dedicated specifically to this heritage, aimed to integrate preservation and planning policies (e.g. GIAHS, FAO). Their effectiveness is based on two main pillars, which differentiates them from previous approaches: first, the direct involvement of communities that have shaped, maintained and inhabited these sites over time, through an examination of newer needs derived from a recent opening to a globalized world; second, the definition of site-specific management plans able to change accordingly to the results of a participate monitoring over time, in the perspective of the definition of a win/win methodology including all the stakeholders involved (communities, agencies, institutions). The paper evidences the contraposition between the “fear” of an inevitable transformation and the potentialities it can generate as indicator of the transition effects on historical rural landscapes in time. Thus, the development of policies aimed to a dynamic preservation of this heritage must consider an accompanied and mutual support to transition between communities and professionals. To discuss this scenario, a comparison over the application of management and preservation approaches in three historical rural landscapes sites is given, to outline potentialities and critical aspects.

RECONSTRUCTING PUBLIC HISTORY THROUGH EUROPEAN SETTLER AND INDIGENOUS HERITAGE AND LANDSCAPE

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Canadian society is delving earnestly into the implementation of actions for truth and reconciliation following the 2015 report of the Truth and Reconciliation Commission of Canada. Locally, city planners and civic officials, for their part, are searching for meaningful ways to bring Indigenous and non-Indigenous peoples together, religious and secular, in ways that strengthen a common attachment to the urban landscape. Dolores Hayden reminds us that when read as stories of our city's public memory, the urban landscape, with built, natural, cultural, and spiritual dimensions, can tie our individual identities into something larger, a community that has a powerful sense of place. What we see at first look in the city and region around us really is a very thin veil. Spend more time looking and you will learn of the complex sociality and spatiality of urban co-existence between different worldviews that have been constructing the built, cultural, and natural landscape at the same site, over different eras, generations, and even millennia. This paper draws on new archival research and site visits to construct a landscape of built, natural, and cultural heritage on a single 11 hectare site in Saskatoon, the largest city in the Saskatchewan, Canada, that was part of the Plains First Nation (Indigenous) territory for thousands of years, followed by European settler homesteads, later as a leisure space for urbanites in a growing city, then as a retreat for Catholic religious orders of Sisters, and for the past 10 years, as a closed site, fenced off and awaiting re-imagination and re-use by a local heritage conservation organization, the Meewasin Valley Authority. This paper concludes with recommendations on how to use the thousands of years, eras, and worldviews behind the built, natural, and cultural heritage of the site to create a powerful site for urban truth and reconciliation.

SUSTAINABLE PROTECTION OF CHINESE HUMAN-HABITAT HISTORICAL ENVIRONMENT FROM THE PERSPECTIVE OF TRANSITION:CASES STUDY OF TRADITIONAL VILLAGES AND ANCIENT CITY OF PING YAO IN SHANXI PROVINCE

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The title of human-habitat historical environment is awarded to traditional human settlements under specific economic, political, cultural and technological conditions. Such environment has dual attributes of historical protection and community life, and its sustainable protection has an important impact on urban development and resident life. By analyzing the problems in the protection of Chinese human-habitat historical environment. Issues touch on the neglect of community life in protection action, the ignorance of the big environment background in protection perspective, the lack of regional considerations in development strategies, and the implementation force is dominated by the will of the government, as well as the deficiency of dynamic management mode. Then, through in-depth interpretation of UNESCO's proposals on environmental protection of historic cities, drawing on the experience of historical environmental protection in Britain and France, and based on the concept of sustainable development, this paper puts forward the transformation paths of Chinese human-habitat historical environment. This paper focuses on the discussion of the two settlement types of traditional villages and ancient city of Ping Yao in Shanxi Province, the world cultural heritage. The main paths include: protecting objects from focusing on the heritage protection to considering both heritage protection and community life; protecting perspectives from cultural relics protection to protection of urban environment floor; industrial planning from Disneyland development to precision planning and development; protecting forces from relying on government to multi-force participation of the whole society; and protecting management from static management system to sustainable dynamic planning management. By protecting, renovating and improving the livability of the human-habitat historical environment, the sustainable development of the urban historical environment is gradually realized. The paper is intended to provide experience for sustainable protection of the human-habitat historical environment in China.

THE STORY OF THE DAEI-JAN-NAPOLEON'S HOUSE IN TEHRAN; FROM THE SOCIAL QUEST FOR ITS SAFEGUARDING TO ITS OFFICIAL CONSERVATION PROJECT

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The Internet-based social networking has influenced public policy-making in many ways. Today, traditionally top-down planning systems such as the Iranian one have to deal with the increasing public access to information regarding cities, sites, and planning processes. In this paper, I trace the flow of information and affect among individuals, groups, and organisations, assembled around a collective desire for safeguarding a historic house in Tehran. Apart from its political and architectural significance, this house became famous as the location of the highly successful comedy TV series of the 1970s, Daei-jan-Napoleon (My Uncle Napoleon). The paper tells the story of this house from 2011, when it was in danger of destruction, to the time when the desire for its safeguarding emerged in the public realm to 2015, when the government undertook its conservation. Using the Deleuzoguattarian approach, I explain the rhizomatic social formations that created a sense of collective commitment towards the safeguarding of the house. Then, I explain how the idea of preserving the house was captured and territorialised within the administrative top-down planning procedures. Methodologically, I observe the social, legal, and administrative policy-making environment in which the conservation process of the house took place. The research data is collected from online social media (mainly Facebook), news, legal texts, and interviews. By documenting the relationships among the involved actants, I picture how the collective desire for safeguarding was mobilised and how it was transformed and actualised after being processed within an official conservation project.

PRESERVATION AND REGENERATION PATTERN OF INDUSTRIAL HERITAGE SITES IN OLD INDUSTRIAL CITY: CASE STUDY OF JIAOZUO, CHINA

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As the origin of China's modern coal industry, city of Jiaozuo is famous for its “coal city” and has many coal industrial structures with good potentialities for preservation. It has experienced great development with the rapid industrialization process in the early stage of China’s socialistic period, but also encountered the great challenge because of resource exhaustion in the latest years. This article focuses on the industrial and urban development by focusing on the characteristics and problems of industrial heritage site in the redevelopment of industrial city, and proposes innovative suggestions for the value assessment, preservation and regeneration pattern for Jiaozuo industrial heritage system. As a typical industrial city, Jiaozuo faces both common problems and special challenges. On the one hand, with the restructuring of the regional economy, the original manufacturing industry of Jiaozuo gradually loses its competitive advantage, and the industrial structure needs to be systematically upgraded. A large number of industrial enterprises are required to be relocated into new industrial parks. On the other hand, industrial tourism with other natural resources for tourism development, such as Yuntai mountain, have shown the new perspectives for the old city’s redevelopment. In this context, the preservation and utilization of industrial heritage sites requires new development pattern in the process of economic and spatial transformation. A joint research group between the Chinese and German universities has been established to carry out the empirical study in order to identify the existing situation and challenges. Besides, suggestions for preservation and regeneration pattern of industrial heritage sites are also proposed to release the potentiality of existing urban space.

TRANSFORMING URBAN HERITAGE: HERITAGE-BASED DEVELOPMENT IN THE CASE OF THE HISTORICAL CITY OF XI'AN, CHINA

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For the purpose of stimulating rapid urban socio-economic growth, some Chinese historical cities have initiated property-led urban regeneration projects to attract new investment and introduce various economic activities since the 1990s. Xi'an, an ancient capital of China, is proposed as "a world-famous historical and tourism city" in its fourth master plan (2008-2020). Since the 2000s to date, an increasing number of large-scale conservation projects have been undertaken by Qujiang New District Management Committee, endeavoring to "reconstruct" the city in its Tang Dynasty glory (618-906AD). Within this period, local heritage sites such as the Daming Palace and Big Wild Goose Pagoda are experiencing an encounter with commodification for cultural tourism. This paper examines the heritage-based development model in Xi'an (Qujiang New District), seeking to explain how pro-growth coalitions used heritage to stimulate the economic competitiveness and historical city branding of Xi'an. Using qualitative data collected from published sources and interview with key stakeholders, the paper investigates the internal policy networks and land management mechanisms in process of heritage-based development of Xi'an. The Qujiang New District development model presents a typical case for the commodification of heritage places, in which large-scale property-led regeneration was initiated to increase land values. It shows that while Xi'an has benefited from Qujiang New District development model of property-led regeneration and the developed heritage sites have been used as growth poles for the whole city, the development process has a negative impact on the local communities. This paper thus calls for more attention to similar domestic and international processes of transformations in heritage-rich areas. Ponzini, D. (2009). Urban implications of cultural policy networks: the case of the Mount Vernon Cultural District in Baltimore. *Environment and Planning C*, 27(3), 433-450. Palermo, P. C., & Ponzini, D. (2015). *Place-making and Urban Development: New challenges for contemporary planning and design*. Routledge

TRANSFORMATION OF ROADS' FEATURE PROTECTION: STATUS AND FUTURE THINKINGS OF SHANGHAI'S FEATURE-PROTECTED ROADS:BASED ON THE CASE OF YUYUAN ROAD IN SHANGHAI

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During the decades or even centuries of the formation and development of historic roads in Shanghai, the urban connotation has different traces in different times. Feature-protected roads are one kind of urban heritage because they have the characteristics of urban form and urban culture. For residents, street itself is the most frequently communication place in urban public space. However, in the process of protection, the work of protecting feature-protected roads has been confront with certain difficulties due to the imperfection of the theory and the technology. This paper tries to answer the question what are the realistic problems and dilemmas faced by the feature-protected roads under the background of rapid development and transition of the city? And what aspects should be focused on in the protection work and what direction should we work towards under the concept of "sharing"? Based on the investigation of Yuyuan Road in Shanghai, this paper finds out the main problems in the protection work and put forward the concept of "sharing" in terms of space sharing, cultural consensus and spiritual integration. It combs the basic characteristics of the relevant planning of Shanghai feature-protected roads and analyzes the requirements of the management and control of feature-protected roads in Yuyuan Road Historical and Cultural Area and the status of its protection, aiming to explore the highlights and problems in the protection process. Finally, this paper tries to put forward the optimization direction aiming at the problems in the protection work, which can provide the protection of historical landscape and the continuation of cultural tradition under the concept of shareable development.

PA03 Urban design for multilevel planning

Ali Madanipour
Valeria Lingua
Isidora Šobot

This track brings together the themes of urban and spatial design with regional design, searching for innovative, multilevel planning tools for governance in transition. Europe faces serious challenges of managing urban and regional change, posed by globalization, climate change, population mobility and diversity, social inequality, and economic austerity. Changing urban and environmental conditions require new capacities of dealing with deep changes and of responding to the current challenges. How can democratic, multilevel planning tools be developed to address these challenges in new and innovative ways? Multilevel governance has been a key to offer the possibility of democratically coordinating the diversity and multiplicity of forces at work. Can a participatory approach and a closer relationship between planning and design at neighbourhood, urban, and regional levels be part of such a response? Papers are invited to explore the nature of, and the relationship between, urban and regional design and transition conditions in a multilevel and interactive perspective. Theoretical, methodological and empirical papers are invited to discuss any aspect of this interface between design processes and the challenges of transition at local and global levels, including:

- How is urban and regional design responding to the conditions of globalization, climate change, population mobility, economic austerity, cultural diversity and social inequality?
- How do migration and austerity affect cities and regions and how can urban and regional design and planning respond? How can gentrification be avoided and marginality be addressed?
- What are the relationships between design, planning and governance at different local, urban and regional levels? How can multilevel planning and design relate to multilevel governance?
- How can the existing theoretical frameworks, concepts, cognitive abilities and approaches in urban and regional design be enhanced, and new ones be developed, to face transition?
- How can new, innovative, inclusive, multilevel planning tools be developed in urban, spatial and regional design?
- How can inclusive participatory approaches be integrated into multilevel planning and design to deal with the democratic deficit of strategic approaches?

WHAT ROLE DO URBAN POLICIES PLAY IN ENHANCING THE SATISFACTION FROM NEIGHBOURHOOD OPEN SPACES IN MIXED USE CITY CENTRES: LESSON FROM AUCKLAND

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Mixed-use neighbourhood and intensification have been widely identified as a positive urban strategy after research showed how this policy benefits the city and public, underpinning the concept of sustainability. In countries with well-established urban growth strategies, governments encourage people to settle in city centres as a mixed-use neighbourhood by considering new high-density residential development in this area. However, the design quality of these areas is directly related to the residents' satisfaction within their neighbourhood. Providing quality open space is one of the main influencing factors of satisfaction, however, spatial elements of these qualities are yet to be developed. Auckland is the largest city in New Zealand and over the past 60 years, its City Centre has become increasingly populated and diverse (Auckland Council, 2012). According to the Auckland plan 20150, Auckland City centre will be one of the main residential centres of the city, and subject to this population increase. (Auckland City Council, 2018). To cope with this demand, the Auckland's plans such as Auckland Masterplan promotes a compact city with a high-density residential area which can be perceived as a neighbourhood by the residents. Therefore, regarding the main vision of Auckland Plan to be the most liveable city in the world, considering residents' needs and experiences, planning and designing open spaces is highly challenging. This paper presents the approaches to the open space in Auckland CBD. The central question of this research is how residents' viewpoints are coordinated with the relevant urban documents, and what people think about their influence on these plans. To answer this question, content analysis of the main and relevant documents together with a survey of 170 residents have been conducted. This research raise issue of urban policies and the role this plays in the residents' satisfaction with their neighbourhood open spaces.

OPPORTUNITIES, INNOVATION AND LEGITIMACY IN PUBLIC PRIVATE COLLABORATION. LESSONS FROM FRENCH PRACTICES

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The debate about urban regeneration is coping with the spreading of various kinds of interaction between public and private stakeholders and new geographies of powers. The research, thanks to a lexical shift from Public Private Partnership to Public Private Collaboration (PPC), aims to investigate these approaches to urban transformations and, analyzing the features of French best practices, outlines the opportunities and innovation of such experiences. Four cases were studied as fruitful way of city-making through advanced forms of PPC, with widely recognized high-quality outcomes. In this work, practices' features are translated into clusters of indicators that allow deconstructing the complexity of urban quality. Through the check list and following evaluation process, PPC in urban regeneration can be enhanced with a link between decision making processes and the urban quality of the outcomes. Indeed, significant elements and theoretical points have been identified, in order to enhance virtuous and innovative approaches to urban transformations that can, therefore, be defined as "collaborative". PPC can be defined as a kind of intervention that favors flexible and resilient urban design and can be an opportunity to build an efficient equitable and inclusive city even in a context of retreat of the welfare state. The shift to PPC opens to a discussion on multilevel planning, in order to find a balance between reduction of public finance, need of urban renewal for collective services and public spaces, role of private stakeholders, space for cross-cutting players; collaborative urban transformations deal with privatization and regeneration, gentrification and inclusive social transformations, (neo)liberal city and public city. The whole work aims to obtain practical guidelines for urban planning and design, providing insights for policy makers and urban design practitioners to define performance metrics for PPC.

ROME AS A CITY-REGION: ISSUES ON EXPANDING URBAN INFLUENCE WITHOUT URBAN GROWTH

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New geographies of uneven spatial development have been emerging in the whole planet, as a result of the interplay between global driving forces and local socio-economic and institutional conditions. In Central Italy, the influence of Rome has gone beyond the administrative limits of the city and of the Daily urban system traced on the basis of commuting flows. The urban geography of Rome has, no longer, a radial structure, but a new one without precise boundaries, very varied and with many different forms of living. New spatial and functional interdependencies are emerging in a vast and low-density city-region, expanded even beyond regional borders. So far, this new pattern of multi-polar development at the regional scale has not been recognized in public discourses and has remained in shadows in urban studies. This paper presents first results of a research carried out by the University of Roma Tre commissioned by the Lazio Region, whose aim is to investigate recent urbanization processes in the city-region of Rome under the above-mentioned perspective, adopting a multiscale approach, critically referred to international studies on the regional dimension of urban development, with an intentional mix of quantitative and qualitative methods. The paper points out the shifting from a development model based on urban enlargement to a new one based on adaptation and reconfiguration of the material legacy of previous urbanization cycles. Since “conspicuous changes” (intended as representative of critical turning points) are now emerging from a series of tactical and opportunistic decisions, in a weak and outdated planning system, a renovated multi-level governance is needed to address the expansion of urban influence without urban growth in terms of a more equal distribution of social and economic opportunities within the regional space.

INTEGRATING THE GANDHINAGAR NEW TOWN WITHIN THE AHMEDABAD-GANDHINAGAR REGION THROUGH LAND DEVELOPMENT

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The paper presents a historical narrative of development of Gandhinagar, and broad critiques of the form based and urban studies approach of a mid-20th century new town in India and subsequent attempts at its re-invigoration. Gandhinagar was built in the 1960s as the capital of Gujarat state in western India with a spacious, modern character. Over the next four decades, it developed as an administrative center, but due to development restrictions and rigid periphery control it was not able to cope with regional growth pressures. Gandhinagar's 2011 Development Plan sought to transform it from an administrative center into a thriving and economically vibrant community that is able to accommodate the demands of a rapidly urbanizing economy. This plan marked a departure from the state-led master-planning and development based on eminent domain, and adopted a land readjustment mechanism for urban expansion. It applied a place-based approach to preserve the formal character of the capital city, and also transform the quality of its built environment. This paper provides insights into the unique challenges of re-planning a planned New Town, and highlights the opportunities that urban design scenarios provide to meet a variety of planning objectives. It discusses the challenges and opportunities of dismantling rigid state controls, formulating place-based regulations, and adopting land readjustment mechanism to introduce private sector land development. It argues that a place-based urban design approach incorporating improved density and land use mix in the planning process can help introduce some of the missing "urbanism" to new towns. The methodology includes an extensive review of literature on the building of new towns and neighborhood unit, extensive field visits, and expert interviews. A decade later, implementation has been limited to urban expansion areas with the realization that the legacy of state-led development is not easily overcome without accompanying institutional changes.

WHAT URBAN DESIGN IS AND WHAT IT IS NOT. TOWARDS A COMMON UNDERSTANDING FOR PLURAL INTERPRETATIONS.

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While in recent years the interest in debating the practice of urban design is increasing extensively, the general impact of academia seems to be still pervaded by indeterminacy and vagueness. Moreover, in the literature, the lack of a common understanding of what urban design is and what it is not is perceived as to be an issue that needs to be solved and explored. This is a crucial obstacle as the presence of good definitions is an indispensable pre-condition to have a workable intersubjective framework that can enable collective processes of interaction and discoveries among multiple interlocutors. Therefore, giving serious consideration of this issue, the paper aims to achieve one main goal that is to provide a general and hopefully clear understanding of what urban design is and what it is not. In order to delve deeper into this issue, the paper proposes and analyses numerous contemporary definitions of urban design. Based on this analysis, it first identifies their main commonalities and differences. Second, it provides a general definition of urban design. Third, it specifies in detail certain potential misunderstandings. The paper demonstrates that while it is possible to provide a general definition, and possibly agree on a common understanding, multiple, often divergent, perspectives are inevitable in this field of study. This aspect, however, is not so negative as many scholars believe.

BRIDGING PLANNING AND URBAN DESIGN THROUGH COMPETITIVE DESIGN PROCESSES

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Competitions are a time-honoured and continuing component of architectural and urban design processes in Europe, especially for the public environment. The methodology of rigorously comparing and contrasting alternate conceptions for a development site raises expectations in the quest for design excellence. At one level this approach captures 'the mystery and the deepness' of creative endeavour as described by French architect Jean Nouvel in the award-winning documentary *The Competition* (2013). But when this escalates into public intervention into the development process it is a mode of design governance. One jurisdiction which has translated competitive design into a mandatory part of a local planning system is the City of Sydney. Since 2000 large-scale projects in the central business district have been captured by a statutory requirement for a preliminary design alternatives/competitive assessment. This stage in the approval pathway is driven and funded by the proponent but overseen by the City seeking a better rapprochement between private and public interest, building and urban design, strategic planning and development control within a global city setting. The outcome is a preferred design and guaranteed commission for the winning architect that is then developed in more detail and assessed by formal planning assessment procedures. Nearly 30 completed projects have been captured by these requirements which have now been extended to include big urban renewal projects outside of the city centre. This paper provides an overall assessment of competitions as a formal governance tool aiming for a more enlightened and inclusive approach to city design. The judgement favours an uplift in quality in a city once known for what John Punter (2005) termed its 'agnostic' approach to urban design. But it comes at the expense of rising costs of engagement, surging commercial and social gentrification, and a 'democratic deficit' in the model adopted.

STRATEGIC SPATIAL PLANNING IN LEBANON IN THE EYES OF THE STAKEHOLDERS: A PANACEA?

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Building on recent experiences of strategic spatial planning in Lebanon, the paper seeks to challenge prevailing narratives about the emergence of strategic spatial planning as a "cure-all" tool. The article aims to reflect on a recent argumentation made by Louis Albrechts that contours the way forward to a transformative agenda and re-discusses the concept of strategic spatial planning as a multilevel planning and governance tool. Based on a full-fledged analysis of practices of strategic planning initiated by Lebanese local authorities, the paper reflects on the perception of different stakeholders on strategic planning as a catalyst for change. It investigates the capacity of strategic planning to cope with the needs of running cities and to guide the traditional regulatory planning. The paper concludes with an outline of an agenda for further research.

BETWEEN GROWTH AND CRISIS: THE RESPONSE OF LOCAL PLANNING TO THE ISSUE OF VACANCY

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Several long-term urban transformation projects launched in the 1990s have suffered a sharp deceleration following the economic crisis of 2007-2008. This crisis has also indirectly affected the urban planning field, almost completely outshining the decision-making power of public authorities already suffering from impacts of the neoliberal approach, cuts of financial resources and loss of powers and leadership in the urban domain. The transition in the development model triggered by austerity is also reflected in the inability to combine traditional planning tools with innovative practices carried out by groups of citizens and/or activists. In particular, forms of temporary uses and re-use have been developed in order to deal with abandoned or unfinished spaces and buildings, one of the main legacies left by the economic crisis. From the regulatory point of view, there are few cases of dialogue between reuse experiences and spatial planning or planning regulations. In this narrative, the case of the Dublin Vacant Site Register and Levy, established in 2017, gives a strong signal of public power, especially in a local context in favour of banks and private investors and little public decision-making powers. The paper presents and discusses the Dublin experience, that shows a new approach to regulate and control vacancy in a neoliberal context. This kind of tools encourage practices of temporary use in a frame of regulation, it allows to discuss the traditional planning practices and possible innovation.

FROM PLACE-MAKING TO REGION-MAKING: CHALLENGES TO PLANNING IN URBAN REGIONS

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Over the last decade, theories and empirical studies of place-making have been developed in several disciplines, such as urban planning and design. To date, studies have mainly focused on the city and neighborhood scale of planning and design, and the involvement of local communities through participatory approaches. However, the place-making approach can be extended over the neighborhoods and cities themselves into a regional perspective. This can occur when place-makers, such as local governments, companies from both public and private sectors, and a combination of local communities are involved in more intertwined planning and design practices at a regional level. Due to the impacts of longstanding suburban sprawl, digitalization and new forms of living and work, cities are becoming more 'diluted and vague'. In this context, current planning practices and competencies are still inadequate to interpret contemporary urban-regional phenomena, which cross traditional and obsolete administrative boundaries. Therefore, the study aims to understand the degree to which the place-making can be relevant to the regional development. In particular, the paper aims to explore the possibilities in relating multilevel planning and design to multilevel governance by using the place-making approach. In order to do that, the urban regions of Helsinki and Milan were selected due to the growing interest in conducting projects capable of rebuilding relationships between transport infrastructures, digital services and urban-regional spaces, and by involving a wide range of actors. The two case studies we conducted focusing on two regional infrastructure corridors between Helsinki, Hämeenlinna, and Tampere and between Turin, Milan, and Verona, respectively. Despite the on-going collaborations between place-makers themselves, as well as between place-makers and academics, findings show that there are still inadequate forms of multilevel governance and planning and design tools when dealing with 'urban-regional phenomena'. The discussion has shifted to the re-conceptualization of place-making in urban-regional context.

TERTIARY DISTRICTS PROJECTS OF REGENERATION: FROM AN EUROPEAN PERSPECTIVE TO ITALIAN APPROACHES. WHAT KIND OF EVOLUTION IS POSSIBLE FOR SUCH MONO-FUNCTIONAL AREAS?

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Inside the framework proposed by the track, this contribution wants to focus on a specific topic related to urban design and a multilevel approach in planning: the need to regenerate and retrofit directional areas and tertiary districts in the contemporary cities. In many European contexts the condition of under-utilized (or even dismissed) offices and directional areas is a significant reality. These interventions, often mono-functional, can be related to previous periods of economic growth and real-estate developments, or to important projects at regional and national levels that have not maintained over the years high level of attractiveness for tertiary, institutional or scientific functions. The contribution aims to critically investigate projects of regeneration that are currently involving tertiary and directional areas in metropolitan territories, often regarding poles of activities at the urban and regional levels. Which kinds of regeneration processes are currently affecting these areas? How to rethink services and collective spaces in such kind of mono-functional districts? Which answers in relation to environmental and energetic issues and sustainable mobility? It is possible an evolution from "traditional" directional areas to innovative economic workplaces? After previous research activities focusing on the European context, the paper focuses on the Italian context, closely analysing two typologies of tertiary district regeneration: A first case is an example of an unitary project, a piece of an iconic modern city; the second case is instead characterized by an incremental and scattered development, "piece by piece", mainly guided by private investments. The cases are analysed to reflect on peculiar issues of today urban design: how to rethinking the in between space (infrastructures, open and public spaces); how to host innovative forms of production, culture and services: how to activate cooperation projects between public and private actors to improve the environmental and energy performances of the buildings.

URBAN PLANNING STANDARDS BETWEEN SPACE AND CIVIC USES

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The urban planning standards are a national level instrument introduced with the Decree n. 1444/68. It has made mandatory for the realization of public spaces based on parametric values in the urban expansions. By defining public city in Italy, this tool can be seen as a multilevel tool. It was set up at a national scale, then it was redefined by Regions in different ways outlining varied Italian landscapes. It is defined by strategic plans at local scale, and enacted by implementing regulation. Its realization takes place through public/private bargain and, especially nowadays, it can be managed by private individuals or associations. The typological specifications (schools, open spaces and parks, collective services, parking) depict a multi-sectoral character that raises problems to be solved only in a trans-sectoral way. The paper will highlight the case study of Naples, focusing on some global issues that have specific expressions in the city: migration flows from outside/inside the country; the perpetual austerity condition that doesn't allow improving the undersized public spaces legacy by the regulatory instrument; the processes of spatial and social marginality, where collective spaces have contributed to define. The paper will discuss about the innovative tool of "Civic Uses", set up in Naples as an institutional recognition for informal practices of space appropriation, a subsidiary system of welfare at neighborhood scale. The analysis aims to focus on the relations between collective spaces defined by the decree and the civic uses "constellation", making a critical evaluation on: the intervention field (social, spatial or both); its real inclusive capacity as a welfare design tool; more broadly its ability to increase the quality of collective life, rather be a transitory phenomenon. The final outcome is if civic uses have an exportable value nationwide, contributing to redefine the Decree, fifty years later.

EXPLORING IBA BASEL 2020: ASSESSING THE IMPACT OF TRINATIONAL COOPERATION AND THE RESULTING PERSPECTIVES FOR THE POST IBA PERIOD

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The International Building Exhibition IBA Basel is a non-formal instrument to improve cross-border cooperation and planning processes between Switzerland, France and Germany. The aim of IBA is to overcome territorial barriers of trilateral coexistence and noticeably enhance the quality of life in the region. As a catalyst of regional development, on-ground projects seek to revitalize the spatial quality of the urban fabric and improve the adoption by its users. Institutions, planners and civil society actors are encouraged to collaborate in cross-border development and the implementation of projects over a period of 10 years. The outcome of IBA Basel will be communicated in an exhibition venue. An impact assessment based on a survey among the involved actors will provide scientific foundations for the exhibition. This evaluation is supported by interviews and focus-groups that foster awareness for future challenges in the post IBA period. A scenario for comprehensive development would be an ongoing process of exchange and cooperation across the region, initiated by projects and networks of IBA Basel 2020. The aim is to develop an evaluation framework that enables to relate the impact of IBA Basel with the development of the trilateral region on three interdependent levels of process: on-going planning activities and projects, the network of actors and the enhancement of regional quality of life. IBA Basel activates actors, facilitates networking and supports the planning of projects with cross-border relevance. Following that idea, the relatively weak instrument of a trilateral IBA may generate a remarkable leverage effect to regional development within the agglomeration. Thus, far away from the visibility of a true building exhibition, the attempt to push the initiated process beyond the year 2020 has to start from a point of awareness and appreciation for the soft dimensions of multilateral networking, trust building and knowledge sharing beyond borders.

THE ROLE OF PARTICIPATORY PLANNING METHODS IN THE DEVELOPMENT OF PUBLIC SPACES: A SYSTEMATIC CASE STUDIES REVIEW ON SUSTAINABLE URBAN GOVERNANCE

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Urban Design and Planning worldwide have long been criticised for their lack of meaningful public consultation and participation in the process of shaping our built environment. Currently, the existing practices of consultation and participation are within the confines of council meetings, complex form filling and survey reports that often carry little weight towards the decisions made by the planning authorities; the latter are increasingly seeking for ways to encourage meaningful public participation in urban development decisions. This paper, presents a systematic literature review on sustainable urban governance vis-a-vis participatory planning, in an effort to consolidate, evaluate and critique the various approaches on involving the public in decision-making process in relation to urban form in general and public space in particular. The literature/case studies presented are referenced across a scale of degrees of participation, referring to a range of influence that participants have in the decision-making. In its two extremes it can be viewed as no participation, where designers make assumptions of users' needs and requirements, and full participation, based on user-defined criteria of quality. The evaluation of many participatory research practices is somewhere in between the two extremes, focusing more on design with the users. However, the given theoretical process, might provide an insufficient degree of realism that designers need to cope with, due to time and budget constraints. If it is to remain grounded to the practice of design, literature should be able to cope with barriers, and seek understanding beyond its conceptual approaches.

LIVING APARTMENT BLOCKS IN ANKARA AND THEIR RELATION WITH THE CITY

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Innovative buildings, with their design aspects, uses and environmental relations, can enrich urban areas spatially and functionally. This study explores inner-city apartment blocks in Ankara that adapted a similar approach to Le Corbusier's Unité d'Habitation (dwelling unit), and analyzes how they have contributed to their surrounding area. Le Corbusier's approach to city planning involved geometric forms. In his works on city planning, dwelling is the fundamental element. One of his well-known contributions in this regard is Unité d'Habitation. Besides its architectural features, a remarkable aspect of this model is its communal spaces. It is more than an apartment block; rather, a "vertical garden city", where he emphasized a communal lifestyle along interior streets and on the roof. The emptied ground floor and roof garden allow a social environment for users, and these spaces interconnect with nature. A similar approach was adapted by a few cooperative housing initiatives in Ankara during the 1950-1970 period. It was a period when cooperative housing was largely implemented to respond the housing need of working population. The examples in Ankara are still well-known with their architectural styles and functional aspects. This study focuses on some of them, designed and constructed in the same period. It analyzes the morphological and functional features at building and neighborhood level. The study does not propose this approach or similar ones as a solution to all contexts, but it highlights how an architectural approach can interrelate to the urban level with its communal spaces, and open areas at ground and roof levels, and contribute to urban life in spatial and functional terms.

CONCEPTUAL HETEROGENEITY AND SPATIAL TRANSITION – THE EVOLUTION OF METROPOLITAN PLANS FOR COPENHAGEN AND OSLO IN COMPARISON

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The evolution of metropolitan space is characterized by disjointed planning histories. Nonetheless we seem to believe in strong and univocuous conceptual representations of metropolitan futures in decisions and plans. In this paper we will analyse the specificities of two metropolitan evolutions. Greater Copenhagen has been blessed with a strong, all-encompassing slogan – the Fingerplan –, giving it a special status as reference in planning literature. In contrast, the 1934 Stor-Oslo plan adopted a rather eclectic scheme, borrowing concepts and applying them to different historical structures and their transformations: expansions based on combinations of Eberstadts green wedges for Groß-Berlin, May's satellites strategy for the Neue Frankfurt plan, and van Eesterens continuities with the urban core of Amsterdam, by means of zoning. Comparative historical analysis may highlight that Greater Copenhagen was characterized by strong ruptures, great challenges of economic restructuring and social integration, and critical difficulties in handling transitions. A good example is the shift in the 1990s, declaring the fingerplan concept dead and devising a new, EU-inspired, network based concept of cross-national regional expansion, followed by the recent redefinition of the role of the inner harbour as a centrality organising the internal relations of a city-region, concerned with its problems of segregation and rescaled back to the finger plan scheme. In terms of urban design and multilevel planning we may draw two important lessons from these histories: firstly, that totalising conceptual systems are hardly implemented by means of one masterplan; and secondly, that in phases of transition, metropolitan adaptation and bifurcation seems to take advantage of latent ideas that may opportunistically picked up and applied to different situations. If so, "planning for transition" may draw its methodologies from the experience of conceptual latency, devising heterogeneous conceptual systems of partial control.

RESEARCH ON RENEWAL OF LEFTOVER SPACES BASED ON MULTI-ACTOR PLANNING

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Leftover spaces in cities are becoming a global issue. Having undergone significant changes in historical, spatial, political and socio-economical aspects, the number of leftover spaces has been increasing year by year. Now cities are facing the challenge of integrating them into their urban fabric. This research first focuses on worldwide cases that show the current approaches to re-use these leftover spaces, and then systematically classifies them according to their multi-actor planning strategies. The classification includes: diverse models (top-down, bottom-up, public-private partnership) by engaging with different actors at various levels of participation. China has its own urban renewal rules and policy system. Influenced by factors such as its state structure and economic system, China and the West have many differences. Based on the case classification that provide a worldwide overview and the real condition in China together with its existing needs, this study develops “City 360” platform as a democratic, multi-level planning tool and an innovative method to tackle the following problems in leftover space renewal process: simplification resulting in social inequality, information imbalance, resources/funds shortage and diversification encouraging urban complexity, inclusive planning. “City 360” turns the process of leftover space renewal from an urban simplification into an urban diversification, and responds to high-level challenges. Having integrated multiple actors into a participative process creates collaborative urban governance, which can balance the power among state, society and market, and maximize the cooperation in between government, private sector, community self-governing organizations, volunteer organizations and residents. This innovative, inclusive multi-level planning tool helps integrating development resources, promotes the vitality in developing urban communities. It aims creating a new level in Chinese urbanization, which has started with “traditional governance” and transformed into “multi-level governance”. The goal is now “traditional governance” to “governance” to “good governance”.

MULTILEVEL URBAN DESIGN CONTROL MEASURES OF CHINA

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At the end of 2017, China's urbanization rate has increased to 58.52%. Many cities have entered a new era of transformation and development, transitioning from rapid expansion to steady development. Chinese cities are not only facing increasingly serious challenges such as globalization and climate change, but also dealing with issues such as lacking urban features and urban pollution caused by the early urban expansion. In 2017, the Ministry of Housing and Urban-Rural Development announced a list of urban design pilot cities to explore urban management systems and technical methods, in order to inherit historical culture and promote urban transformation. As an important intervention method for the government to build a city environment, urban design has been paid more and more attention by governments at all levels. Its design focus has been developed from the blueprint of the city to control and guidance, and has been continuously strengthened. This paper first analyzes the existing urban planning and design structure system in China, discusses the key points, methods and constituent elements of urban design control from the three levels- provinces (autonomous regions, municipalities directly under the central government), cities and districts-and manages them with municipal-level urban design. For the research focus, the relationship between different control methods, planning and design in Nanjing, Wuhan and Chengdu is evaluated and the feasibility of combining urban design with controlled detailed planning is proposed.

THE ISRAELI URBAN PROJECT: DESIGN ANALYSIS AS A TOOL FOR INNOVATIVE PLANNING

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In thirty years, the population of Israel and the area covered by its infrastructure are expected to double; an increase calculated to be about fourfold the rate of development in Israel since its establishment in 1948. Encountering serious challenges of rapid urban transition, as well as increasing cultural diversity and social inequality, our project aims to suggest a strategic plan for managing urban and regional change while providing qualitative urban renewal on a national scale. Our research is part of a joint effort of academic and professional planning bodies, developing a combined strategy for the development of Israel in the year 2048. It offers an innovative way to look at Israel's built textures, thus forming a national basis for comprehensive, multilevel planning. We have identified recurring Israeli typologies of building and design which shaped its landscape, having gone through massive waves of urbanization since the end of the 19th century, including the rise of garden suburbs and cities in the 1920s, mass housing in the 1950s, typical suburban sprawl in the 1970 and finally, the rise of massive tower blocks in open spaces. While those typologies are the result of local political, cultural, economic circumstances and their combination make up the unique Israeli urban scape, many of them derive from global circumstances, reflecting universal trends in urban design. Although hybrid, they have become iconic urban fabrics of Israeli built landscape. The components of these fabrics were analysed and used for a GIS examination on a national scale, the resultant layers producing the fascinating mosaic which is Israeli urbanism. The mapped compilation of these will form the basis of for a comprehensive design policy for Israeli urban renewal, recognising the uniqueness of each chronological layer of urban fabric while also addressing the overall resulting Israeli city.

CITY AS A TRANSFORMATIONAL TOOL. THE INFINITY CITIES OF IVAN LEONIDOV.

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The debate on the masterplan of Moscow and its architecture and, by extension, of the Socialist City during late '20s and early 30's transforms this metropolis into the largest urban laboratory of the twentieth century. On this issue two positions are compared: that of the "urbanists", who still believe the formal control of the urban entity is possible by the coordination between industrialization, territorial planning and engineering of individual existences and that of "disurbanists" who instead consider the idea of the city as a superstructure of the bourgeois-capitalist modes of production made obsolete by the Bolshevik revolution which, as such, must be overturned. For "disurbanists", starting from the collapse of the tsarist city to dissolve the city in the territory, using to this purpose the new infrastructural network planned (dreamed) by the Soviet Power (cars, trains, airplanes, airships, spacecraft!). The city will no longer have a form but will be reduced to pure process and is built on the relationship between nature and architecture and on new dimensions derived from the continental extension of the Soviet Union, with the new infrastructural network, with the production nucleuses strategically dispersed from Leningrad to Vladivostok. In 1928-30 Ivan Leonidov designed an idea of city radiates tangentially along the entire Soviet Union: a ribbon-like and infinite urban structure, innervated by productive activities, residential compounds, public buildings, which colonised that exterminated territory, that potentially goes from Moscow to the Urals, a linear disarticulation of the American Jeffersonian grid, that is concretely tested in in the design for the new mining town of Magnitogorsk. Or it becomes a network whose nodes are constituted by institutional and representative buildings whose distances are calculated on the basis of the power of the radio signals that connect them (project for the Social Club of a "new type" versions A and B).

PARTICIPATION AND COMMUNICATION: CHANGSHA CHILDREN FRIENDLY CITY PLANNING AND DESIGN ON MULTIPLE LEVELS

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The main social contradictions in China have been transformed into the contradiction between the people's growing need for a better life and the unbalanced and inadequate development. Citizen engagement on planning and design need to be boarder and deeper. Closed, "top-down" ways are transforming into more open, communicative and participative approaches. In the making of CFC process, Changsha has gradually explored a set of method and tools in multi-level planning and design, which embeds communication and participation into three-level modules: macro, meso and micro. The macro-level includes: (1) Citywide online research: SNS Propaganda, online questionnaire and interactive maps; (2) offline participatory research activities in public space (parks, libraries and etc.), primary school classrooms, and communities; (3) Incorporate research results into the strategic plan, reach consensus across departments and put onto key action agendas. Meso-level includes: (1) Special plan for kindergartens, middle and primary schools; (2) "15-minute service sphere" plan. Micro-level includes series of participatory detailed planning and urban design: (1) 10+2 pilot micro-renewal of children-friendly campus; (2) design competition of child-friendly micro-renewal of public space; (3) children-friendly zebra crossing actions. In addition, a series influential activity has been organized, including: (1) city-wide celebrations of children's festivals; (2) CFC LOGO Design Contest for children designers; (3) launching "Star City Discovery" and "Fun City", Children TV programs on a theme of city issues. Planning and design now pay more attention to each individual citizen in the city than to the abstract population indicators in the past. It is becoming a more open and democratic process, so that citizens have more ways of communication and participation. The paper hopes Changsha experience will be helpful to more communicative and participatory planning and design in the future.

A MULTILEVEL URBAN LANDSCAPE MEASUREMENT FOR ZONING CONTROL – A CASE STUDY OF GUSHAN KAOHSIUNG IN TAIWAN

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The zoning control in Taiwan is a legal regulation on land that emphasizes binding land use and density rather than landscape shaping of neighborhood, place, district etc. The current system of zoning and urban design guidelines in Taiwan lacks the perspective of urban landscape, and results in high similarity of building and street-block's fabrics. The purpose of the study is to provide perspectives of urban landscape, architecture, street-network configuration for enhancing the ability of zoning control and urban design guidelines to describe and control urban form in Taiwan. To meet the end, this article firstly presents quantitative measurements to describe urban form and activities at the scales of streets, plots, blocks, and places. Three measurements are introduced in the study, which are Choice measure of Space Syntax calculated by the spatial analysis software DepthmapX, building density measure by Floor Space Index(FSI) and Ground Space Index(GSI) of Spacemate, and land-use mixture level of Mixed-use Index (MXI). The data used to derive the three measures is obtained from the field survey into the detail of building form, land uses, gross floor area and footprint of each base land on the cadastral map and block map of the study area, Gushan District, Kaohsiung City, Taiwan. Because the compact development of the city makes vertical development a present and future trend, the current land use of the study area were recorded floor by floor. The result of the study supports the information of building density, the choice measure in the street-network, land-use mixture levels in the scales of cadastral land parcels, street blocks and district areas. The measurements and the comprehensive classification from the overlay analysis help urban design guidelines of zoning control with the landscape perspective.

BEYOND COPYCATS: SHANGHAI'S "ONE CITY AND NINE TOWNS" REVISITED

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In 2001, the government of Shanghai announced the "One City and Nine Towns" program to create ten satellite towns around the center city. The controversial part of this plan was the mandate that each town should be built in a particular architectural style, and townscapes should be borrowed from the Western cultures. These projects were carried out in several years, resulting in a series of copycat cities including a Thames Town, a German Town, an Italian Canal Town, and a Swedish Town among others, but many have remained under-populated. Nevertheless, they have inspired planners and builders across China as the country engaged in massive urbanization and created numerous cities from scratch during the last two decades. While similar issues had plagued the postwar British new towns and was part of the criticism of New Urbanism, the dilemmas that the Chinese themed towns have faced reflect a complex relationship between the global forces and the local conditions in the twenty-first century. This paper revisits the One City and Nine Towns eighteen years after their inauguration to examine their post-occupation effects and social impacts in a wider context. The author's on-site investigations of these themed towns in the recent years have revealed additional challenges beyond the issue of cultural hybridity. They concern the lack of access to public transit, inadequacy of employment, and difficulty of attracting retail, as well as monotony of housing products that have to do with both the fixed design vocabulary and the market-driven approach. As a result, several towns have undergone substantial revision of their plans and adopted new development strategies. The analysis of these towns' re-adaptation in the changing context of China's urbanization sheds new light on the current urban design practices both in physical forms and social challenges, and suggests alternative approaches to addressing their dilemma.

CIVIC DESIGN FOR RESILIENT CITIES

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The problems concerning climate change counteraction and adaptation, as well hydrogeological instability, give new evidence of the necessity of a bold public commitment on territories, but, on the other hand, impose to rethink the methods and tools of spatial planning and design. The need to secure the territory and reorganize urban habitats in more sustainable and resilient forms can thus become, with the strength and legitimacy coming from its undeniable urgency, the opportunity for widespread urban and environmental regeneration strategies, fostering the creation of new socially and culturally significant places, landscapes and architectures. At the level of theory, the paper resumes from literature the concepts of “capital web” (Crane, 1960) and “civic design” (Scott Brown, 1990), which refer to different levels of public control and direction of urban transformations, updating them in the light of the notion of sustainable development and the performance requisites of resilient cities (Newman, 2009). These two concepts can be used as keys to interpretation of international case studies for integrated planning and design, showing how a positive approach to risk defense and environmental protection can lead to the creation of new public spaces and multifunctional structures, with a strong social and symbolic meaning. In the European context, the issue of climate change adaptation is interwoven with other objectives and lines of action especially focused on cities, seen as “ideal centres for personal and community development and bodies with significant potential for environmental efficiency” (EU, Committee of the Regions, 2014). It is essential that, putting strategies into action, the challenges of sustainability do not give rise to new sectorial policies and intervention, but become the preconditions for a new culture of spatial planning and design, with proper tools to be applied to the different scales of the territory by analogy with the concepts mentioned above.

URBAN DESIGN AS A POSITIVE APPROACH TO CRISIS – PROPOSING "L'ATELIER D'INNOVATION TERRITORIALE"

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"Planning for transition" may be seen as a contradiction in terms. With this research we want to focus on spatial possibilism, in terms of scalar competency in a situation of spatial reorganisation and rescaling, as well as spatial control by planning. The point of departure is a collaboration between teaching programmes of two very different institutions in France and Norway dealing with a common problem: transition and territorial innovation. In the frame of climate change, the concept of transition refers to a global crisis; not a singular one, but rather a local system and a plurality of territorial questions. Theorising territorial innovation is a point of departure for transforming the narrative of crisis into a new interpretation of modernity – a representation of society along a timeline of evolution, stability and transitions. At the centre of our concern is thus the spatial pattern of urban and territorial innovation in contexts of transition. Territorial innovation is often viewed in relation to points, clusters, or centres; single locations of interest and investment. This understanding engenders confusion. It has not been systematically studied among planning scholars due to a lack of concepts to talk about innovation in relation to space, posing a number of methodological problems: a) emerging or re-emerging spatial patterns are characterised by their dynamic discreteness, and tenuous relations, but are nonetheless accumulative and quite operative with strong impact; b) current discourses of innovation represent an opposition between centre and periphery, while the attention paid to clusters is dispersing into a far more fractal reality, where horizontal relations embedded in socio-spatial patterns coexist with the vertical relations of governance; c) the difficulty in naming (re)emerging spatial patterns prevents description, interpretation, and conceptualization in a scope of anticipation and innovation. Resolving these issues may represent a contribution to urban design and multilevel planning.

SPACES FOR ENCOUNTERS: SMALL URBAN SPACE IN THE CITY OF LONDON

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Public spaces are integral to the social life of cities, providing places of interaction, exchange and experience (Mehta, 2014). They have been viewed as ‘facilitators’ of encounter (Gehl, 2010) – offering real opportunities for social interaction in a world that is perhaps too willing to embrace the transition to virtual alternatives. Small urban spaces have a particular part to play in fostering that interaction, providing big cities with ‘small outdoor room[s], human in scale’ (Zion, 1969: 75). They have variously been described as intimate, welcoming and less intimidating than larger, monumental, public spaces (see Whyte, 1980; Shaftoe, 2008). Apart from their scale, what imparts these attributes to small urban spaces? What gives them their intimacy and makes them welcoming? This presentation begins by distilling key messages on the material and social characteristics of these spaces (and how those spaces incubate interaction, exchange and experience) from a broad mix of urban design and social science literature, constructing a framework of thinking on the intimacy of space. That framework is then applied to an analysis of a small spaces in the City of London (where most public spaces are ‘small’, according to the Corporation of London, 2013). Beyond an examination of physical characteristics, the analysis in London draws on observations of use and behaviour, alongside interviews with regular and irregular users of small spaces, to investigate how those spaces become facilitators of encounter – by fostering a sense of security, intimacy and trust between users – and thereby contribute to the social life of the city.

THE ROLE OF CLIMATHON® IN THE CHALLENGE OF MULTILEVEL ECOLOGICAL PLANNING

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The paper explores the mechanisms, social innovation dynamics and degree of participation of the growing movement of Climathon®, understanding their potentiality in innovating urban planning. Climathon® are expressively collaborative design events, aimed at developing solutions to tackle climate change at the urban level, to increase resilience and foster the ecological transition of cities. These events represent 'safe arenas' where multiple levels of knowledge, institutions, resources and actors for whom the current planning tools are often inadequate, are systematically involved in the development of 'urban climate change experiments' (Castán Broto&Bulkeley, 2013). However, dealing with complex issues impacting on a wide diversified audience of stakeholders, Climathon® presents in the established format, the tools used and the targets of election, some critical issues in fostering an appropriate degree of participation, consistent to their mission. Through documentary research and semi-structured interviews, the paper analyzes two European case studies, tracing the process, from the genesis of the challenge, to the outcomes, to understand not only the degrees of participation activated and the inclusiveness, but also which forms of partnership and incentives make the ideas come into action, who are the actors and stakeholders involved, how charges and benefits are distributed, and how do Climathon® fit into local and regional planning. Following the Deleuzian interpretation, the investigation aims to demonstrate the role of these 'arenas', as testing grounds of structural planning processes, able to produce changes in space and institutional organisation and action. By reading the 'process', the paper highlights on one hand the critical factors that could make Climathon® more democratic, and on the other, evaluates if these co-planning moments, 'opportunity spaces' for 'urban climate change experiments', properly linked to the overall planning process, could represent a new form of ecological planning made of small incremental parts, foreseeing their replicability on regulation and decision-making practices.

INTERDISCIPLINARY METHODOLOGY FOR RETHINKING THE URBAN LAYOUT VIA MULTI CRITERIA ANALYSIS AND INDICATOR APPLICATION

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Since the 1990s, due to exponential urbanization, the approach of urban and landscape architecture has been facing new challenges and as a result has been changing rapidly. The ever progressing development of contemporary metropolises has led to a rethinking of the structural composition of human settlements. These days the focus is no longer only on meeting the needs of expanding cities, but finding a suitable method to govern the transformations of existing structures. This paper aims to renew the idea of contemporary city spaces, considering also the requalification of existing urban infrastructure. The main focus of this research is a future configuration of urban infrastructure in twenty years from now, when urban mobility will have developed and be much more sustainable. For this purpose, a range of indicators will be used on the economic, functional and social level that can direct the regeneration of such structures by proposing them in a defined urban morphology and a – depending on those surroundings - flexible system of values. The intention of this interdisciplinary group's collaboration is to develop a multi-criteria method to support the design process of said urban layouts. Following the analysis of urban structure data collected from an area in question, qualitative and quantitative indicators will be identified through a series of strategies. They will then be subdivided by macro-topics such as environment, economy and social life, which serve as main "pillars" of the system. Due to its key role in urban infrastructure, the mobility macro topic intersects the other pillars and will be the topic of our research. By way of balancing the four macro-topic variables, three different solutions will emerge: a solution of equilibrium, a naturalistic solution and a metabolic solution. A reality based exemplary case study will explain the process as a whole, emphasizing the individual steps.

COLLABORATIVE PROCESSES AND SPATIAL PLANNING: THE NATIONAL SPATIAL PLANNING POLICY IN PORTUGAL

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As Patsy Healey (1997) argues, the growing interest in public participation and the rise in more collaborative governance processes in spatial planning since the 1960s is evidence of the efforts made to overcome the weakness of the representative model, as well as foster communication among multiple stakeholders, so as to respond to the growing expectations and needs of citizens. Faced with less direct intervention in society and the economy by the State, building a more participatory democracy that coexists and enriches representative democracy is crucial. In Portugal, public planning policies are relatively recent. The guidelines and strategic options for territorial development are outlined in the National Programme for Spatial Planning Policies (PNPOT). Recently (2017-2018), the PNPOT was reformulated, with the intention of defining the spatial planning and development strategy and designing the new action programme for Horizon 2030. Changes to the PNPOT took place over 20 months, conducted by a technical team of more than 60 specialists and accompanied by a system of Focal Points and an Advisory Committee. The proposal was open to a period of public discussion and was then submitted to the Portuguese parliament for possible approval. Based on interviews and surveys conducted during this process, this study intends to explain and evaluate the levels of governance and collaboration in the development of this national programme. Specifically, the objective is to present an initial assessment of the participation system and involvement of different stakeholders in the various phases of the PNPOT design process.

FROM TRADITIONAL NEIGHBORHOODS TO URBAN ENCLAVES: AN INVESTIGATION ON THE RESIDENTS' PERCEPTIONS OF THEIR RESIDENTIAL TERRITORIES

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Residential areas are vital components of urban space since they form the secondary territories of urban residents after their homes thus directly related to the quality of life, whereas they constitute the majority of the urban built environment. Yet, the significance of spatial proximity and propinquity have left its place to mobility and speed, while residential territories are still significant especially for the most vulnerable groups such as the elderly and children. On the other hand, residential environments are under the threat of fast-paced transformation while existing fabric in the form of traditional neighborhoods has left its place to insular subdivisions and residential enclaves. In this context, this research aims to examine the residential environments not through the conventional planning techniques but from the 'insider's perspective'. Hence, the research investigates how urban residents perceive their residential territories in the recent era within different spatial layouts. The extent and content of perceived territorial unit as residential territory as well as territorial landmarks and also territorial gaps which connotes to the areas which are left outside the residential territory are examined within the scope of the research. In this regard, a comparative case study through cognitive mapping is conducted in two districts of Ankara, Turkey which are Kavaklıdere and Çukurambar. Kavaklıdere has a continuous fabric as in the traditional neighborhoods while Çukurambar is a high rise, 'prestigious' residential area formed mainly of enclaves that is a typical example of contemporary residential developments in Turkey. The results reveal both the consistencies as well as idiosyncrasies in residents' definition of their residential territories with respect to individual characteristics and different spatial layouts. The results also reveal significant insights for the future planning and design of residential environments.

THE CHARACTERISTICS OF THE WORKING PLACE OF THE CREATIVE CLASS: THE CASE OF FASHION DESIGNERS IN ISTANBUL NISANTASI

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Turkey is one of the world's largest garment suppliers. Turkish firms have turned to design activities since the 2000's to increase their competitiveness. For this reason, the development of the fashion design industry in Turkey has gained momentum since the 2000's. Nisantasi, where there are many luxury garment stores and ateliers producing haute couture evening dresses, is the neighborhood where fashion designers have an office mostly, due to proximity to the accessory and fabric firms. On the other hand, fashion designers are part of the creative class. The creative class has high knowledge and skills, as opposed to unskilled workers engaged in routine work in industrial plants. This working class, which works flexibly, requires different working places from the classic work offices. The researches in the literature related to the design criteria of these work places are insufficient. In this study, fashion designers' offices in Nisantasi were examined and both environmental characteristics and interior features of the offices were analyzed. In order to analyze the environmental characteristics of the offices, street analyzes were conducted. In addition, face-to-face interviews were held with designers. In these interviews, the reasons of the clustering in the region, the environmental, physical and social factors affecting their creativity, the physical changes they made in their offices were questioned. The answer to the question of how to design the ideal office where fashion designers can exhibit their creativity was also sought. In the research, it is seen that designers made many changes in their existing offices. This study also shows that there is a sectoral change in Nisantasi and it is becoming a neighborhood where fashion designers are clustered.

REGENERATING A METROPOLITAN PERIPHERY: GEOGRAPHIES, EXPERIENCES AND GOALS FROM CM DI MILANO

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In Italy, a recent institutional reform imposed to the Città Metropolitana (Metropolitan Authority) the role as driver for shared territorial strategies and as engine for urban regeneration. According to EU policies, the regeneration of existing city should focus on peripheries intended as areas, marked by a lack of accessibility, services' provision and attractiveness. Therefore, this approach involves several spaces within metropolitan patterns, belonging both to central urban cores and to surrounding municipalities that can be used as answers to current urban challenges (new forms of poverty or exclusion; alternative lifestyles; emergent conflicts among generations or populations; the dramatic homologation of urban spaces and the banalization of their landscapes; and many other issues related to sustainability and land consumption in larger and larger territories). Moreover, in EU rhetoric, regenerative actions should follow the example of well-recognized good practices, often developed in preminent locations, taking advantage of peculiar opportunities or receiving extraordinary fundings. But current processes, especially when developed in marginal municipalities, count with less human and financial resources, less appealing for investments and key stakeholders and, often, a sort of indolence of local authorities due to their peripheral status. My contribution aims to reflect about current practices of urban regeneration, using the Città Metropolitana di Milano as a testing ground, pointing out the spatial distribution of ongoing interventions, the involved stakeholders and recurring processes. The proposed overview underlines risks and opportunities of an experimental approach, based on a program/framework (Rigenerazione urbana e Welfare Metropolitano) where (i) the Metropolitan scale became the connector between EU, national and local levels and where (ii) CM supports peripheral municipalities in their proposals. In this light, the metropolitan space is intended as an open network of opportunities in which civil servant – supported by planners - experiment a new approach to the issue of urban regeneration.

AN INCLUSIVE, MULTILEVEL PLANNING EXPERIENCE TO REGENERATE METROPOLITAN PERIPHERIES IN MILAN

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“Metropolitan welfare and urban regeneration” is the project that the Metropolitan City Authority of Milan is carrying out thanks to a National funding by the Infrastructure Ministry of the Central State aiming at developing deprived areas over the country. The program to develop metropolitan peripheries of Milan has chosen the topic of inclusiveness as the key to interpret both the issue of peripheries and the idea of urban regeneration. Its target is to transform marginal places into the pivots of a territorial and social infrastructure to build a new livability of the metropolitan suburbs, through a multilevel planning tool that involves the environmental level - promoting accessibility and sustainable mobility -, the housing inclusion level, and the cultural and social promotion level. It is mainly addressing the vulnerable groups of the population, and at the same time it aims at the construction of nodes of attractions for all the citizens. The paper presents this extraordinary urban planning tool in the framework of Italian urban policies, through two main perspectives. The first concerns the innovative approach of governance proposed by a program that experiments new relationships at the metropolitan scale, with 6 aggregations of 31 Municipalities together with different actors: institutions and communities, agencies of transport, cultural associations, private social, and many different partners, in an “open network” logic. The second perspective deals with the issue of integration as a fundamental criteria into a planning tool aimed at responding to the current challenges. It has in fact tried to stress the interaction already existing from the geographical, infrastructural, social points of view, but which is not yet acquired in urban planning, with an articulated system of material and immaterial actions, aimed at making urban regeneration, together with social inclusion, the core of a work of total rethinking of the metropolitan peripheries.

THE REGIONAL DESIGN APPROACH FOR RIVER CONTRACTS. THE OMBRONE CASE STUDY

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By their very nature, physical networks and natural infrastructures and, more particularly, rivers have always had the prerogative of connecting peoples, landscapes and cultures. At the same time – due to their supra-local character and their geographic configuration – they have often highlighted a great difficulty in applying the tools related to their management (Danese, Chicca, 2007). The paper traces the path of research-action that led the local community of Buonconvento, a small Tuscan town in the province of Siena, to activate networks of social capital useful to build the coastal community and move towards the definition of a River Contract. This process has been supported by the Regional Design operational methodologies in order to build a collective image of the riparian community and to define a shared vision of the future territorial development, in reference both to the local specificities and to the river basin as a whole. In this particular institutional and scientific context, the River Contract represents an opportunity to build a more equitable and sustainable future. Interpreted, in fact, as a pact for the rebirth of the river basin, the River Contract calls institutions and individuals to a non sectoral, but integrated vision in which environments and places have to be managed in a collective form.

TRANSNATIONAL ARCHITECTURE AND URBANISM: FORMS, ACTORS AND EMERGING ISSUES

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Since the 1990s, increasing evidence of transnational and homogenized ways of designing and planning new developments has resurfaced in Western and Asian cities. For example, central business districts and their buildings tend to look alike and operate in a similar manner in quite different parts of the world. Scholars have often adopted generic explanations of “globalization” for such trends. On the contrary, more specific interpretations of transnational architecture and urbanism may derive from a closer observation and comparison of individual plans, projects and urban transformations. For example, we know that today global and second-tier cities typically resort to international architects, planners, investors and experts for designing and developing their most important projects, for renewing their image and publicizing it. This paper will provide insight into the urban forms and policy networks that link together cities like Barcelona and Doha, Vancouver and Dubai. It will discuss transnational issues such as the circulation of master plans and the transfer of similar projects, the spectacularization of architecture and the world-wide homogenization of the urban landscape. The conclusions will suggest ways in which urban scholars and policy-makers can approach and better cope with these issues and their local implications.---Molotch M., Ponzini D. (2019, Eds) *The New Arab Urban: Gulf Cities of Wealth, Ambition, and Distress*, New York University Press. Ponzini, D., Arosio, P. M. (2017). Urban effects of the transnational circulation of branded buildings: Comparing two skyscrapers and their context in Barcelona and Doha. *Urban Design International*, 22(1), 28-46. Ponzini D., Nastasi M, (2016) *Starchitecture: Scenes, Actors, and Spectacles in Contemporary Cities*, Monacelli Press.

LIVING LABS: A CO-CREATION APPROACH TOWARDS INTEGRATING URBAN DESIGN AND MULTILEVEL PLANNING: EXPERIENCES FROM THE DUTCH 'ROOM FOR THE RIVER' PROJECT

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Cities and regions will be exposed to increased challenges in coming years due to climate change. Consequently, there is a need for new governance arrangements that can foster adaptive and integrated planning approaches based on cooperation, experimentation, adaptability, innovation and learning. One such approach is that of the living lab, in which various stakeholders are engaged as co-creators in an effort to deliver more effective and sustainable solutions. One example of a living lab kind of setting that has successfully integrated multiple objectives across different spatial scales and governance levels is the 'Room for the River' project near the city of Nijmegen, the Netherlands. As part of a national programme aimed at river flood risk management, it has become a world-wide landmark due to its experimental and innovative approach marked by the shift from constraining water by building dikes to giving the water more space by using the surrounding areas in a functionally integrated way. The project is highly praised for the spatial quality it created by combining water management with other functions like recreation, nature, climate resilience and mobility in an overall climate adaptive solution. However, this project shouldn't be seen just as a smart engineering solution, but also as an innovative institutional arrangement as it is the result of a multi-level cross-disciplinary co-creation process, in which water engineers, urban and landscape designers, ecologists, (local, regional and national) public authorities, local communities and citizens have been engaged. To date, scientific literature on living labs related to planning is scarce. This paper analyses and discusses the conditions that enabled co-creation in the 'Room for the River' project and led to the innovative solution. The presented results are part of a larger study into the underlying mechanisms of co-creation aimed at formulating recommendations for effectively implementing living labs in planning practice.

DESIGN METHOD OF FLEXIBLE SPACE OF TRADITIONAL URBAN STREET UNDER THE CONCEPT OF HEALTHY CITY:CASE STUDY OF MUSLIM SETTLEMENTS IN XI'AN

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Healthy city refers to a whole which is organically developed by healthy people, healthy environment and healthy society. It can improve its environment, expand its resources, and enable the urban situation to support each other so as to maximize its potential (Trevor Hancoc and Len Duhl). Xi'an Muslim Residential Area was formed after the Tang Dynasty and lasted more than a thousand years. Muslim settlements in Xi'an take mosques as the center and form a spatial pattern of Residence Around Mosques, which is continuing the traditional scale of urban street public life in China, and becoming an important carrier of people's emotions, life and communication space. Xi'an Muslims have a tradition of doing business, which the front of the house serves as a shop and the back yard serves as a residence. Therefore, the commercial activities there often extend from the first floor of the house to the street, forming an important public living space. With the extension of commercial activity space, this kind of place gradually becomes a functional medium, which softens the rigid boundary between the building and the street, thus forming a flexible space. This flexible space forms the event carrier of historical memory or the space field under the stack of daily life, which emerges a sort of reaction to space actors makes Muslim settlements have unique social and spiritual cohesion. It strengthens the stacking effect of historical information in urban space, then it constitutes the cultural information field of human-space-place. Taking Xi'an Muslim Residential Area as a case study, this paper analyses the types, attributes, characteristics and elements of these flexible spaces by the methods of typology, POI data and Mapping, aiming at exploring the design method of traditional urban street flexible space based on the concept of healthy city as well as the healthy settlements.

STUDY ON THE CONSTRUCTION STRATEGY OF GREEN SPACE IN URBAN SHALLOW MOUNTAIN AREA—TAKING XISHAN MILITARY INDUSTRY COMMUNITY IN WULITUN AREA OF BEIJING AS AN EXAMPLE

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Shallow mountain area refers to the transition zone between cities and mountainous areas. Beijing's geographical environment has created a large number of shallow mountainous areas, which are potential resources for urban development, but also ecologically sensitive and fragile areas. Taking Beijing wulituo area as an example, this paper discusses the construction of green space network and the renewal of green space at the community scale in the shallow mountain area, and how to promote the sustainable transformation of the city while planning green space. Wulituo area is a bowl-shaped area surrounded by mountains and water, including shallow mountains and plains in front of the mountains. Combining ecological security with residents' recreation needs, the construction of the green network is applied in six aspects: hydrological safety, geological safety, bio-safety, urban parks, mountain recreation, and slow-moving demand. Through the analysis by using GIS software and AHP the initial range of urban green space is carried out. Xishan military industrial community is mainly composed of factory area and family area in Wulituo. In recent years, the production of the factory has stagnated, the community infrastructure has been updated slowly. Meanwhile, the community maintains rich mountain and forest resources. In connection with the location of green space in this region in the green space network planning, four design strategies are proposed in connection with the site situation: 1. Combining Sight Corridors to Connect Mountains and Cities; 2. Update the Nature of Land Use to Stimulate Public Vitality in the Community; 3. Improve the Tour System and Establish a Slow-moving System; 4. Renew the forest on Mountain, Mend the Green Space and Build the Stepping Stone of Regional Ecology; The micro-scale design strategy continues the principle in the mesoscopic planning, meanwhile it closely combines the site, attaches equal importance to the use and protection, and responds to the urban transformation problems.

ASSESSING TERRITORIAL VULNERABILITIES AND SPATIAL INEQUALITIES: THE CASE OF PORTUGAL

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Since the decade of 2000, Southern European countries began to suffer from the economic crisis, something that has exacerbated existing vulnerability problems, which today still are felt. Unemployment rates and poverty levels have risen, whilst housing conditions and access to basic services and socio-economic benefits have declined. The processes of political changes have affected, mainly, the elderly and youngsters due to austerity policies aimed at correcting rising fiscal and external imbalances. The quality of life of citizens is thus a common goal within social cohesion and urban policies. However, the effects of vulnerability have only recently begun to be documented in Portuguese scientific research. Generally, comparative vulnerabilities' assessments display only sectoral urban factors or local-independent indicators, thus not showing a holistic representation for the entire country, nor performing regional / municipal comparisons. Consequently, this paper presents a multivariate diagnosis of vulnerabilities, considering an array of relevant indicators of quality of life, related to themes of housing, health, access to proximity services, security and crime, quality-living standards, education and employment. Each indicator was geo-referenced and represented at municipal level with the support of SIG tools. Partial indexes of vulnerability were thus produced for each indicator, displaying territorial differences, and an overall index of vulnerability was composed using advanced statistical analyses' techniques. Besides displaying a national vision of vulnerabilities, replicable to other contexts, the expected results (outcomes) are intended to bring positive outputs for the guidance of planning policies regarding quality of life and the development of urban systems. Different geographical realities within Portugal are pointed out, leading to discussions of integration, social cohesion and urban equity, crucial within current territorial planning in the European context.

EVALUATING THE INFLUENCE OF STRATEGIC SPATIAL PLANNING ON LAND USE PLANNING – THE CASE OF ZURICH, SWITZERLAND

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As much as direct democracy and federalism favour the respect of local needs at the level of communal land use planning, they can also hinder a strategically coherent development of a region. In Switzerland, a few decades ago, cantonal structure plans have been introduced to the national planning system, to coordinate planning activities and ensure a sustainable development of settlements. Combining strategic with statutory characteristics, the structure plan provides guidance for communal land use planning based on a (supra-)regional perspective. However, a systematic spatial long term analysis of the conformance between the two planning levels is missing to date. Focusing on the Canton of Zurich as study area, we addressed the question, whether strategic planning intentions of the cantonal structure plan have been respected by communal land use planning. Choosing a mixed method approach, in a first step a qualitative content analysis has been conducted to extract statements from the cantonal structure plan from 1995 regarding the topic 'settlement'. The statements were synthesized to principal planning intentions (e.g. 'restriction of future settlement area', 'densification of centre areas') and each of this planning intentions transformed into a pixel-based map. In a second step we assessed if communal land use planning has been compliant with the extracted planning intentions, by comparing them with the changes of communal land use zones between 1996 and 2016 (e.g. changes from non-building to building zones, or lower building to higher building zones) covering the whole canton as study area. Preliminary results show a high degree of conformance between the two planning levels, however, also depict local discrepancies. The applied method has proved successful in evaluating conformance of strategic spatial planning with land use planning and it allows the identification of critical areas, which is crucial for further investigations to improve the understanding of multilevel planning.

GRENOBLE-ALPES AND THE ECOLOGICAL TRANSITION: TERRITORIAL PLANNING IN MOTION

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In this paper, we assume there are incremental territorial planning systems and integrated systems, and we analyse the shift from the one to the other within the context of a mid-sized city in Europe. Grenoble has, since the early 2000s, taken a series of actions (tram and bicycle path network, “Plan climat”) and launched related projects (Ecoquartiers, EcoCité), which explains why it is often considered a pioneering city for sustainable development and adaptation to climate change. The revamping of public policies (environment, mobility, urban planning) with the goal of better meeting the challenges of an ecological transition that lies ahead explains the comprehensive transformation of the planning system that has been in effect until now. In a metropolitan context marked by institutional fragmentation, the planning process is incremental in nature, which shows why local actors favour specific projects over planning strategies. The change in status of the “Grenoble Alpes Métropole” in 2015 explains the emergence of new planning based on the vision of a metropolis organised in a polycentric manner. For “Grenoble-Alpes Métropole”, this change of status, is a moment of change for the territorial planning strategies. And so, stressing the need for flexible planning and emphasising its procedural nature is a paradigm shift for actors who, until now, have been accustomed to taking the time necessary to draw up comprehensive documents. The establishment of the metropolis and the obligation it has to quickly have a “Plan local d’urbanisme intercommunal” now allow it to build a strategy based on a common vision of the urban area and its ecological transition. That’s why this strategy, which is developed in close collaboration with the municipalities, leads to the search for a kind of territorial planning that is flexible, proactive and in motion.

A METHODOLOGY OF INTRA-PARAMETRIC ANALYSIS AND DESIGN IN THE COMPLEX CITY: SUBJECTS-SPACES-PLACES-TIMES-CONCEPTS-MEANINGS IN SYNERGIES

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The city is an open complex system composed of multiple parameters. Giving emphasis on the relations that generate the city and their dynamic behaviour, the paper examines how diverse parameters can come to synergy, through the presentation of a methodology of an 'intra-parametric' approach. Such synergies might reveal invisible, conflicting, complementary or other kinds of spatial relations, enabling the generative perspective of analysis actions and their transition into designing. Greater focus is given on how the capacities of such synergies affect urban analysis-and-design processes. The "diverse" parameters can be classified in many ways, depending the context. The current 'intra-parametric' approach takes into consideration the synergies of three levels: the variables of a parameter, the different categories of parameters and the interactions between the two levels. This intra-parametric approach is an application of an under-construction methodology of describing-and-designing in the city along with its visualisation into an interactive open map (system of: table, data-base, territorial map). The methodology is composed of three levels: in the first, diverse data are gathered (i.e. different mappings); the second searches for translation parameters (i.e. mappings' properties, properties attributed to the city) among the data; in the third, the methodology is tested through specific cases. The paper explores the capacities of the intra-parametric approach, through an experiment carried out in Athens public space and concentrating on the parameters of subjects, time, concepts, meanings and scales of approach. The exploration is further actualised by experimenting (in the interactive open map) with different scenarios of combining diverse parameters and seeing how city's complexity is activated and abstracted in regard to different synergies. Through such actions, this methodology can function as a tool for decision-making processes, for synergies among subjects, synchronically or not, extracted from different times and scales of the city in interaction with each now.

THE CHALLENGES FOR THE URBAN DESIGN PLATFORM “EUROPAN” AS URBAN POLITICAL AGENT IN THE ANTHROPOCENE

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The paper unfolds the potentialities but also the shortcomings of EUROPAN, a 30-year-old urban design platform, in contributing as urban political and cultural agent into the transition of the European cities in the Anthropocene. It will discuss how an urban design network platform encourages us to imagine governing institutions that would allow for a collective future by establishing a common ground in an increasingly fragmented world as well as by supporting the cities in increasing their conflict transformation capacities. The paper will concentrate on four challenges with which the author will investigate the activities of the EUROPAN network, both in form of winning projects as well as of documents about the reflective practice of the network. The first challenge is that of revisiting the notion of project beyond its commonly used meaning in architecture, that of a projected assembly of objects. We consider the notion of project as a hybrid one between knowledge and action, method and meaning plus, an agent of interrelating urban elements of physical, temporal, actorial or regulatory nature. The second challenge is to revisit the notion of scale beyond size, as complexity with interrelations and iterability, continuously distributing and enveloping. The third challenge is to introduce the notion of translocality by abandoning binaries such as that of localism vs globalism. Translocality puts in the centre of investigation the tensions between mobility and place. The fourth challenge is that of establishing solidarity across a network of unequal European cities that participate in the biennial sessions of EUROPAN. To study how urban design projects could establish linkages between attractivity, competitiveness and equality, solidarity in order to contribute into the fostering of inclusive neighborhoods.

INTERCITY TRANSPORTATION'S ROLE IN URBAN LAND TELECONNECTIONS: THEORY, PROCESS AND URBANIZATION

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The urban land teleconnections (ULT) coined in the early 2010s, had a pivotal role in Urbanization and Global Environmental Change (UGEC) report for such reason as deteriorated sustainability due to the negligence of the external cost caused by land demand of remote areas. Nonetheless, the knowledge on ULT is still scarce. The purposes of this paper are threefold: (1) to address intercity transportation's - a ULT's key factor - theoretical functions. (2) To evaluate its empirical impacts on urbanization with the 2006 inaugurated Taiwan's Highway 5 as a case. (3) To explore the potentials of origin-destination trips as a process-based alternative, as opposed to conventional place-based analysis, to quantifying teleconnections collected from the newly employed electronic toll collection, which is likely to become ubiquitous big-data in the foreseeable future. The methods utilized involve STIRPAT-stochastic impacts by regression on population, affluence and technology- model, gravity-based passive population accessibility, normalized difference vegetation index (NDVI), and hierarchical linear modeling (HLM). The primary data sources include the United States Geological Survey 30-meter resolution Landsat satellite images. The research hypotheses are first, land sending areas' elevated accessibility to the market (land receiving areas) due to the change of intercity transportation, population size, and GDP, and the availability of cheap undeveloped land can be necessary factors of ULT. Secondly, land sending areas' attractive factors can be sufficient factors. The preliminary spatial analysis of the green land coverage shows ULT occurred in Taiwan based on the mismatched spatial distributions of incremental population and the loss of green coverage between 2006-2011. This finding could be a joint result of the attractive tourism sources of the Eastern counties and the elevated accessibility to distal population due to the new intercity transportation infrastructure. The preliminary results of the HLM models, controlling for other factors, support the two hypotheses.

SPACES FOR KNOWLEDGE OR PLACES OF INNOVATION? ANALYSING CONTEMPORARY UNIVERSITY CAMPUS EXPERIENCE IN THE UK

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Many universities around the world are developing rapidly, with highly visible large campus projects dramatically re-shaping the urban environment where they are embedded in. This is particularly evident across the British landscape where the introduction of the ever-rising tuition fees in 2004, coupled with a new general approach to urban development through public-private coalitions involving a variety of urban actors, has sparked a new type of 'university urbanism' (Melhuis, 2015). The key concern of this paper is therefore to investigate what kind of spaces are being produced under the banner of university urbanism? Are they open, inclusive, civic spaces that are and feel accessible to the local urban population or are they exclusionary, surveilled, privileged type of spaces that only benefit the much desired 'global' academic community? Moreover, the paper aims to look deeper at the dramatic changes that have occurred in the UK university environment in the past decade, and explore if this extremely active real estate development program has impacted on their defining logic, of spaces of production and dissemination of knowledge to becoming real estate anchors for the development of the much desired 'innovation district's & anchors for 'the creative economy'. Three case study universities are scrutinised, in different stages of campus extension and development, and located in different UK regional political landscapes, namely, Glasgow, Edinburgh and Newcastle, to understand what are the main changes that have transformed both the spatial and the institutional dimensions of university life. Lastly, this paper reflects on the question if indeed a new type of university urbanism is emerging and consider the future of the university campus as a particular type of space in the 21st century.

THE ADDED VALUE OF RESEARCH BY DESIGN IN URBAN PLANNING AND GOVERNANCE

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Research by design in urban planning and governance aims to investigate and define spatial development challenges experienced in an urban area. Theoretically, research by design has potential to reveal future development scenarios that individual stakeholders cannot imagine. By involving stakeholders and relevant experts, research by design may contribute to mitigate clashes of interest and thus catalyzes urban planning and development processes. This paper presents insights from an ongoing research on added value of research by design in urban governance and planning within the Dutch context. We explore the concept of ‘design thinking’, an instrument driven by the need to innovate. In Dutch spatial planning—and in urban development projects—pressures of urbanization have created a similar need for innovation due to climate adaptation and transitions in energy and mobility. We need integrated processes and (spatial) solutions to these wicked problems. Our research started in January 2018, and ran parallel for a year to a national research by design project ‘The City of the Future’ in The Netherlands. We performed a literature review on research by design while conducting numerous interviews, participatory observations, informal talks with designers as well as urban planners, policy makers and other experts. In this design study, an area of one square kilometer in the five biggest Dutch cities were case studies: these places face significant densification and transition challenges. They posed a multi-level design problem, as changes would affect neighbourhood life as well as have regional and even national planning implications. Results show that in effective research by design processes, experience and value judgements from professional practice are actively connected to academic insights. However, we found that key actors involved in governance and planning processes do not understand or use the instrument of research by design. The paper will thus provide recommendations for both research and practice.

THE SPATIAL DIMENSION OF THE FLEMISH COVENANT OF MAYORS: A COMPARATIVE SPATIAL ANALYSIS ON THE TRANSITION TOWARDS CLIMATE FRIENDLY MUNICIPALITIES

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Previous research has proven the necessity of an energy transition. More and more local visions on a climate neutral future are being adopted, powered by targets on different policy levels (UN, EU, national and local) and the Covenant of Mayors initiative in Europe. These visions are flanked by a series of concrete actions that should be established by a certain deadline, either 2020 or 2030. A comparative analysis of the Sustainable Energy Action Plans (SEAP), submitted within the framework of the Covenant of Mayors, however shows that although the ambitions within these visions are frequently high when setting long term targets for a climate friendly future in 2050, actions on the short term often focus on low-hanging fruit. While these quick wins are often necessary towards a climate neutral future, they will not be enough to create a real transition. There seems to be a missing link between ambitious visions and concrete actions. This paper will argue that actions on a larger scale are needed to reach the climate goals and fill in the gap between those first, successful, but relatively easy actions and a true energy transition. Moreover, the smaller actions proposed now could trigger a lock-in effect, which hampers a full transition towards carbon-neutrality. Furthermore, the reciprocal relationship between the energy system and the territorial dimension, which has been put forward in other research as crucial for the energy transition, is often neglected in the local SEAP actions plans. Literature has shown that the energy transition has profound spatial implications and a more thorough rethinking of the current spatial structure and spatial behavior is needed. To conclude, this paper will argue for a better integration of spatial actions within energy action plans and it will discuss the necessity of involving different types of stakeholders besides public authorities.

THAI TROMPE L'OEIL: URBAN MORPHOLOGY, AMBIVALENCE AND THANON SUKHUMVIT, BANKGOK

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The urban spaces of Bangkok are seemingly (to the Western eye, at least) awash with contradictions, inconsistencies, juxtapositions, fragmentations and superimpositions. Commentators variously describe Bangkok space as disordered, muddled, chaotic and seductive. The overarching aim of this paper is to explore the role of urban morphology in producing these affective qualities, with a particular focus on one of Bangkok's main tourist strips, Thanon Sukhumvit. Drawing on Jean Baudrillard's understanding of trompe l'oeil and seduction, it is argued that these are spaces that might be best analysed via the concept of ambivalence (neither this nor that) rather than concepts of identity/difference (this/not that) which tend to dominate western analyses of urban spaces.

SENSING OLDER PEOPLE'S LIVED EXPERIENCES THROUGH VISUAL IMAGES IN SINGAPORE

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This paper presents a user-based qualitative research approach: 'see and snap' to gain insights into older adults' lived experience of their neighbourhood environment. The method provides a way of crowdsourcing and capturing personal observations from the older population by involving older people to take photographs of their built environment. The purpose is to allow participant photographs to query the built environment, in particular, how the built environment is perceived, negotiated and experienced during daily journeys. The discussion will present findings on older Singaporeans' (age 55+) walking experience, exploring what they find salient in their built environment including the environmental barriers faced and the enablers they seek when moving through their neighbourhood. The respondents made many suggestions on what they think to be important environmental features for their ageing process. Such information has relevance to the wider discourse on healthy ageing, walkability and active transport planning. This 'see and snap' photo-taking method is part of a larger, multi-method study to understand the connection between older people's health and their neighbourhood built environment in Singapore. Even though photo-elicitation has been used as a research tool across a wide range of disciplines, e.g. anthropology, sociology, urban geography, few have used it among older people.

SEGMENTATION OF AREAS WITH ECONOMIC ACTIVITIES AS A PLANNING TOOL TO TRANSFORM UNDERPERFORMING AREAS.

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The spatial quality of an area provides specific services to the activities located in that area. In site location choice, companies implicitly take these services into account. As spatial planners, we are hardly aware of the importance of area specific services in the development of areas with economic activities. In a series of research commissioned by the Department of Environment & Spatial Planning (Segmentation of areas with economic activities) the existence of different location types was studied and analysed. This resulted in a consolidated and tested set of types of economic areas, both monofunctional and combined with housing. In this paper we will present our effort to transform the types into a market segmentation. Briefly, “market segmentation” is the subdividing of space consumers into homogeneous groups that have similar demand functions within clusters and different demand functions among clusters. In order to relate space demand to spatial planning, we create revealed homogeneous groups by area characteristics. We aim to bridge the gap between the reality of site location choice of individual companies and the role of spatial planning and regional economic policy in influencing this choice. The segmentation of economic areas will be tested in two areas in the Brussels Northern Area. Each of these areas is clearly underused and underperforming, and there are ongoing efforts by different government actions to revitalize and optimize these areas. First, the research conducts a general analysis of the location factors that could be translated into specific location services that an area type can provide. Second, in depth spatial and economic analysis of both cases reveal other important services that are clearly taking into account by businesses, as this is stated in interviews with business owners. Lastly, we bring these findings together to understand how the cases could break free of their negative image.

PA04 Teaching planning for the transition

Artur Rosa Pires
Cristiana Rossignolo
Ying-Tzu Lin

As the theme of the Congress so assertively states, challenges – such as "natural disasters due to climate change impacts, ecological crises, growing socio-economic unrests and global migrations phenomena, political breakdowns, ambitious public works and mega-projects" – requires, both locally and globally, a renewed capacity to plan for supporting and managing change. Developing such capacity, i.e. educating (future) planning practitioners to cope with such challenges when "existing theoretical frameworks, concepts, cognitive abilities and approaches become ineffective", is a difficult task. To what extent social, political and institutional transitions will shape the relationship between planners, knowledge and society? More specifically, what kind of teaching and learning experience should be provide today in Europe facing multiethnicity, profound and deepening socio-economic inequalities, serious environmental risks and weakened processes of integration and social inclusion? In recent years, the practice of planning education has been significantly enriched by innovative pedagogical initiatives, often superimposed on layers of more traditional approaches but also framed within increasingly formalized educational institutional strategies. There is a growing realization of the need to relate changes in planning education not only with planning challenges but also with broader trends in learning and teaching at higher education level. In this context, Barnett (2011) anticipates the coming of the "ecological university: the university that, as it unfolds into the 21st century, takes seriously both the world interconnectedness and the university interconnectedness with the world". It reflects demands for social responsibility on behalf of higher education institutions that may entail education that goes beyond the scientific knowledge sphere and reaches the realm of action oriented and hope-inspiring attitude development, as sharply highlighted in the 2018 Planning Education Track. This track invites submissions on:

- innovative challenge-driven educational practices, namely those promoting synergies between teaching, research and society, by working collaboratively with communities, NGOs, vulnerable groups and practitioners;
- experimental pedagogies involving technology-assisted, interdisciplinary, transdisciplinary and/or international teaching aimed at preparing students for today's and tomorrow's planning challenges;
- new planning modules, short courses, PhD programs or non-degree education, namely those focusing on supporting transitions in urban contexts and/or framed within, and supported by, the Bologna Process and Europe 2020 strategy;
- planning modules involving staff with different profiles, or pedagogical coordination between different departments and/or university alliances, namely those set within an institutionalized strategy or with the support of dedicated institutional structures, as learning centres or teaching labs.

Papers should take a critical and reflective stance and refer to as well as build on relevant theories and literature on education, teaching, learning, and planning.

RESEARCHING SCHOOLS VS RESEARCHING WITH SCHOOLS. AN URBAN RESEARCH LABORATORY EXPERIENCE IN AN ITALIAN HIGH SCHOOL

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As PhD students, we have tried to develop an innovative way to approach educational practice, not only to give specific notion to students, but also to promote synergies between school teaching, academic research and society. Through a transdisciplinary approach we have tried to prepare high school students based in Rome to the challenges of researching, thinking and therefore planning about their own territory. This experience was conducted between 2017 and 2018 with a group 23 teenagers from a high school in the periphery of Rome, elaborating an original project of work-based learning inside the school (*alternanza scuola-lavoro*). The work we proposed to them was related to urban research. As tutors of their work, we tried to guide the students divided in five research groups, each one with a specific focus related to the territory where their school is located. We proposed each group a “call for papers” (previously elaborate by us) to which they had to respond, leading to the creation of a research project. Students were introduced to different tools with the aim of creating an interdisciplinary methodology, like interviews, focus groups, production of emic maps. In the final stage of the work-based learning project, the groups were invited to present their findings to an academic public composed of professors, researchers and PhD students. Besides the nonetheless interesting results of all the research projects carried on by the five groups (concerning gender and space, new media, generational bias and leisure time in the city, political production of territory), what the participants learned has been a more complex way to reflect and argue upon urban territory, trying to manage change. In our view, this approach to deuterio-learning can be seen as a way to give future citizens the tools to imagine and design the future of cities.

RECONFIGURING TEACHING/LEARNING/RESEARCH PRACTICES WITH/IN REGIONAL SOCIO-SPATIAL TRANSFORMATION.

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As the research within this contribution shows, local needs do not always align with wider regional, national or global strategies for spatial planning. While civil society actors often have strong visions about local environments, as some literature reports many voluntary organisations, especially in disadvantaged rural regions 'lack specialised knowledge and training' (for example: EC 2013). With this lack of specific knowledge, expertise and coordination between actors, the question arises: how can better connectivity be made between place-based knowledge and spatial practices in/between territories coordinating local and global strategies, for example the U.N.'s SDGs to enact and deliver holistic socio-spatial transformation in 21st century? This article presents the results from an in-depth case study of an 'action research/learning/teaching' programme deployed through a London university between 2014-2016, which, in collaboration with civil society and wider networks co-generated a shared vision, spatial plan and new local planning policy for the future of a group of disadvantaged communities in 'rural' England. Here, I develop the assumption that universities, through their unique positions as part of wider research/practice assemblages are well placed to fill the void in 'specialised knowledge and training'; improve spatial connectivity; and, through an advanced situated learning approach cut together with contemporary design-thinking strategies, may reveal, analyse and co-produce carefully conceived, yet novel solutions to address global challenges in/between specific local situations. Detailed analysis and reflection is provided through a theoretical framework drawing on advances in critical cultural theory, in particular Karen Barad's 'Performative Posthumanism' which seeks to reveal how material-discursive practices are agential in the reconfiguration of boundaries and the distribution of agency, calling into question 'stubborn dualities' as in this case, the teacher-researcher, activist-professional, local-nonlocal and human-nonhuman divide.

ENGENDERING A PRAXIS OF COLLABORATION – HOUSING CRISES FROM SOCIO-TECHNICAL TO INTERDISCIPLINARY CHALLENGE

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Globally, metropolitan housing policy faces challenges from emergent financialization and the transition of urban housing to a globalised asset class, as well as from population growth, demographic transition and disruptive models such as informal, short-term accommodation platforms. As in other jurisdiction, Australian cities are experiencing these changes within a neo-liberal policy context which eschews direct market intervention. Planning for housing amongst marginalised populations necessarily involves policy issues beyond supply and design, and requires engagement with social policy, criminal justice other areas of public policy. This paper describes a post-graduate level module that engages with this setting to engender a “praxis of collaboration” (Innes and Booher, 2010) between students of urban planning, social work, legal studies and public policy to work directly with a social housing provider in Melbourne, Australia to develop strategies for inclusiveness in estate design in mixed tenure communities. The industry partner in this example is engaged in the management of a complex array of housing stock including ageing mass (former) public high rises, recently built market housing and purpose-built controlled rent social housing – most within gentrifying neighbourhoods. The complexity of this as a process of urban renewal, marketisation of welfare provision and experiments in mixed-tenure development require planning students to reflect deeply on institutional framings and the challenges of working with marginalised social housing clients. It challenges reflexive impulses to take a single disciplinary approach, but rather to reflect on inter-disciplinary possibilities in social action.

LEARNING TO TEACH TO INQUIRE URBAN POLICIES. REFLECTIONS ON BECOMING A TEACHING ASSISTANT

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Planning education research has focused on the content of pedagogical strategies for students, dedicating little attention on how educators learn to educate. The contribution wants therefore to pose a new question to planning teachers, asking: “how do we educators learn to teach in urban planning and urban policy courses?” This contribution tries to open this new debate by systematizing the experience of a teaching assistant as he supported students and other professors in the Public policies project work at IUAV, a class with a policy inquiry approach. Without focusing on the pedagogical approach with students, the contribution will reflectively focus on how the teaching assistant used interactive feedbacks by multiple sources (professors, students, his past self, PhD colleagues, friends) to learn how to stabilize his role as an educator. These learning sources will be systematized in relation to the different tasks officially required by contract to the teaching assistant, and the unplanned and undecided tasks. Finally, the contribution discusses how teaching assistants could be supported in developing as educators by universities.

BETWEEN PROFESSIONAL EXPERTISE AND EVERYDAY-MAKING. HOW CONTEMPORARY URBAN PRACTITIONERS ARE RE-SHAPING UNIVERSITIES.

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In the last decade diverse ways of spontaneous actions -as actions that are not deliberately initiated by city governments in order to achieve spatial and social change- multiplied (Concilio, Longo, Moro, 2014). This growing wave of transformations brought to a renewed interest on small-scale, incremental, “do-it-yourself” (DIY) urban improvement (Talen, 2015) and reopened the debate between expert and non-expert forms of knowledge. Through those analyses also a broader definition of urban practitioners has been addressed, moving from the lefebvrian principle that a wide range of actors takes part to the production of (public) spaces (Awan et al., 2013). Looking at a global panorama of architectural practices, Zaera-Polo (2016) underlines how a particular group of practitioners, rejecting customary processes of architectural procurement, has begun to occupy a space between architectural practice, art installation and social activism. Also interpreted as a reaction to the increasing commodification of architecture (Menu, 2018; Zaera Polo, 2016), they represent a raising movement, questioning how experts and traditional knowledge in architecture, planning and design can be applied in contemporary territories. In a continuous tension between professional expertise and everyday-making, a “lay form of citizenship shaped by everyday experience” (Bang 2005, 162), those professionals challenge the way we practice and teach disciplines traditionally involved in the transformation of our cities. Using a case study approach this paper will analyse the “Floating University Berlin” (FUB), a temporary installation and non-institutional teaching facility in Berlin, aimed at reflecting on how knowledge regarding the way we inhabit and build cities can be produced and disseminated with a transdisciplinary approach. Through unstructured interviews and participant observations, held within a research residency at the project site in 2018, the paper seeks to present the complex structure of the project and to underline the alternative concept of “University” it was meant to be.

INTEGRATED DEVELOPMENT PLANNING - POLISH PRACTICE AND DIDACTIC CHALLENGES

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Current global and local conditions are impacts to increasing deficit in free space, leading to social and functional conflicts, larger investments and their influence on surroundings, and also a growing uncertainty regarding the stability of undertaken measures and their long-term effects. Under these conditions, a dichotomic system of public planning, that continues in many countries, also in Poland, is far from optimal. This leads to the conclusion, considering the systemic nature of the objects of planning, that planning processes (socio-economic and spatial) must be integrated. Integrated development planning ought to grow into a basic approach to programming and implementation of measures related to development intervention aiming at the improvement in spatial development. It should enhance the efficiency in the limitation of differences in living conditions and in running business activity to the socially acceptable level. The analysis aims to present the bases for integrated development planning and its use in the practice of spatial management, paying attention to the challenges related to the higher education in this field. The research procedure is made up of three stages. The first stage involves the synthetic systematization of basic theoretical premises of integrated development planning, paying attention to the differences in definitions and suggested approaches in the literature. The second stage presents the selected examples of challenges regards to the operational use of this conception in planning practice in Poland. The third stage shows the project of a unique field of study Integrated Development Planning that starts in the 2018/2019 academic year in the Institute of Socio-Economic Geography and Spatial Management Adam Mickiewicz University in Poznan under the POWER project Integrated Development Planning – the forge of a new cadre of professionals for the sector creating development policy (POWR.03.01.00-00-N055/16-00).

THE CHALLENGES OF TEACHING URBAN PLANNING THROUGH THE INTERNATIONAL COOPERATION FOR THE AFRICAN CITIES TRANSITION TIMES

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The "African question" is increasingly an "urban issue", even considering the transition phase and the transformation speed that African cities are experiencing in this years. Therefore, an important question is emerging about the quality of the training of planners, both in European schools, attended more and more by African students, and, in the field of international cooperation with European universities, in the same African schools, also considering the attention that EU is also demonstrating through recent calls. The Faculty of Architecture in Dakar was closed in 1991, leaving an important gap with respect to the weight that this city had and has in the regional context of the West African States, also because it was the capital of the French-speaking states organization. This has produced a long-term effect into the separation between architecture and planning, leading to the weakening of the competent figures for dealing with cities and territory. Through a small international cooperation project funded by Sapienza we tried to define strategies to strengthen the scope of planning in the Architecture section of IPP. During this experimentation, we understood that the targeted strengthening of the planning disciplines has to deal with an on going debate among professional orders of the region that includes Dakar, concerning the training contents for the recognition of an adequate diploma exercise of professions. Technical aspect prevailed over every pedagogical dimension, by crushing schools towards an only-professional training. And, in some cases, also by confusing the work of Atelier and teaching, so some professors teach in their private professional offices. In this context, international cooperation among universities should aim to reiterate that Italy (as well as other European countries) can be useful for different reasons we would like to discuss for defining common strategies to reinvigorate the quality of our teaching and practices.

TEACHING FOR A GENDER RIGHTS TRANSITION. THE URGENT INTRODUCTION OF GENDER-CONSCIOUS URBANISM IN URBAN PLANNING SCHOOLS.

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To incorporate women into the public sphere is a crucial action as we want to transit to a more just society. As we know, urban planning is not gender-neutral. Living in the city with a man's or woman's body is different, and determines the way we access the opportunities of urban life. However, gender and city approaches in the media tend to portray women as victims. With this, the focus from fear, which, although it is urgent, isn't the only one, and has veiled a discussion that should aim at equity of access and not only towards the surveillance of female bodies in public space. When we think about the original models of our cities, we must recognize the lack of female designers, architects, and planners in these processes. Both Le Corbusier's Modulor (1948) and Neufert's manual (1936) are androcentric manuals, and moreover, strangely normalizing of human diversity. Further, there is an invisibilization of remarkable women in city naming of streets and parks. In order to respond to the complexity of urban planning, we tend to obliterate our primary differences. How are we going to know the city that a pregnant woman or an elderly grandmother needs if we don't consider these bodies in the urbanism classroom? In the city, is the difference that defines us. So to think that uniformity in design should be a goal in urban policy is a dead end. Acknowledging this implies a paradigm shift in how we think housing, city planning, and metropolitan complexity. This paper reflects on the importance of bringing diversity to the urban planning classroom, based on H. Arendt remarks on political participation and S. Fraser on gender justice. We revise newly applied methodologies in urban planning teaching, as professors of a City and Gender undergraduate course in Chile.

GROWING AN INTERNATIONAL ECOLOGICAL UNIVERSITY

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Taking an educator and faculty perspective, this paper presents and reflects on the learning from a 4-year multi-institutional research and capacity building project that brought together three institutions from different world regions. While the stated objective of the project was to establish (a) research networks, (b) elaborate on the different conceptions of green infrastructure, and (c) explore the potential of green infrastructure measures to enhance urban sustainability, we argue that the project also opened up an educational opportunity space to explore and progress Barnett's (2017) utopian model put forth to transform universities in the 21st century: the "ecological university". In fact, in our case our educational adventure felt like growing an 'international' ecological university, a meta-institution which fosters university interconnectedness with the world (metaphorically and literally) – marrying several important concepts shaping the thinking of future (non-toxic) models of universities and tertiary education: ecology and interconnectedness, cooperation, internationalization. In fact, while educators, planning educators included, are more and more frustrated by increasing bureaucratization and commodification of higher education that demands predictable and guaranteed learning (outcomes), the small-scale project funded by government agencies enabled an institutionally sanctioned educational space and comparative freedom to experiment. The project enabled the educators to progress ideas for future international curricula for urban planning and sustainable development that allowed them to confront and intensely support students addressing issues of supercomplexity, uncertainty, cultural barriers as well as universities' social responsibilities.

PLANNING EDUCATION IN TRANSPORT FOR SENIORS AND PERSONS WITH DISABILITIES

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The rapidly aging population in the U.S. (and beyond) presents a unique transition challenge in urban transport which requires new capacities in addressing it. The broad concern of this study is transport education that is and should be provided in university planning programs around the world, given this challenge. The demographic consisting of adults aged 65 and older is growing at a faster rate than other cohorts. In the U.S, a large number of older adults and others with mobility impairments have precarious access to transport, leading to social isolation and lack of access to essentials of life such as healthcare. The number is predicted to increase in the coming years due to advanced-age-induced disabilities. Transport agencies are feeling the effect as they are ill-equipped to respond to an unprecedented hike in transport demand due to demographic changes. They require trained professionals to work for them as they transition into serving a predominantly older population. Planning education needs to relate to this challenge and educate students for the transition and beyond. My study examines whether (and how) planning schools prepare students to work effectively in a system that aims to respond to mobility needs of a rapidly aging population. The research question is: What is the state of planning education related to accessible transport for older adults and individuals with disabilities? A survey of transport-related courses in graduate planning programs in U.S. universities was conducted. Findings show coverage of the topic to be minimal in programs surveyed, consistent with the limited existing literature on transport-planning education. The purpose of the study is to raise questions of social responsibility in higher education institutions as it relates to transition challenges in transport. Based on the findings, the study proposes a sample course outline focusing on such transition.

COPING WITH THE UNKNOWN FUTURE IN PLANNING EDUCATION. DIDACTIC POSSIBILITIES FOR UTILISING SCENARIO THINKING.

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The rise of statistical and geo-referenced data systems and related surveys have provided planners with an abundance of information, but at the same time this development has narrowed our view on knowledge (e.g. Davoudi, 2012; Flyvbjerg, 2004). However, in planning, the hegemony of such evidence-based knowledge is problematic, as planning is largely about coping with the yet unknown future; that of which we cannot have evidence. Myers&Kitsuse (2000) argue, that planners ought to encourage and give shape to alternative viewpoints on the future. According to Albrechts (2005), planning needs creativity to imagine and construct (structurally) different futures. This paper discusses didactic possibilities to encourage the development of capabilities that enable students to imagine, create and critically judge a variety of futures. More precisely it is concentrating on a future methodology of scenario thinking, discussing its history, typologies and relationship with strategic spatial planning. Didactic possibilities of applying scenario thinking, such as intuitive logics' methodology, are reviewed by the example of studio classes held in Finland and Estonia from 2013 to 2017, concentrating on a variety of spatial issues and scales as well as directed at different professions (planning, architecture, urban studies and landscape architecture). The aim of the paper is to start a discussion over the possibilities of utilising scenario thinking when educating young planning professionals, as scenario methodologies have been rarely adapted to the specific use of (spatial) planning profession.

MASTER COURSE METROLAB - METROPOLITAN DESIGN FOR SUSTAINABILITY TRANSITION

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Urbanization has become a mega-trend of nowadays spatial development. By 2050 70% of the world's population is predicted to be living in cities. Cities offer great opportunities for attractive living and all sorts of innovation. Nevertheless, cities have also become one of the main drivers of climate change, they are consuming enormous amounts of natural resources, and they are responsible for often unhealthy living conditions, regarding air quality or noise etc. With the New Urban Agenda, the United Nation Conference on Housing and Sustainable Urban Development (Habitat III) adopted in 2016 an ambitious agenda for making future cities more sustainable. With regard to Habitat III, numerous institutions had developed own analyses and conceptual considerations on the future of cities. The German WBGU (Scientific Advisory Board on Global Change) underlined the need for a so called Great Transformation, pleading for fundamental changes in city structures and processes targeting nearly all sectors of urban development. In 2016, the course Metropolitan Futures Laboratory (MetroLab) in the module Contemporary City at Politecnico di Milano aimed at achieving qualifications for developing sustainable visions for cities worldwide. The selection of the cities was intimately connected with the students participating in the course. Due to the international composition of the course an impressive portfolio of cities was achieved, including cities from all parts of the world. In groups the students developed inspiring visions, strategies and projects ideas for transforming cities towards sustainability. However, it became clear that the Sustainable City's need for fundamental change and innovation poses enormous challenges for students' creativity, cross-cultural and conceptual skills. The contribution describes and discusses the conceptual background of the course, the methodological and pedagogical approach of the MetroLab with regard to Education for Sustainable Development and selected results of the students' metropolitan designs for their Contemporary (Sustainable) City.

PRACTICING THE TRANSITION IN TEACHING AND RESEARCH

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Teaching, research and practice are interrelated, they function like dimensions or lenses and can valuably inform one another. Traditional teaching approaches in planning, architecture and urban design follow an outdated model: the solution-focused strategy to tackle ill-defined problems. We argue that because these kinds of solutions narrow and reduce potential or existing perspectives to one closed perspective, they are inadequate to interact with the contradictions and complexity of urban production. A problematising approach to 'wicked' (Rittel and Webber 1973) problems, conversely, opens up the contingent and possible perspectives and thus allows studying and understanding not only what kinds of problems exist or will emerge, but also how they have become problematic, for whom and why they are considered problems and what kinds of opportunities may lie hidden within such 'problems'. In order to illustrate, contextualise and ground the abstract discussion about pedagogical approaches to problematisation, our paper outlines 1) how the research and teaching programme Urban Design at HCU is organised around the holistic studio approach and 2) how this approach practically plays out in a life project cum summer school. Building A Proposition For Future Activities tested and realised modes of engaging in a PPPP (public-private-people-partnership). The project re-assembled pertinent social questions (housing, refugees, agency, self-build) in a concrete setting (a city-commissioned building programme) with multiple involved actors (neighbours, local and city government, contractor companies, refugees/new neighbours). Taking the university / the urban design studio out of the institution and simultaneously bringing a real-life context into the research and teaching practice undertaking within the university / the urban design studio reflects Barnett's (2011) argument that education needs to reconnect and orient its own agency toward society rather than pure knowledge production without denying the need to reflect on our own modes of producing knowledge(s).

DOUBLE EXPERIMENT COMPARED - DEVELOPMENT OF A NEW TEACHING METHOD IN URBAN PLANNING CLASSES.

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Aims: The presentation will reveal a comparison of results of parallel classes conducted at ETH Zurich and Warsaw University of Technology. It will show that the format change of the presentations can change the whole class in its progress. **Scope:** The idea of the experimental classes and the preparation of the curriculum will be presented. Reflections of lecturers and students' videos will also be included in the conference presentation. **Argument:** Designing and presenting arguments are essential skills of planners. Traditional preparation of students' projects in urban planning classes focuses on the final result in form of 2D drawings and written reports that represent 3D space. Our research explores how videos produced by the students influence the analysing and reporting in each stage of a planning project and change the form of the final presentation of the students' projects. The idea of the classes is based on the assumption that almost everything that students prepare will be in the video format. The change of media from flat paper for drawing and texting to movie screen for storytelling radically changes the way students perceive the reality of urban space, provides better understanding of problems to be solved, and improves the logic and responsibility of argumentation. From the very start of classes students are asked to think about the concept of storytelling that will be used to build the narrative of the final presentation. In such a presentation, like in an ordinary movie, the plot has to be clear which demands a logical sequence of scenes and arguments. **Conclusions:** Preparation of video presentation contributes to the development of students' skills in logical thinking and argument building as well as to the communicative quality of a project presentation and, last but not least, to the control of a tutor over the teaching process.

WALKING ACROSS TERRITORIES IN TRANSITION. THE CONTRIBUTION OF LABORATORIO DEL CAMMINO TO PLANNING EDUCATION

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This contribution aims at presenting the case of Laboratorio del Cammino (LdC) as a relevant experience for reflecting upon an experimental practice in planning education. The project gathers students and researchers to investigate the role of walking in challenging the planning teaching methods. LdC currently involves seven Italian universities and a number of local governments, non-profit associations and civil society groups which are cooperating, mainly through online platforms and social media, for bringing forward the aims of the project. In the past two years, the teaching program of LdC has included two territorial walks across Italy, a number of seminars, urban walks, training sessions and exhibitions, which have explored the methodological contribution of walking for investigating territorial phenomena and for shaping stronger ties among universities, civil society and local institutions. The core activity of LdC is an annual Summer School during which a group of about 30 students with heterogeneous disciplinary and geographical backgrounds walk together for ten-fifteen days for investigating territorial vulnerabilities with the supervision of PhD students and young researchers as tutors. The project interprets the concept of territorial vulnerability as a way to describe the epochal transition that cities and territories are currently experiencing. LdC frames this by investigating the set of interconnected spatial and social transformations encountered along the walk, such as environmental degradation, socio-spatial inequalities, demographic decline and shrinkage, and catastrophic events. These complex topics have been analysed by adopting an inter-disciplinary approach that has fostered the exchange among planning and other disciplinary fields, such as ecology, sociology, literature and visual arts. The purpose of this work is to highlight the relevant contribution of LdC on innovating planning education and to explain how the project has been able to improve significantly the capacity of students to cope with cities and territories' ongoing challenges.

THE ROLE OF THE UNIVERSITY IN THE PROMOTION OF SOCIO-SPATIAL JUSTICE.

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In 2016, The New Urban Agenda adopted in Quito recognized the persistence of multiple forms of poverty, increasing inequalities and environmental degradation as the greatest obstacles to the sustainable development of cities around the world. In this paper, it is argued that, to begin to address these challenges, it is necessary to transform the formative itineraries of the disciplines linked to the production of the city. Likewise, it advocates the incorporation of socio-spatial justice and environmental sustainability as fundamental approaches into their curricula in order to respond effectively to the challenges of cities in the 21st century. In this sense, this work presents an innovative action-research-learning initiative to incorporate the socio-spatial justice approach in the context of urban planning education. A review of theoretical approaches has been done in relation to the role of the university in the promotion of socio-spatial justice, from which an analytical framework has been developed. This analytical framework is applied to two innovative challenge-driven practices, one in Brazil and the other in Spain. The research shows the actions carried out from the university in order to make visible the difficulties as well as the capacities of a community excluded from making their rights effective. Throughout these experiences, the importance of the co-production of knowledge (as a result of a collaborative work between the university and vulnerable communities) is shown, as well as the need for the university to put training and research activities at the service of society and, in particular, of social justice and not of other interests.

A COLLABORATIVE LEARNING APPROACH TO PROMOTE POSITIVE INTERDEPENDENCE IN A “PLANNING SUSTAINABLE CITIES” COURSE.

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This study presents a collaborative learning approach to promote positive interdependence in the context of teaching and learning the course “Planning Sustainable Cities”. Some of the advantages of group work are that students have the potential to maximize and share their skills with the rest of the group. However, during group work, cooperation is not always facilitated and motivated and it might be challenged when students have different cultural backgrounds, disciplines or skills. In collaborative efforts, group membership per se is not enough to produce higher achievement and cooperation. Under certain conditions, collaborative learning approaches can promote and facilitate among students each other’s efforts to learn, resulting in positive interdependence (cooperation). Following the scholarship of teaching and learning (SoTL), this study is contextualized and self-reflects on the opening course of the MSc specialization on Urban Planning and Management (UPM). It relies on the critical analysis of the “Planning Sustainable Cities” course carried out with a group of international students. It is also the result of a Senior University Teaching Qualification (SUTQ/SKO) trajectory. This study incorporated elements of mixed-methods and design-based research approaches. A cooperative learning questionnaire survey was carried out with 23 students as well as in-depth interviews and focus group discussions on the type and level of collaboration, and student’s view of cooperative learning. Based on the results of the descriptive phase and the literature, we addressed two main issues during the design phase: improving group dynamics and facilitating collaboration in the Learning Management System. The presentation concludes with a discussion on the main challenges of this approach and suggestions for further research.

EDUCATION FOR (PERMANENT) TRANSITION. EUROPEAN PERSPECTIVE OF URBAN DYNAMICS.

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There is ongoing debate, not only at AESOP Congresses how to structure an educational planning programme that integrates many disciplines in order to educate professionals being able to respond to the challenges of the evolving European territories of different scales with the respect to the environment, understanding the economic efficiency and respecting the social needs. But there is also another issue which can be more crucial for the planners of the future. This question is concerned with the dynamics of territorial change and both perception and conceptualisation of the processes transforming territorial structures on multiple scales: urban, metropolitan, regional and continental. Not that many programmes across Europe focus on this specific issue although there is of course vibrant professional and academic debate on the issue itself (i.e. Batty, 2013, 2018; Bertaud, 2018; Inam, 2014). There are even less of those focusing especially on dynamics of urban and regional structures in Europe and addressed to the European students. Almost none of them is solution-oriented in the sense that graduates are prepared to act as „Leaders of Change” as defined in The Charter of European Planning 2013. The European Master programme „Transforming City Regions” which is to be open in October 2019 at the RWTH Aachen University delivers an interesting case study of the educational approach which focuses on urban dynamics of European territory and European perspective in the global context. It also uses specific teaching format engaging institutions involved in planning and urban governance and also trying to use synergy of European cooperation of academics in the broader sense that only typical actions within Erasmus frame or joint programmes. The paper will present and discuss both the content and structure of this new programme and will try to draw broader conclusions for the future education of planners in Europe.

RELATED AND SITUATED LEARNING FOR THE SUSTAINABLE TRANSITION. MINING NEW PLANNING KNOWLEDGE AT THE INTERSECTION OF TEACHING AND RESEARCH.

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Education and learning is increasingly acknowledged as an empowering and enabling factor for sustainable development in planning theory and practice as well as in education and international development policy. Since 2015 the new research and teaching team „Arbeitsraum Bildung“ at the faculty of architecture and planning of the TU Wien has established networks, concepts, hands-on practices and research projects on architectural and urban transformation, with a focus on the intersection of architecture, urban planning and educational learning (www.bildungslandschaften.at). Herein planning education and research has been linked to the UNESCO global action program on education for sustainable development (GAP-ESD), to the debate on education as an urban enquiry and to transition and innovation theory by the authors of this paper (<http://www.futurelab.tuwien.ac.at/place-of-importance/>; <http://www.ifoer.tuwien.ac.at/bildungsraumstadt>). The authors' initiatives are involved into tangible large urban development projects (LUDP) and research and development projects. Building upon the experience of these experimental interventions the paper is exploring (a) the role, (b) the constraints and prospects and (c) the dynamics of planning education as an essential part of an “open university” within a plurality of learnscapes. Empirically the research is focussed on situated networks and knowledge claims, on related dimensions of learning and on relevant realms of conflict between experimental pedagogies and urban development at Viennese development areas such as Nordbahnhof Wien and Erdberger Mais. In consequence of the prolongation of the GAP-ESD, the international community is encouraging it's strategical engagement for the 2030 agenda by (1) the empowerment of people through education and learning and (2) the strengthening of education and learning in all agendas, programs and activities that promote sustainable development (<https://en.unesco.org/gap>). With regard to this programmatic reorientation of sustainable development the paper provides an outlook on today's and future challenges for “Teaching planning for the transition”.

A MIXED CLASSROOM WITH STUDENTS AND PRACTITIONERS: EXPERIMENTS WITH TRANSDISCIPLINARY TEACHING

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To cope with the challenges our planet is facing, many argue that academic research, including spatial planning, should be stronger oriented to solving real world problems and engage with societal stakeholders and across disciplinary boundaries in doing so. A body of literature has emerged that describe the characteristics, challenges and assumptions of such a 'transdisciplinary research' approach. However, while these works essentially focus on research, the starting point of this paper is that transdisciplinary teaching is a relevant approach to pursue as well. More specifically, and aligned with the spatial planning oriented perspective, we argue that a futuring perspective is in particular relevant for transdisciplinary learning, especially when it involves practitioners that frequently have to act in the face of uncertainty. In the paper, we will first develop argument further by reviewing the literature on education in planning, futuring and transdisciplinarity. Next, we will introduce our case study: a mixed classroom in which master students and policy makers learn together. We initiated this course in 2016, and we ran three editions since: '16-'17 (City of the Future), '17-'18 (Neighborhood of the Future) and '18-'19 (Mobility of the Future). During this classroom students and policy makers follow lectures together and interact in different ways (co-design, interviews, feedback sessions etc.). In the paper we will describe and illustrate the main characteristics of the mixed classroom, but also reflect on what we've learned over the last three years in adapting and improving the course. This reflections refer to the role of: (1) the focus on futuring, (2) the interventionist character of the course, (3) materiality and making as another way of knowing, and (4) the designed and emergent relationships between students and policymakers, for instance with regard to roles, hierarchy and language.

INTERNATIONAL GEODESIGN COLLABORATION: ALTERNATIVE FUTURES FOR SOČA RIVERSHED CASE STUDY, SLOVENIA

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One of the most important challenges of today's planning is how to organize and conduct strategic stages of designing for long-term changes within complex systems. This presentation explains the Geodesign approach and experience gained in an international workshop, where more than 90 universities worldwide participated to plan responses to the challenges that affect communities in the 21st Century. The results of all participating universities will be presented at the Geodesign Summit in Redlands, CA, February 23-25th. Geodesign (design at geographic scale) represents an emerging research area that integrates multiple disciplines and uses GIS-based analytic and design tools to explore alternative future scenarios (Goodchild 2010, Steinitz 2012). The main emphasis of the project was to use a common framework, combined with local knowledge, to address global and local challenges' impact on future development. The workflow and the results will be presented and discussed on Soča rivershed case study – the area characterized by high nature value of Alpine mountains and Soča River, combined with symbolic World War 1 landscape. Population ageing, depopulation of remote areas, maintenance of public services and jobs, managing the tourism within the carrying capacity, transition to renewable energy and intensive agriculture were the main challenges addressed in our case study. Two time frames (2035 and 2050) and three scenario assumptions (the strategies of early, late or no adaption to global and local challenges) were selected to develop future scenarios. The presentation will focus on the challenges of convincingly answering the research questions while following the common global rules and formats and coaching 18 students from different national (Slovenia, Norway, Croatia and Hungary) and educational (landscape architects, spatial planners) backgrounds. Goodchild M.F., 2010. Twenty years of progress: GIScience in 2010, *Journal of spatial information science* 1, pp. 3–20 Steinitz, C, 2012. *A Framework for Geodesign*, Esri Press CA

TRAINING YOUNG PLANNERS AS EXPERTS IN PARTICIPATORY PROCESSES: THOUGHTS AND EXPERIENCES FROM PALERMO, ITALY

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The following reflections are inspired by the cooperation the Department of Architecture of Palermo has carried out for years with public (municipal administration, schools, etc.) and private stakeholders (entrepreneurs, traders, individual citizens), which are based on innovative planning education models and aim to prepare future planners to the challenges of an effective planning. The model is based on two topics that are widely debated in urban studies, but apparently unconnected: on the one hand, the dissemination of participatory practices and cooperation between public and private actors; on the other hand, the scientific and professional training to provide for new generations of urban planners. We argue that preparing students engaged in urban studies to the management of participatory practices is an inescapable need in today's Italian and international context. To address the issue of public-private cooperation in Italy, as a new approach to contemporary governance, we must consider that in Italy participation is increasingly becoming the subject of discussion, albeit decades later than in other contexts: in the last fifteen years, urban scholars have provided practical indications and theoretical frameworks to support the use of participatory practices. In the meantime, following a strong acceleration at the national level, participation is also becoming a legal obligation. In the educational path we propose, qualitative analysis and design techniques (e.g. open space technology, focus group, planning for real) have been used mainly, but not exclusively. Thanks to the comparison of the points of view of the social actors involved in these processes, planning students, being the protagonists of the entire process, have acquired professional skills that are producing significant professionalizing effects, including the birth of some associations of young graduates engaged in cooperation processes with the municipal administration. We therefore believe the experience of Palermo can be significant beyond the single local context.

PLANNING MEETS ART – NEW WAYS OF TEACHING AND UNDERSTANDING PLANNING

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Practicable education is a major concern in the field of study of spatial planning at the Vienna University of Technology. The core of the bachelor's programme is a practical student project on the subject of regional development planning led by an interdisciplinary team of professors, including regional planners, architects, sociologists, traffic planners and landscape architects from the department of planning and planning practitioners. Aim of the course is to practice conceptual and implementation-oriented working in a specific region. The students shall apply the knowledge gained in basic lectures in an independent, interdisciplinary and integrative as well as problem- and context-specific way. Spatial planning shall be learned in an interactive process. Team- and group-dynamic working are important and the teachers support the students in the largely independent handling of a complex issue. This project course is always implemented in cooperation with politicians and public authorities of the specific region. The population is also included in workshops, presentations and discussions of the students work progress in the region to raise their awareness of planning topics and to simulate a "real" planning process for the students. Thus the results of the student project are often an initiation for the implementation of projects in the regions. The course is part of the curriculum since many years and continually developed. Last year the cooperation was extended to include a regional cultural institution. The regional development concepts of the planning students were contrasted with work of art by local artists dealing with Land Art in the broadest sense creating a very unique cartography of the region.

INNOVATING EDUCATION FOR SUSTAINABLE CITIES: LESSONS FROM THE CITYLAB LA PROJECT

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This article discusses the challenges and opportunities identified during the implementation of the Citylab project in Latin America during the period of 2015-2018. The project was funded by the Erasmus+ Key action 2 programme of the European Union. The project aims to innovate teaching for urban sustainability in higher education institutions through Problem Based Learning (PBL). Opposed to traditional teaching methods, the pedagogical approach of PBL is a learner-centered approach that takes a complex problem as point of departure instead of existing established knowledge. Since application of such learning methods is limited in Latin America, the Citylab project attempts to introduce PBL in the existing curricula of 12 Latin American universities through the implementation and development of interdisciplinary and transdisciplinary Citylab modules focusing on sustainable urban development. The Citylab project involved 185 teachers and 1441 students in 33 Citylab modules. First, the role of PBL in education for sustainability is discussed in a broader theoretical context. Second, the goals, implementation strategies and results of the Citylab project will be illustrated. Third, we present some critical issues and success factors experienced during the project. The findings of this paper are based on surveys and focus groups with project managers, teachers and students that participated in the programme. The evaluation shows that the project had a significant impact on the innovation of learning methods in the universities. Due to its success the project is now expanded to the Caribbean region, and attempts are made to set up a Citylab project in Russia and India.

LEARNING FROM PLANNING FOR TRANSITION - REFLECTING ON WORK-LIFE NARRATIVES AND RELATIONAL PRACTICE CAPACITY

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The call for more adaptive, agile and collaborative planning practices to contribute in complex and adaptive local and global contexts seems to go hand in hand with the call to 'add to' a set of increasingly complicated 'learner-planner' focused competence and qualification frameworks. Within this context, the paper does not explore how to teach transition, but rather explore what enables planners to constantly adapt and practice transition in meaningful ways in practice? The paper draws from a recently completed theses by one of the authors, *Being, becoming and contributing in (and through) Planning* - an innovative narrative-based enquiry into personal and professional work-life experiences of planning practitioners. The study is embedded in the fields of planning practice, planning education, sustainability leadership, lifelong learning, as well as professional and career development. The quest metaphor was used to stretch the exploration beyond formal professional education and complicated competency development frameworks and models, towards archetypical patterns, probes and paradoxes in complex and highly relational inner and outer growth experiences. In reflecting on that which seem to enable and impel planning practitioners towards consistent and value adding contribution and inevitably transition within their work-life contexts, the enquiry reveals (and once again reminds us of) (1) that the planning practice – education - society nexus provides the most profound opportunity for transitional and evolutionary learning and practice experiences, (2) the potential value and generative capacity in the nexus between personal and relational practice experience, and (3) nature of planning capacity as much more life-long, distributed, paradoxical and practice embedded. In support of the conference theme, the paper will place specific focus on significant and transitional learning experiences, which are often characterised by being challenging, 'intense', embedded in real-life experiences, meaningful to the person and society, deeply personal as well as highly relational.

DRAFT TITLE: “CREATING SHARED CONSCIOUSNESS FOR THE CHALLENGES AND OPPORTUNITIES OF NEWLY CREATED TERRITORIAL ENTITIES: THE CASE OF DECENTRALIZATION REFORM IN UKRAINE”

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CANactions School

Since the launch of decentralization reform in Ukraine in 2014, the country has become an arena for a large-scale transformation of territorial governance and planning systems. Currently, 876 amalgamated municipalities have emerged through the voluntary merger procedure (out of 1285 planned), with an overall population of 9 mln and total area equivalent to 37.6% of that of Ukraine. Being far more just enlargement of territorial units, amalgamation is envisioned as a major tool for fiscal decentralization, community empowerment and re-defining the scale of social infrastructure provision. Supported with a number of international technical assistance projects, decentralization reform in Ukraine may well be treated as an extension of the European Cohesion Policy eastward of the EU border. Currently, the planning process in newly created municipalities is fuelled by infrastructure subsidies and transfer of lands in-between settlements to communal ownership, but also constrained by lack of appropriate planning tools, severe shortage of planning professionals and low self-consciousness of municipal management in regards to objectives and potential of spatial planning. This paper critically investigates the outcomes of an educational program in integrated spatial planning, carried out by CANactions School, Kyiv-based non-formal educational institution, in 30 pilot municipalities. The specific context brought for analysis is that of interdisciplinary, multi-generational Studio, a co-creation platform where representatives of municipalities collaborated with peers from different regions, as well as with international group of young spatial planning practitioners, developing drafts of local spatial development concepts. A specific attention in the paper is devoted to possibility of amending policy objectives of local planning towards addressing the existing socio-spatial inequalities with an aid of non-formal education and the ‘learning by doing’ approach. The study also investigates participatory planning practices piloted during the program, as well as delimitates the potential of non-formal education in approaching context-wise challenges of communities under fast transition.

INCLUSIVE EXPERIENTIAL LEARNING AT GRADUATE LEVEL PLANNING STUDIO: A COLLABORATIVE GOVERNANCE CASE

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This study conveys the two-semester studio experience of the Urban Planning Master's Program at Istanbul Technical University in the 2018-19 academic year. The aim is to build on the conducting of this studio considering its teaching strategies, methods, and curriculum, which were designed for an experiential learning and collaboration experience in line with its topic of collaborative planning and governance. Planning studios in Turkey are largely characterized by an ends-driven comprehensive planning paradigm. However, this study argues that in order to address contemporary planning practices and increasingly complex planning problems such as those in Istanbul, today's planning studios must explicitly focus on the means of the planning issue at hand and invite students to take on the role of the actual practitioners and empathize with local stakeholders. Based on these premises, the first-semester studio allowed the students to choose a case neighborhood in Istanbul in line with their academic interests. Supported with relevant theoretical readings and case-driven literature research, they were involved in a field trip, a formal briefing at the local municipality, thematic data gathering and analysis (including an advanced stakeholder analysis), assessments, and collaborative planning proposals with spatial, financial and participatory aspects. In the following semester, they are expected to fit their refined plans into a collaborative governance model. They will discuss various approaches in both a structured studio debate and an on-site focus group study with local actors to test and revise their models. Through instructor observations, jury assessments, and informal student feedback, the preliminary findings have revealed that an interactive and inclusive studio design which actively involves both students and local actors has greater benefits for graduate students' motivation, comprehension, and solution generation to real-life planning issues. These findings will be further tested towards a refined studio framework by the end of the academic year.

REFRAMING THE CRISES AND ROLES OF URBAN PLANNING EDUCATION IN FOSTERING PATHWAYS TO URBAN EQUALITY

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The Sustainable Development Goals (SDG) brought forward significant momentum for transformative change to address urban planning and higher education challenges. SDG11 emphasizes the importance of ‘the urban’ in achieving sustainable development and demands planners with the capabilities to address complex socio-economic, environmental and political processes that drive inequality. SDG4 highlights the diversity of education forms, including higher education, which can act as fundamental drivers of pathways to sustainability and urban equality. Bringing these two goals together seems particularly vital considering that, in practice, urban planning education itself is rather doubly compounded by inequalities. There are inequalities in the notion of planning itself, as well as inequalities in how education is structured. Previous research on cities, particularly in the context of the global south, has identified outdated pedagogies and epistemologies as well as distributional and qualitative shortfalls of current planning education. Several curricula, for example, continue teaching colonial European agendas and fail to recognize everyday planning practices in the way cities of the global south are built and managed. The presentation follows the track’s calls for rethinking ‘the relationship between planners, knowledge and society’ and examining the ambivalent role of the higher education sector. It untangles the sector’s central role for enabling transformative knowledge production and collaborative learning for urban equality, as well as its limits as a gatekeeper for an outdated profile of the professional planner and as a bottleneck for re-framing urban planning education at scale. The analysis is based on a literature review, quantitative data from planning and planning education associations, and semi-structured interviews with planners and educators working in Europe, Latin America, Africa, and Asia. Through a better understanding of the networked field of urban planning and higher education, it suggests emerging room for manoeuvre to foster planner’s capacities and capabilities to shape urban equality.

COLLABORATIVE INTERNATIONAL WORKSHOPS – A JOINT BRAZILIAN-GERMAN TEACHING EXPERIENCE FOR PLANNING IN VULNERABLE AREAS COLLECTIVE LEARNING ON PLANNING FOR INTEGRATION AND TRANSITION

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A joint teaching experience involving Brazilian and German students of Architecture, from Universidade Federal Fluminense (Niterói/Brazil) and JADE University of applied sciences – (Oldenburg/Germany), promoted the development of urban planning proposals. Based on previous teaching experiences in planning for vulnerable urban areas in the participating faculties we developed a workshop series as a collaborative teaching project. In 2017 we worked in Niterói on a project for a centric favela and fishermen village at the Guanabara Bay. In 2018 we elaborated a project for a centric neighbourhood gathering (social) housing, enterprises, abandoned plots and harbour uses in Bremerhaven. In 2019 we will be back in Rio de Janeiro. The workshops were accompanied by local actors. Students learnt to understand social implications of planning in a new context, started a critical reflection of own experiences and developed a cooperative project that was dedicated to open the local discussion about the places further development. During the Workshops students acquired knowledge about local conditions of urban development such as in the case of Brazil the challenge to integrate informally grown neighbourhoods and the formal city or as in the case of Germany dealing with the consequences of economic and demographic changes like shrinking populations and drastic changes of uses. Parallel to the development of projects the students participated on lectures and excursions. The concepts aim to integrate the neighbourhoods into the city and to develop ideas for public spaces, community facilities, for affordable housing, and for local economy. These teaching experiences are challenges to integrate compact workshop formats and the manifold new experiences for the student into professional approaches within complex working fields. At the same time the experience of an immediate communication to planning agents and local communities create an intense learning process and a critical reflection on given for granted planning knowledge.

PA05 Institutional change and regional transition

Giancarlo Cotella
Eva Purkarthofer
Carla Tedesco

Contemporary cities and regions are facing multiple, wicked challenges, such as natural emergencies due to climate change, multi-scalar social inequalities brought about by globalization, worldwide migration phenomena and the overall quest for improving the quality of life of places. These challenges require territorial governance actors to develop new skills for understanding and dealing with uncertain scenarios changing at an increasing speed, while ensuring interactions between public and private actors and civil society. To efficiently and effectively deal with the complex processes of change, innovative institutional settings are required, that are better equipped to face and steer ongoing transitions at all spatial scales. These new territorial governance arrangements may range from “soft”, flexible functional regions to more formalised institutional mechanisms ensuring coordination between existing policy levels and administrative units. This track intends to discuss the rescaling and reframing of territorial governance processes, focusing on institutional change and regional transition. Scholars and practitioners from all over the world are invited to present related theoretical and empirical contributions, addressing themes such as:

- the conceptual and practical deficits of current governance settings and mechanisms, explored in relation to the evolution of territorial challenges;
- the extent to which collaborative, place-sensitive territorial governance arrangements can make a difference when facing complex spatial challenges;
- the processes of institutional learning and design and their impacts on policy change and policy diffusion;
- the emergence of new, “softer” territorial governance arrangements and its implications for traditional “hard” processes and jurisdictions.

Comparative studies that take up multi-actor and multi-scale perspectives on the adaptation to and management of ongoing transitions are especially welcome.

INTEGRATED, ADAPTIVE AND PARTICIPATORY PLANNING? EXPLORING THE TRENDS ACROSS EUROPEAN PLANNING SYSTEMS

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Are European planning systems ready for the future? Are they well equipped to cope with current and future regional and urban challenges? This would entail at least three kinds of capacities: (1) to integrate policies across sectoral boundaries; (2) to be able to adapt to the changing contexts; and (3) to effectively engage citizens in decision-making. A good level of coordination and integration of policy sectors is considered crucial to give planning its strategic character. This has been repeatedly recognised as a key issue to reconcile economic development policies with social, cultural and environmental sectoral policies. In an increasingly volatile political and economic context and in the face of uncertainties (e.g. climate change), planning systems have to be more adaptive and able to transform its instruments. Finally, effective engagement of citizens is essential to activate citizens' knowledge, resources, and to avoid exclusion from decision-making, which, as recent research showed, tends to add fuel to the current populist sentiment. How do European spatial planning systems respond to these three challenges? The present study explores these responses by comparing trends in the spatial planning systems of 32 European countries. It draws on ESPON COMPASS project which investigated recent changes in territorial governance and spatial planning systems across 28 EU member countries, plus four associated countries. It identified the most significant spatial planning trends in 2000-2016, including these countries attempts to integrate spatial planning with other policy sectors; to engage more effectively with citizens; and to adapt planning to the changing contexts.

TERRITORIAL GOVERNANCE AND SPATIAL PLANNING SYSTEMS AND THE PROVISION OF SPATIAL DEVELOPMENT RIGHTS: A EUROPEAN TYPOLOGY

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Although the main functions of territorial governance and spatial planning systems (TG&SPSs) are generalizable, 30 years of comparative studies have shed light on the heterogeneity that has characterised the evolution of these “institutional technologies” in Europe. Amongst other aspects, they show how TG&SPSs differ in relation to the tools and procedures adopted to deliver development rights (Janin Rivolin 2017; Muñoz, Tasan-Kok 2010). The proposed contribution builds on the results of the recently concluded ESPON COMPASS project (ESPO, TU Delft, 2018) to propose a European typology. It compares the TG&SPSs that characterise the 39 countries composing the ESPON space in relation to the mechanisms through which they assign spatial development rights and to the different outcomes they achieve. As the paper shows, any consideration concerning the actual efficiency and effectiveness of TG&SPSs is still a matter for debate. Whereas an adequate degree of certainty is necessary so that the public authority does not lose control over spatial development to the advantage of the private sector, plan-led spatial planning systems often lack the possibility to influence the development phase once land-use rights are awarded through early-stage zoning. Conversely, whilst it is easy to argue that planning should be flexible to facilitate multi-layered decision-making and incremental adjustment, the actual capacity of the public authority to negotiate with the private investor(s) from an adequate standpoint may very well hamper any form of control from taking place. ESPON, TU Delft (2018), COMPASS – Comparative Analysis of Territorial Governance and Spatial Planning Systems in Europe. Final Report. Luxembourg: ESPON. Janin Rivolin, U. (2017), “Global crisis and the systems of spatial governance and planning: a European comparison”, *European Planning Studies*, 25(6), 994-1012. Muñoz Gielen, D., Tasan-Kok, T. (2010), “Flexibility in Planning and the Consequences for Public-value Capturing in UK, Spain and the Netherlands”, *European Planning Studies*, 18(7), 1097-1131.

SOFT PLANNING: SO WHAT'S NEW?

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In the last decade, soft planning has become an increasingly visible concept within the planning literature. Since Haugton and Allmendinger's (2007) use of the term soft spaces to frame the Thames Gateway planning experience that crossed traditional administrative boundaries and introduced new governance processes between formal structures and institutions, soft planning has conceptually embraced a growing number of planning practices that occur at the margins of the statutory system. However, this proliferation of soft planning literature, namely the dispersion of approaches and planning practices that it seems to cover, lead us to question the limits of the concept and its opportunity. On the one hand, soft spaces and soft planning seem to be used interchangeably without clear-cut distinction and definition. On the other hand, there is still no systematized scrutiny of what soft planning is bringing anew to spatial planning. What exactly distinguishes soft planning from strategic planning, which, in opposition to a regulatory land-use planning style, had already called for "working across boundaries" based on strategic development-oriented thinking and territorial governance. Is it only a matter of informality? Is it a way of dealing with territorial rescaling? Does it intent to grasp undercover devolution or decentralization? In sum, why do we need soft planning? With the aim of discussing these and other interrelated questions, the paper will outline a thorough soft spaces and soft planning literature review comprising both theoretical and case study writings. The analysis is structured into five different dimensions: (i) governance; (ii) politics; (iii) policy; (iv) scales; (iv) funding. We argue that a number of (sometimes subtle) displacements at different levels of the planning process (planning actors; political spheres; nature of policy instruments; etc.) might be leading to a general softening of strategic planning which justify the coinage.

THE RECENTRALISATION OF THE UK STATE: BREXIT'S OTHER AGENDA?

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While Brexit negotiations have focused on the external discussions with the European Union, preparations for change within the UK are having some significant effects on the devolved settlement that has been implemented since 1999. The implementation of devolution in the UK, one of the most centralised states in the OECD, is anchored on the UK's membership of the EU and particularly the application of the principle of subsidiarity. While the progress towards increasing devolution in the UK has been implemented by the central Government, there was always a resistance to increased devolution. The Brexit referendum and subsequent preparations for its implementation have allowed for devolution's progress to be reconsidered and stalled. These Central Government actions have ranged from recentralising of devolved powers for agriculture, environment and transport in Scotland and Wales and the imposition of City Deals in Scotland, Wales and Northern Ireland contractualising central local relations with the central state and reducing the role of devolved powers and administrations. While these Brexit re-centralising measures have been suggested as temporary, in the event if no Brexit or a different arrangement in due course, there are some legal indications that these will be reviewed after three years but no firm commitments to reversing the removal of devolved powers. How far is Brexit reversing the progress made towards devolution in the UK and recentralising the state? This paper will consider the arguments that can be made for this view.

UNDERSTANDING EUROPEANISATION FROM WITHIN: THE INTERPRETATION, IMPLEMENTATION AND INSTRUMENTALISATION OF EUROPEAN SPATIAL PLANNING IN AUSTRIA AND FINLAND

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Despite more than two decades of debate about European planning policies, the ways in which the European Union affects urban and regional planning in its member states remain ambiguous. Under the terms Europeanisation, European spatial planning and territorial cohesion, researchers have investigated activities at the European level and, to a lesser degree, their effects in different countries. However, a focus on the legal status of policies and the issue of competences between the EU and its member states often prevents research from picturing the outcomes of European policies accurately. This article argues that in order to understand these effects, it is necessary to understand Europeanisation from within and scrutinise the application of EU policies in national, regional, and local contexts. It draws on examples from planning practice in Austria and Finland and asks how domestic actors interpret, implement and instrumentalise European spatial planning. Interpretation here refers to the question which European policies, programmes and documents domestic actors consider relevant for spatial planning. Implementation and instrumentalisation address the domestic applications of European spatial planning, i.e. how actors respond to European inputs and use them to support their own policy goals. The findings suggest that Europeanisation is an active, spatial, contextual and complex process. Domestic actors in both countries have their own ways of dealing with European influences and connecting EU policies to their work, which result in differences regarding the perceived and de-facto importance of the EU for planning in specific contexts. Moreover, Europeanisation is a spatial process supporting for instance the creation of soft spaces. The comparison between Austria and Finland suggests further that Europeanisation is highly contextual as language, education, administrative structures and legal frameworks delineate the scope of action and the self-conception of actors in different national, regional and local contexts.

THE PLACE AND ROLE OF SMALL AND MEDIUM-SIZED CITIES IN NATIONAL SPATIAL STRATEGIES IN FRANCE, ITALY, GERMANY AND UK

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In Italy, France, Germany or Great Britain, the medium-sized cities are, periodically, a national political concern. Our proposal aims to understand the political and scholarly ways of constructing the "problem" of medium-sized cities in these countries thanks to a bibliographical survey and interviews. This paper is based on a four-step methodology: 1) An analysis of the statistical approaches of medium-sized cities. Nothing is more difficult than characterizing "medium-size". Each country has constructed representations of the urban hierarchy (villes moyennes, mittelstädte, second-tier cities, etc.). We assume that these categories and their evolution over time will reflect how this issue is addressed by public policy. 2) The characterization of the essential demographic and economic trends. 3) The study of the national political discourse since the 1970's. Is it a recurring or cyclical problem? Do we observe the same temporalities in different countries? 4) A study of the scientific discourse on middle-sized cities since the 1970s. Do they have the same temporalities and the same issues as political discourse? The important political and scientific papers and reports have been selected thanks to a collaboration with scholars in each country. Our main findings are that national discourses on medium-sized cities are principally linked with: - The geography of the countries. There are a lot of "Isolated" medium-sized cities in France, due to the low general density of the country, few in the other countries. So, the impact of local service reductions in medium-sized cities is much greater for the rural areas ; - The relationship between local elected representatives and the national parliaments. National discourses differently depend on the interests of local decision makers ; - The nature of the local finance system.

THE RESURRECTION OF STRATEGIC PLANNING IN ENGLAND: EMERGING MODELS FROM GREATER MANCHESTER AND BEYOND

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The 2010 Coalition Government wasted no time in ending the era of [English] regionalism and sub-regionalism that had characterized Labour Governments since the late 1990s. The emphasis shifted to Localism and strategic spatial planning issues were relegated to exhortations for neighbouring local authorities to work together under a newly instigated 'duty-to-cooperate' and through a wider raft of experiments including Local Enterprise Partnerships (LEPs). Meanwhile, supporters of 'old style' statutory strategic / regional planning lamented the strategic policy vacuum that echoed the barren years of strategic planning in the 1980s (Breheny, 1991). However, more recent developments including the establishment of Combined Authorities in the larger conurbations outside of London, have placed growing emphasis on their potential role in strategic planning; the Greater Manchester Combined Authority's Strategic Framework for Greater Manchester (GMCA, 2016; 2019) is arguably the first attempt at strategic planning across the whole conurbation since the early 1980s. Beyond the conurbations, local authorities are increasingly working together on joint local plans and/or other cross-boundary spatial planning activities and the Neighbourhood Planning Act 2017 includes provision for the Secretary of State to direct the preparation of joint local plans. Most recently, driven by wider housing agendas, the Government has rediscovered the term 'strategic' via its revised National Planning Policy Framework (NPPF) (MHCLG, 2018) and other pronouncements; requiring local authorities to produce 'strategic plans' and 'statements of common ground' addressing 'strategic priorities', even if there is scepticism about how strategic these will actually be (Shepley, 2018). This paper therefore examines the emerging strategic planning role of the new combined authorities and other models, asking whether the tide is turning and we are beginning to see a renaissance in strategic planning in England once again.

STRATEGIC SPATIAL PLANNING OF A CITY: NAVIGATION BETWEEN SCALES AND RATIONALITIES

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Strategic spatial planning has emerged as a tool to cope with fragmented governance landscapes, the challenges that cities and regions are facing, such as climate change and inequality, and with the global economy, where cities need to reposition themselves. In order to create transformative change in this framework, the theories of strategic spatial planning have taken as their normative standpoint an all-inclusive deliberation and consensus seeking formulation of policies between a number of stakeholders as well as different scales of multi-level governance (e.g. Albrechts, 2015; Healey, 1997). These theories draw on Habermas' (1984, 1987) idea of communicatively rational action. Habermas, however, distinguishes also another rationality, strategic rationality, in which social interaction grounds on actors' interest-maximisation and goal attainment. Although strategic rationality has been found to motivate everyday strategic planning practice (Flyjberg 1998; Sager 2013), its role remains largely untouched in the theoretical discourse of strategic spatial planning. In this study, I present an analytical framework, which clarifies the roles played by the two rationalities in strategic spatial planning. The analytical framework distinguishes not only the two rationalities, but also the cooperative and competitive strategic orientations that any locale can take in its association to different scales, and when navigating between them. The analytical framework is applied to study strategic spatial planning in three mid-sized, yet regionally important, cities: Aalborg (Denmark), Newcastle upon Tyne (the United Kingdom), and Turku (Finland). The empirical analysis draws on content analysis of planning documents and semi-structured interviews with administrators and political decision-makers. The results show how cities dynamically navigate between scales, rationalities, and action orientations, despite belonging to different planning systems. Thus, the study increases understanding of a complex multi-actor, multi-rationale, and multi-scale environment of cities' strategic spatial planning.

ASSESSING STRATEGIC SPATIAL PLANNING BY DECOMPOSING THE PROCESS INTO ITS KEY COMPONENTS: A COMPARATIVE ANALYSIS OF LYON AND COPENHAGEN

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Strategic spatial planning is a complex process through which a variety of actors come together in diverse institutional settings to prepare interrelated strategies for shaping spatial change in urban regions. This practice is difficult to disentangle because many components, such as access to financial resources, power relations, and forces from outside a region are typically interrelated. The comparative analysis of strategic-spatial-planning processes is hence highly challenging. We develop a method for a structured comparison to support the mostly qualitative efforts in this research field. This method is based on a decomposition of the planning process into its key elements and their connections. The resulting scheme combines 28 elements (18 original and 10 derived) and highlights the making and implementation of the plan, the central position of the plan, and the importance of external factors. The scheme was then used to develop questions to collect values and weights for all elements whereas values refer to the strength of an element to reach the implementation of the envisioned planning strategy and weights refer to the relative importance of an element to explain the element above it in the hierarchy of the scheme. The questionnaire was applied with nine interviews in Lyon and Copenhagen each and the data was explored with a PCA analysis. We find that distinct differences in the answers for the two urban regions but agreement in the answers from practitioners and academics within a region. Lyon and Copenhagen differ thus mainly in the role of the regional planning authority, the interactions with the external context in terms of competition with other planning regions and devolution of spatial planning competences, and the consideration of natural concerns. The study shows that the decomposition of the planning process and subsequent quantification can be a promising complement to qualitative methods in comparative research.

STRATEGIC SPATIAL PLANNING OF SOFT SPACES: INTERPLAY OF STRATEGIC AND COMMUNICATIVE RATIONALES IN THE UK INNOVATION CORRIDOR

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Strategic spatial planning has been increasing its importance since the 1990s as challenges related to climate change and urbanisation have directed attention to integrative and comprehensive planning at the higher planning scales. Many of these new scales of spatial planning are 'soft', crossing institutional boundaries and scales (e.g. Allmendinger & Haughton 2009). Strategic planning in soft spaces is motivated on the one hand by creating competitive advantage with collaboration, and on the other hand by "engaging the crowd" internally to be able to create transformative change. Thus, in order to generate transformative change, strategic spatial planning has to be both open and collaborative (Healey 2009; Albrechts 2015), and goal oriented and effective (e.g. Ziafati Bafazarat 2015). The former draws Habermas' (1984, 1987) communicatively rational and the latter to strategically rational action. The paper aims at analysing the roles of communicatively and strategically rational action in soft spaces by using the UK Innovation Corridor as an example of a soft space that acts as a framework for strategic spatial planning in the London-Stansed-Cambridge area. Empirical material consists of interviews, workshop materials and diverse policy documents related to the corridor. The paper aims to study the operating model of strategic spatial planning in the corridor, and to generate understanding about the different roles that collaboration and competition play in the regional transition. By focusing on the interplay of strategic and communicative rationalities, the paper analyses how strategy work can be oriented on one hand to seeking competitive advantage through adversarial relations and selective partnerships, and, on the other hand, to building shared strategic momentum through collaboration and joint commitment. The paper contributes to planning theoretical debate by conceptualising soft spaces as arenas for both strategically and communicatively rational action, which has been only implicitly discussed in the extant literature on soft spaces.

REGIONAL INNOVATION AND THE NEW TERRITORIAL GOVERNANCE. FRENCH AND SPANISH CASES

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The European territories, especially in the southern and eastern peripheries, face various challenges linked not only to socio-economic globalization, but also to population aging and climate change. The regional innovation policy offers the possibility of facing these challenges and contributing to the cohesion - economic, social and territorial - provided that the specific characteristics of each territory are taken into account. Decentralization is a fundamental factor in the design of policies that clearly respond to the principle of subsidiarity of the European Union. In our work, we deal with the cases of Spain with a degree of quasi-federal decentralization with broad competences designed in the 1978 Constitution, and that of France that has progressively decentralized in the last decades until reaching the 2015 reform in which they reduced the regions from 22 to 13 in order to create functional territories that would help reduce regional divergences. Although in both cases there are marked differences between the territories, innovation rates are higher in the French case, while in Spain only the Basque Country is included in the group of strong innovators. The objective of this work is, therefore, to analyse the policies developed - design, objectives and financing- and the governance model -characteristics of the subcentral levels of government- in order to highlight their strengths and weaknesses.

THE ENTREPRENEURIAL PROCESS OF DISCOVERY IN INSTITUTIONAL CHANGE: THE CASE OF PORTUGUESE CENTRO REGION

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Regional innovation and development policies in the European Union (EU) have been implemented, in recent years, through Smart Specialisation Strategies (S3). This strategic approach to regional economic development is directed at supporting research and innovation, using an entrepreneurial process of discovery. It prioritizes the areas of intervention through an inclusive and interactive bottom-up process in which different stakeholders identify the opportunities that emerge through this interaction, understanding the region-specific strengths and assets. The entrepreneurial process of discovery is often praised because of its strong bottom-up approach, however, it is not yet explored if and how this process leads to better regional development strategies. To address these gaps, this paper aims to understand the role of this bottom-up approach in institutional learning and change. A questionnaire-survey was conducted to stakeholders involved in the design of a specific regional S3. It assessed the perceptions on institutional change and regional development using the Portuguese Centro Region as an exploratory case study. Preliminary findings show that this participatory method has an impact on practitioners' engagement, knowledge-transfer and ownership regarding the resulting regional strategy and the potential effectiveness of its implementation. This research may help enhance the knowledge about the extent to which region-specific co-creation and collaboration in territorial governance arrangements may lead to institutional learning, in line with the objectives of this track.

(RE)CONSIDERING CROSS-BORDER SPATIAL PLANNING UNDER THE LENS OF PLANNING CULTURE

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Spatial planning traditionally stops at national administrative boundaries. EUropean financial (e.g. INTERREG) and legal incentives (e.g. European Groupings of Territorial Cooperation) have encouraged cross-border cooperation. Several cross-border planning strategies are currently under discussion in several areas (i.e. German-Polish border, Greater Region). Cross-border spatial planning remains however largely a challenge, posing unique questions. As demonstrated by Jacobs (2016), the challenge lies in the capacity to organise a “balancing act between two planning systems” steering the organization of the borderland. We consider the concept of planning cultures promising to advance our understanding of cross-border spatial planning insofar as the concept emphasizes the role of societal and planning environments in planning practice. This mostly conceptual paper investigates how the concept of planning cultures can be applied to capture the specificities of planning in a cross-border context. The paper firstly undertakes a literature review of the concept of planning cultures developed over the last 50 years (as defined by Friedmann 1967, Sanyal 2005, Knieling and Othengrafen 2009, Jacobs 2016, Pallagst forthcoming among others). After having reviewed the latest publications dedicated to planning cultures and planning theory in cross-border areas, it then develops a theoretical framework for applying the planning culture concept to border areas. Thirdly, the paper suggests methods to test the robustness of this conceptualization and to observe what practice entails and how planning practice can unfold in a cross-border context. The paper draws upon a solid understanding of cross-border governance and European planning systems acquired through diverse research projects.

EUROPEAN CROSS-BORDER COOPERATION. STAGES OF TERRITORIAL INTEGRATION AND CONTRIBUTION TO COOPERATION NETWORKS IN CROSS-BORDER REGIONS.

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University of Vienna

Border regions face several difficulties compared to regions and cities located centrally within states, which are related to the barrier effects originating from political and other kinds of borders. Local authorities are those that experience the benefits and costs of the cross-border area most directly and are often very engaged in cross-border issues (Perkmann, 2007). In order for policy-makers and institutions to be prepared to respond to complex territorial challenges and changes, adequate governance structures and functioning actor networks need to be in place. There is a diverse picture of cross-border governance structures in the EU, ranging from long established and institutionalized Euro-Districts or Euro-Regions, legally established European Groupings of Territorial Cooperation (EGTC), to loose and weaker cooperation structures and ad-hoc INTERREG coordination. Several academic discourses deal with the issues of regionalization and integration processes in cross-border regions. The notions of (cross-border) regional governance (Healey, 2002, Jessop, 2002, Gualini, 2003) and policy networks (Perkmann, 2002, Svensson, 2015) cover the planning dimension, while the notions of innovation-driven integration and cross-border regional innovation systems (Trippel, 2010, Lundquist and Trippel, 2013, Makkonen and Rohde, 2016) cover the socio-economic dimension. What is currently missing in the academic discourse is a systematisation of cross-border regions (CBRs) according to governance structures, stages of integration and institutionalization and patterns of collaboration networks in connection with an analysis and evaluation of cross-border regional development policies. It is not sufficiently clear, which regional conditions and processes drive CBC institutionalization or collaboration patterns and which governance structures lead to better collaboration results. The paper at hand aims at contributing to bridge this research gap by systematizing CBRs according to their governance arrangements and stages of integration. Based on a typology of CBRs, selected cross-border development policies are analysed regarding their focus and impact on different kinds of cooperation activities.

INTRODUCING CROSS-BOUNDARY REGIONAL PLANNING IN THE SOUTH AFRICAN LOCAL GOVERNMENT SPHERE

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Over the course of the last two decades, the South African government has introduced strategic planning by municipalities in the local government sphere and gone to great lengths to strengthen and support it. Key in this regard has been to ensure that (1) municipalities plan for the total area of their formerly segregated jurisdictions in a holistic and integrated way, (2) such planning is undertaken in a participatory fashion, and (3) the provincial and national spheres of government participate in municipal planning processes and align their own plans and budgets with the municipalities' development plans. While municipalities have by and large been able to, either 'in-house', or with the support of consultants, prepare municipal development plans, the realisation of the developmental objectives and targets in these plans has in many cases remained elusive. A key reason offered for this has been an increasingly inward focus and lack of cross-municipal boundary thinking, analysis and collaboration in municipalities and municipal plans. Two years ago, the South African Local Government Association (SALGA) initiated a pilot project, co-funded by the European Union, to attend to this matter. The project, which entails the introduction and strengthening of cross-boundary planning in two 'regions' spanning a number of municipal jurisdictions, will be concluded in March 2019. In this paper, three of the members of the consultant team appointed by SALGA to assist in the pilot project provide an overview of (1) the roll-out of the project, (2) the legal, institutional and behavioural challenges and opportunities encountered in the project, and (3) the outcomes of the project. While not a European example, the complex legal and intergovernmental dynamics explored, and the engagements with human behaviour in power-dense, multi-governmental environments, should be of interest to a European audience.

TERROR AT THE TRAFFIC STOP: INFLUENCES OF IMMIGRATION FEDERALISM POLICIES ON MEXICAN TRANSPORTATION BEHAVIOR IN THE NEW LATINO/A (U.S.) SOUTH

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Over the past 20 years, Mexicans have bypassed historic, urban ethnic enclaves to settle in suburban areas, especially the South, where the largest increase in the U.S. Latino/a population has rapidly reshaped the built environment (Odem and Lacy 2009; Smith and Furusest 2006). Nowhere is this spatial “Latinization” phenomenon more acute than in small towns such as Gwinnett County in metropolitan Atlanta, one of the foremost New Immigrant Destinations in America. Coinciding with the growth of new Mexican communities have been immigration federalism policies such as HB 87 (state), 287(g) (county), SB 452 (state), all of which have made Georgia a national pioneer of immigrant enforcement and a regional model for metropolitan areas. Metro Atlanta’s notoriously inadequate and racialized public transportation system coupled with a mass transit averse county has required Mexican residents to create their own formal and informal modes of transportation to conduct their daily lives. As a result, unauthorized Mexicans in Gwinnett are threatened with frequent police stops, detention centers, and deportation busses. How does fear and invisibility rooted in state and municipal anti-immigrant policies influence how Mexican immigrants reshape the inadequate transit landscape of suburban Georgia? Ethnographic data are triangulated from 144 in-depth interviews, participant observation, and longitudinal content analysis of local English and Spanish-language news outlets and municipal policy documents since 2000. Analysis of these immigrant placemaking efforts are focused on culturally-distinct transportation modes including the rise of the transnational Latino taxi industry and shuttles provided by Mexican businesses, social service nonprofit organizations, faith-based groups, and Mexican supermarkets. My findings extend the literature on normative Latino Urbanism ideals through a transit justice lens (Arreola 2004; Davis 2000; Diaz and Torres 2012; Lara 2018). I argue that despite pervasive fear and tensions surrounding precarious immigrants, new modes of ethnic-centered transit provide a sense of empowerment and agency.

RESEARCH ON REGIONAL COORDINATION MECHANISM AND TRANSBOUNDARY HIGHWAY CONSTRUCTION FROM THE PERSPECTIVE OF RESCALING——BASED ON THE CASE OF XIAMEN-ZHANGZHOU-QUANZHOU METROPOLITAN AREA

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Due to the process of economic globalization and the requirements of regional coordination, China's secondary cities are transitioning from a government-led, separate development to regional coordination and institutional governance. Researches have focused on the national-level urban areas such as Beijing-Tianjin-Hebei and Guangdong-Hong Kong-Macao. This paper aims to summarize the institutional adjustments in the regional coordination process of the Xiamen-Zhangzhou-Quanzhou metropolitan area, which has a good economic development and high degree of globalization, and analyzes the development experience and problems through the perspective of "governance-planning-construction". Firstly, due to the guiding and binding roles of government in regional coordination in China, this paper looks into the mechanism, working structure and actions of the regional governance institutions in different scales in the metropolitan area of Xiamen-Zhangzhou-Quanzhou. Secondly, based on the framework of "Government Control-Spatial Planning-Construction", through the construction of transboundary highways in the metropolitan area since 2004, this paper analyzes the issues of governance, planning and construction implementation under the regional institutions and their governance in different scales, discussing the motivation and effectiveness of rescaling. The results show that the coordination process of the metropolitan area of Xiamen-Zhangzhou-Quanzhou still has a strong government intervention and local protectionism. There are some drawbacks such as the power unbalance of high-level coordination institutions, the inconsistent of urban plans in various scales and the unstable source of funds for transboundary construction. Such problems are generally improved through the upward shift in governance scales and the direct intervention of government power in construction process.

**SPATIAL CHARACTERISTICS AND THE PLANNING COORDINATION MECHANISM OF
CROSS-BORDER AREA IN RESCALING
——RESEARCH ON HK, MACAO AND PEARL RIVER DELTA REGION**

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Since 1980s, the transformation of industry production and migration phenomena in the process of globalization has triggered the reorganization of “scales”, including the changing of space and governance. Furthermore, the state rescaling has spawned the phenomenon of “cross-border area”, which has been a “softer” and flexible functional region for many years. The literatures have shown that space and governance are two important attributes to analyze cross-border area. This paper try to sort out the cross-border regional evolution of Hong Kong, Macao and the Pearl River Delta Region since the reform and opening of China. The development of this area could be divided into three periods, including spontaneous period(1978-1997), transition period(1997-2003) and official period (2003-2018). Research shows that: Firstly, in terms of spatial change, the industrial space were the forerunner, traffic links were followed almost at the same time. The ecology space was not valued until the official period. The social spatial connection, however, has not yet been established. Secondly, the governance has been developed from informal to the formal one. Planning and coordination mechanisms have been adjusted for many times. Formal contacts have been established through inter-governmental relations adjustment and multiple regional planning controls. In conclude, the empirical research proves that the “space-governance” model is efficient to analyze the “cross-border area”. The “space-governance” model might be effective in governing the rescaling region and ensuring coordination between multiple policy levels and administrative units.

THE IMPLEMENTATION OF CHINA'S ONE BELT ONE ROAD INITIATIVE. SPATIAL EFFECTS AND INSTITUTIONAL TRANSFORMATION IN THE WESTERN BALKAN REGION

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Launched in 2013 by the Peoples' Republic of China, as part of the "going out" strategy, the One Belt One Road (OBOR) initiative is considered among the main global challenges of the XXI century. However, whilst its relevance for the world geopolitical order is widely recognized, its spatial and institutional implications remains relatively uncertain. Aiming at shedding light on the matter, this contribution focuses on the potential implications of the implementation of the OBOR initiative for the spatial development of European Union (EU) in general and for the WBR more in particular. To do so, it first takes stock of the main literature on the matter, examining the reason behind the initiative as well as unfolding the very nature of the latter. It then analyses the mutual relation between the EU and China concerning the implementation of the OBOR, with the purpose to understand what benefits the EU as a whole and the WBR countries will gain from its implementation. Here, the authors provide a preliminary analysis of the magnitude of the investments foreseen by the OBOR, at the same time comparing its spatial dimension with those of the main EU strategies in order to identify potential synergies and drawbacks. Finally, it discusses institutional impacts of the initiative. Building on a number of empirical evidences, it shows how the first implementation steps of the OBOR already produced some more or less explicit institutional effects in the countries at stake, at least partly reducing the economic conditionality of the EU in the area.

PARTICIPATORY PLANNING AT THE NATIONAL LEVEL - THE CASE OF SUSTAINABLE AND INTEGRATED URBAN DEVELOPMENT STRATEGY OF SERBIA

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The paper focuses on the assessment of participatory process in formulation of national urban development policy of Serbia until 2030. The assessment of participation is attached to the complexities in defining auxiliary set of evaluation criteria, while the process itself requires activities focused on individuals, organizations and their institutional environment, and the linkages between the different governance levels and instruments. The assessment in this paper is based on a mixed method approach. Quantification is used to measure the level of satisfaction/dissatisfaction of actors involved in the process, while the qualitative analysis provides an in-depth understanding on the visible and less visible results of their engagement. Findings point out the increase in participants' knowledge and understanding of the planning process, and the possibility of institutionalising such a process in a way that coordination and cooperation are continually unfolding. The most important elements of active stakeholder involvement were recognised in the possibility to attain the public discourse which enabled: 1) prioritization of the national urban development programs, 2) linking planning with financing, and 3) better understanding of the relation between traditional spatial/urban planning and new governance instruments. The identified challenges relate to the need for further support to the implementation of the strategy through legislation, institutions, capacities and funding. The fragility of institutions and resistance to change in the transitional context of the post-socialist country is present. At the same time there is a need to deal with complexity and uncertainty, where the findings point out at the necessity to rely on the openness and vitality of the local level and experts involved in the process.

SETTING UP THE NEW PLANNING SYSTEM IN KOSOVO - EVOLUTION AND INFLUENCES IN DEVELOPMENT

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This paper analyses the evolution of the Kosovo Planning System and the influences in the planning practice and development of Kosovo cities and the country as a whole. It takes into the consideration the period of socialism when planning was established as a profession and the overall context in the Western Balkans after wars by identifying similarities and differences of the planning system in the former Yugoslavia and the shift from a centralized administrative system to a liberal democratic system after the war in Kosovo in 1999. The authors investigate the role of the international actors, in particular UN Habitat, in setting up the planning system, institutional development, capacity building as well as exercising planning tasks in the practice from 2000-2010. The paper analyzes also the impacts of the shifts in 2012 influenced by the World Bank towards a more liberal planning system and development, causing obstacles in city development. The paper also explores different roles of main local actors in planning implementation, including Kosovo government and the municipalities, international as well as local agencies and civil society organizations in promoting the relevance of planned development and necessary changes in the spatial planning policies. Through the evidence based research the paper intends to measure the outcomes of the plans at central and local planning level throughout the territory of Kosovo as well as strategies for integration in the region and European Union.

ADVISABILITY OF REINTRODUCING THE BUILDING CODE DOCUMENT TO CANTON SARAJEVO SPATIAL AND URBAN PLANNING LEGISLATION

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In most European countries urban planning is a process controlled by many instruments, among which is a building code document. Sarajevo, as a part of former Austro-Hungarian Monarchy, got its first Building Code in 1880, followed by a second Building Code in 1893. Ever since, the Building Code Document is missing in Sarajevo's spatial regulative, which resulted in unclear building procedures and urban "cacophony". In 1932, there was an attempt to make a unified Building Code for all cities in former Kingdom of Yugoslavia, but it failed. Today, in Canton of Sarajevo, the procedure of obtaining the urban permit has no clear structure and rules for how to build in a specific area. Obtaining the building permit depends on individual aesthetic criteria of municipality clerk who is creating an individual frame of rules. This makes procedures unclear, not transparent and often open for corruption. The result of unclear procedures is urban and architectural "cacophony", which is especially visible in the urban area of Sarajevo valley. Situated in South East Europe, after the fall of Berlin wall in 1990 the city has faced some dramatic changes due to Yugoslav wars and the transition processes, among which is transition from the former socialist political and economic system to the capitalist system which specifically affects spatial planning and development process. This paper explains why it is important to reintroduce the planning tool of "Building Code for Canton Sarajevo" as an urban planning instrument. I will present an historical overview of the development of Sarajevo's urban area, as well as the short history of the Building Code Document. I will highlight the actual conditions and challenges in the field of spatial and urban planning of Sarajevo and the needed development process for the new Building Code document.

BETWEEN ÚZEMNÍ PLÁNOVÁNÍ AND GENERALBEBAUUNGSPLANUNG: A COMPARISON OF PLANNING CONCEPTS AND PRACTICES BETWEEN THE FORMER CZECHOSLOVAKIA AND EAST GERMANY

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While there is no denying that the Soviet Union had great influence over the social, economic and political policies in Central and East European countries in the 20th century, yet a qualitative comparison of how each country defined urban planning and spatial planning during their state socialist regime have not been examined in depth. The nuances in meanings would reveal local perspectives on how the planning process operated in each respective country, thus unfolding the unique trajectory path of each city based on its location and importance within the country even after the transition to post-socialism. The aim of comparison in this paper is to expose the particularities of planning practices in Czechoslovakia compared to the German Democratic Republic (GDR) to explain the differences in urban development in strategically located cities of Berlin and Bratislava. This paper is divided into three sections. The first section introduces the slight variations in the definitions and concepts of urban planning in the Czech, Slovak and German context and how these concepts were appropriated throughout the four decades of various planning and building stages during state socialism. Considering the urban development of cities were subordinate to the master plans produced based on the centralised national economic plans, the second section will then go further in revealing the concept of spatial planning and the instruments used respectively in each country, focusing particularly in the 1970s. The third section will then demonstrate how these concepts and instruments were applied in an important aspect of infrastructural planning, the transportation network, in which the effects are still obvious today, in the cities of Berlin and Bratislava.

THE INTERTWINED DIMENSION OF PLANS' QUALITY AND CONSISTENCY: A FOCUS ON BUCHAREST'S PLANNING INSTRUMENTS

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Globally, planning instruments assist in shaping the development of places under uncertain future conditions. Since plans are highly different and complex, their evaluation took various facets over time, mostly at the interface of conformance/performance. In any case, a plan should be of high quality. Moreover, when multi-level governance is involved and when both strategic and land-use plans are present, there is a need for consistency between plans on vertical as well as sectoral scales. Notwithstanding the great support consistency among plans can provide to the plan's transformative capacity, plan evaluation studies to date seem to only treat consistency as a component of plan quality. We develop a procedure to consider consistency an object of evaluation in itself and use 10 planning instruments of Bucharest to test the approach. Plans were chosen to characterize four administrative levels and four sectors, from the metropolitan to the district level. Our procedure implies both qualitative and quantitative methods and is divided into a four-step workflow. First, a protocol with criteria covering all aspects of plan quality and consistency is developed. Second, based on the protocol, all plans are coded and all relevant plan statements extracted through text mining techniques. Third, based on the codes, the quality of plans is assessed. Finally, using a directed and valued network analysis, relationships between all plan statements are defined to assess plans' internal and external consistencies. Our results indicate that the ideal case, i.e. a plan with a high quality which is both internally and externally consistent is rarely found in the case of Bucharest. The consequences of these findings for assessing the transformative capacity of plans and the importance of considering consistency an object of plan evaluation in itself are further discussed.

TERRITORIAL PLANNING AND URBAN TRANSFORMATIVE CAPACITIES. PRELIMINARY REFLECTIONS ON THE CASE OF VALENCIA IN SPAIN

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Cities and territories require new forms of planning to face sustainability challenges. The research community is paying increasing attention to place-based approaches to identify the essential factors for accelerating urban sustainability transitions. This work-in-progress is based on the urban transformative capacity conceptual framework (Wolfram, 2016) for the analysis of the transition processes in the particular case of Valencia, Spain. The aim is to apply the framework as an analytical tool and to develop an exploratory assessment which identifies strategic implications for policy making and urban planning in order to accelerate transitions. Urban sustainability transitions are conceived here as deep transformation processes at economic, social, environmental, cultural, organizational, governmental and physical level (Ernst et al., 2016). Consequently, they are assumed to be a set of connected changes which reinforce each other but take place in several different areas through multiple causality and co-evolution (Rotmans et al. 2001). Sustainability transitions schools focuses on socio-technical systems (Geels, 2004) to underline the tension between emerging niches and stabilized regimes while recognizing the important role of actors' agency (Frantzeskaki et al., 2018) and the need for reflexive governance. At urban level, transitions studies emphasize the relevance of scale, place specificities and interconnections amongst socio-technical systems. This work draws on Wolfram's conception of "urban transformative capacity as the collective ability of the stakeholders involved in urban development to conceive of, prepare for, initiate and perform path-deviant change towards sustainability within and across multiple complex systems that constitute the cities they relate to" (Wolfram, 2016, pp. 126). Particularly, the role of urban planning (and planners) has to be examined in relation to its capacity of translating and incorporating innovative practices to accelerate urban sustainability transitions. At this level, implications in terms of rationalities, governance, instruments and techniques will be showed.

MAPPING POWER RELATIONS IN SEA – THE ROLE OF STATUTORY ENVIRONMENTAL CONSULTEES IN ITALY

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Since its very inception in the late decades of the twentieth century, environmental assessment has adapted to a complex interplay of power, knowledge and values by showing manifold natures. Despite the fact that dominant practices seem to lean towards instrumental rationality and to be poorly cognizant of the inherently political, social and cultural conditions amid which Strategic Environmental Assessment (SEA) processes occur, statutory consultees engaging in contemporary SEA processes are faced with a growing relational complexity. Against the background of a paradigm shift in policy making from hierarchy towards cooperation and subsidiarity, not only have new planning actors joined traditional ones, but also the overall planning process is increasingly being staged through institutional interaction and public participation. Much of the published SEA literature to date has looked at effectiveness from the competent or approving authorities' perspectives – or otherwise, according to a range of quality criteria that apply to evaluation outputs or outcomes. This paper aims to explore the role of statutory environmental consultees in SEA, by reflecting on the extent to which advocacy, notions of neutrality and other strategies are upheld in the development of contemporary environmental governance processes. The main focus is on issues of power among SEA actors, the handling of values and the production, use and exchange of knowledge in SEA processes.

REGIONAL TRANSITION, TERRITORIAL DIFFERENCIATION, COMPOSITION FOR SUSTAINABLE TRAJECTORY

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The art to compose social transactions, environmental transactions have progressed with the explicit method of negotiation and mediation (Suskind, Forester, Verpraet). Social knowledge and policy planning could progress when they specify how the different transactions can be combined so to reinforce the requirements of sustainability on a territory. The construction of public policies have made possible to integrate these contradictory pressures inside a public policy who may stabilize the space of negotiation. The case of Venice Marghera demonstrated in the 1990 the social capability to articulate two levels of negotiation, between city council and polluting enterprises, between Unions, enterprise and National government on the stages of depollution. The main analytical question intends to integrate the local public actions inside an articulated public policy (Crosta, Muller) The current process of sustainable transition is involved after 2015 in a new period with a diversity of local actions for sustainability. They have to be composed with parallel actions and policies, researching some convergence. In the french case of Loire Atlantic, we may identify three type of transitional territories, each one develop his own conception of transitions. Urban metropolis transition demonstrates his capacity of coordination on the economy of energy and management of risks for sustainable urban development. Countryside territories support the land protection but they require extended mobility, and are also reluctant to the economy of energy facing the benzin struggle. Peripheral territory are struggling between precarious life styles, urban consumption and constraint of mobilities (cf Urban Studies)At the regional level the coordination of a public politics, require more flexibility in a federative combination between territorial actions. Some conflicts emerge between urban and rural population are developing at regional level. The institutional innovation have to be combined with their planning capacity so to support purposive trajectories of development

ASSESSING REGIONAL GOVERNANCE CAPACITY OF SPATIAL PLANNING

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Spatial planning decision-makers have to address complex tasks, such as reducing urban sprawl, promoting compact urban structures and inner urban and brownfield land development. Thus, planners must deal with growing and shrinking towns and villages, emerging land use conflicts and multilevel governance frameworks. Scholars have widely researched the factors that influence land use development. However, we know little about spatial planning's governance capacity to effectively influence land use development in a changing environment. Therefore, we introduce a framework for understanding and assessing the regional governance capacity of spatial planning to manage land use development within multilevel governance systems. We will base our framework on policy arrangements, the concept of planning culture and evaluation research. We will enhance our framework by including empirical findings from expert interviews and case study analyses. Applying our framework on case studies in Switzerland and Germany, we analyzed the potential governance capacity and the effective governance performance of different territorial governance arrangements within ongoing spatial transitions. Our regional governance capacity assessment framework will contribute to a better understanding of governance arrangements and their operating principles within spatial planning and land use development. The results of this case study analysis of Swiss and German regions will enable planners to learn from others' experiences and assess their own practices.

**“THERE IS NO WAY OF SPEAKING LOGICALLY ABOUT THIS MESS”
- THE IMPACT OF ACTOR-RELATIONAL DYNAMICS ON INTEGRATED PLANNING
PRACTICE**

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The non-linear complexities of urban development processes exceed the understanding of any individual. Consequently, more actors are entering planning processes for enabling the synergy of multiple knowledges, simultaneously increasing their internal complexities. These complex dynamics are contesting the everyday planning practice from within, requiring increased awareness of their possible consequences. Planning research has acknowledged that the actor-relational aspects of planning processes are not yet adequately understood, calling for methods to reveal the often invisible dynamics and their possible effects over time. For answering these needs, this research aims at revealing the social complexities of integrated planning processes and recentering the understanding on the actor-relational level by focusing on the aspects of knowledge co-creation and process memory development. The research focuses on a practice-based example of the actual actor-relational dynamics, utilizing mixed methods and detailed longitudinal data of organized actor interactions within a found-year strategic spatial planning process in the Nordic context. Social network analysis is used for identifying the everyday reality of networked dynamics over time. The applicability and relevance of the findings for planning practice are analyzed through interviews with practicing planners. The findings indicate that a range of actor-relational dynamics affects the level of sectoral and scalar integration over time. Based on the findings, the social complexities carry an essential role for enabling knowledge co-creation and process memory development within integrated planning practice, affected by the actors' ability and willingness to collaborate with each other. In conclusion, unveiling the actor-relational dynamics is a promising research direction, requiring new methods for bringing the understanding of everyday planning practice into research, and for taking the relevant research findings back to practice.

RESPONSIBILISATION IN FISH HABITAT REHABILITATION AND STEWARDSHIP

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Neoliberal thought has influenced how government policy is crafted and the way government resources are deployed to support implementation of these policies. It has seen a stepping away by government in the implementation of policy solutions, and an ever-growing list of non-state actors enlisted to advance environmental policy agendas. The actions of these non-state actors are positioned as integral to solving environmental policy challenges such as habitat rehabilitation. Drawing on the theory of responsabilisation as a technique of governance this research explores the ways fisheries stewardship policy seeks to mobilise non-state actors to accept responsibility for addressing environmental problems which have previously been the responsibility of the State. Dvora Yanow's approach to interpretive policy analysis is used to analysis key policy artefacts to identify the discursive strategies used to attribute blame for fish habitat degradation and responsibility for rehabilitation actions in an Australian state. This research uncovers a tension between the attribution of blame for the degradation of fish habitats and attempts to mobilise recreational fishers to take responsibility for remediation action through engaging in voluntary rehabilitation actions. Although recreational fishers are one of the primary users of fish habitat, as a stakeholder group they are a key cause of habitat degradation. An analysis of the selected texts highlights how recreational fishers are constituted as moral, political and authoritative actors, and by extension responsabilised to ameliorate degraded fish habitats. A central element of this strategy to mobilise recreational fishers relies on the principles of voluntary participation in government by a responsabilised public. This paper explores the discursive disconnection between which actors are framed as the causal agents of the degradation of fish habitat and which users are ascribed responsibility for implementing the constructed solutions and the implications of this dissonance for habitat restoration efforts.

WHAT MAKES GOVERNANCE IN METROPOLITAN REGIONS EFFECTIVE? COMPARING THE METROPOLITAN REGIONS OF AMSTERDAM AND ROTTERDAM-THE HAGUE (THE NETHERLANDS)

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Urban growth often necessitates new forms of governance as administrative borders no longer match labour and housing markets. In order to address this phenomenon many countries put in place specific mechanisms for metropolitan governance. The resulting co-operation can take many forms, but often shares an ambition to reduce fragmentation and manage complex issues at the appropriate economic and social scales. Recently areas which are the object of this cooperation are framed as 'soft spaces' reflecting the fact that these spaces often do not match the boundaries of elected local or regional authorities. The development of such informal governance arrangements can only be understood in terms of multi-actor and multi-level processes in specific institutional contexts. What works in one region is not necessarily effective in another. Finding the right balance between formal and informal approaches and between coordination and participation on the one hand and leaving development to society and the market on the other is a key aspect. These 'soft' arrangements are also referred to as collaborative: competences and processes of deliberation and decision-making are not defined by the rule of law but are created. Their strength depends on a governance effectiveness model, which conceptually can be related to strategic capacity. We will link strategic capacity to powers as derived from 'resources', 'process' and 'meaning'¹. In our paper we will compare governance arrangements in two Dutch metropolitan areas, Amsterdam and Rotterdam-The Hague. We will first sketch the Dutch regional governance context. We then will operationalise effectiveness of regional governance arrangements in theoretical terms to provide a framework for analysis. In the sections thereafter we will assess the two metropolitan governance arrangements on the basis of this framework and formulate a number of conclusions and recommendations. 1 Lukes, S. (1974) Power: A radical view, Hong Kong, The Macmillan Press.

MISFIT OF INSTITUTIONS AND SPATIAL IMAGINARIES: THE AMBIVALENT SPATIAL DIMENSION OF FRENCH METROPOLITAN REFORMS

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In recent metropolitan reforms in France, the perimeter of the institutions has often been inherited from existing intermunicipal groupings. Strong intermunicipal groupings have been favoured as institutional solution for problem-solving at the city-regional level instead of soft, flexible functional regions. They best fitted the scalar logic of the general territorial reforms dealing with the division of labour between different layers of territorial authorities. Paradoxically, despite the fact that the Métropoles are institutionalized as formal jurisdictions with a fixed boundary that is not likely to change in the coming years, their perimeter is not constitutive for the way different actors conceptualize the spatial dimension of the metropolitan region. The metropolis are rather imagined as a place, related to the core and some strategic sites, as a larger area of influence surpassing the metropolitan institution or as network of urban centres. Hence, in this paper, I will answer the question of how the link between metropolitan governance arrangements and spatial imaginaries is articulated – to what extent does the constitution of a metropolitan institution influence the spatial imaginaries of its metropolitan region and vice versa, to what extent are spatial imaginaries institutionalized by the creation of a metropolitan institution? Which sociospatial dimensions are predominantly taken into account - territory, place, scale or network (Jessop, Brenner, Jones 2008)? For the two cases analyzed, it can be concluded that the institutional change did not lead to a dominant spatial imaginary equal to its perimeter. The consciousness for the territory might increase in the coming years due to more integrated intermunicipal planning documents and master plans as well as direct elections of the council in 2020. This empirical contribution is based on the analysis of maps and documents as well as expert interviews in two case study regions, Nantes Métropole and Métropole de Lyon.

METROPOLITAN GOVERNANCE SEEN THROUGH THE LENS OF METROGOV3C: A BRIEF DESCRIPTION OF AN ONGOING PROJECT.

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The MetroGov3C project - Governance in the Metropolitan Area of Lisbon (MAL) in a context of conflict, competition and cooperation results from the conviction that there is a need to rethink the structures and processes of territorial coordination of strategies and policies for the metropolitan scale, namely when rural and urban spaces are in tension. As has been evident, it is urgent to deepen research in this area by the failure of multiple projects already formulated before, by the formation of new constellations of actors and by the emergence of new societal challenges. A new, scientifically based approach to formalizing appropriate responses to the problem in the face of new political, institutional, economic and financial contexts is therefore considered essential. Portugal is a country of late urbanization and even more recent metropolitanization. It was in the late 1950s and throughout the 1960s that the violent process of metropolitan growth occurred. Thus, this is a public presentation of the MetroGov3C research project and that intends to make a critical evaluation of the successively designed governance models over time, of the respective advances that proposed, but also of the obstacles that have placed them. The project will provide an update of knowledge from: recent scientific and technical production; evaluation of metropolitan governance models in similar economic, political and cultural contexts; of the current situation in the MAL, namely through the new societal challenges, the multiplication of sectoral and territorial actors, the new institutional arrangements and the structural change observed in the public sector as a provider of goods and services. Finally, MetroGov3C proposes a set of guidelines and recommendations organized in the form of a Practical Guide to Metropolitan Governance directly applicable to the MAL and replicable, if adjusted, to other similar contexts.

METROPOLITAN GOVERNANCE FOR METROPOLITAN PLANNING IN MEXICO: THE INSTITUTIONS

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Metropolitan Areas in Mexico are the result of the process that has led world population in general and of Mexico, in particular, to settle in urban areas. However, citizen participation in metro planning processes has been uneven through time, particularly for vulnerable groups. Therefore, this article analyses the relationships between local governments and the actors of civil organized society using as categories for the analysis, modes of governance considering: key decision makers, public-private relationships, and the key instruments that govern the processes of planning the metropolis. A three-step analysis is conducted: 1) Descriptions of context and background; 2) Revisions of adopted laws; and 3) Participation of organized groups of society in the decision-making process for metropolitan planning. This "chain of evidence" included 46 years (1970-2016) and is used to explain two case studies in a narrative sequence: Guadalajara and Monterrey metropolitan areas. Research structure allows characterizing some common stages of planning processes in both cities ranging from State Governments led planning, to the appearance of the federal Government in urban planning arena, to the fragmented planning by municipal governments of the metropolitan areas, to the emergence of coordination and municipal Association. These processes happened in tandem with a substantial increase in citizen participation, which functioned as a catalyst for the relationships between state and municipal governments. The article concludes with possible future scenarios for metropolitan governance considering new institutional frameworks proposed in the new General Law of Human Settlements, Land Use and Urban Development, passed in 2016 by the federal congress.

INSTITUTIONAL PATTERN OPTIONS FOR METROPOLITAN GOVERNANCE IN LAC COUNTRIES. DIFFERENTIATED EVIDENCES FROM BOLIVIA, BRAZIL AND CUBA

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Within the framework of regional urbanization and post-metropolization (Soja, 2011, 2005, 2003) and global cities (Sassen 2016, 2014, 2008), Latin American and Caribbean (LAC) metropolitan areas, often grown throughout the aggregation of adjacent municipalities, under the pressure of urbanization and urban growth (Balbo, 2014) have not been properly governed (Maricato, 2011). Nevertheless, numerous cases in LAC countries show that horizontal cooperation among municipalities and vertical cooperation among the municipal level and other government levels are essential to promote a shared and effective governance and territorial coordination (Souza, 2017). To do so, a multi-scalar approach (Brenner, 2016) in territorial policies should be used, implying simultaneous horizontal and vertical cooperation among government levels and actors, under a supposed direction for development. In this light, the paper discusses empirical evidences from the observation and analysis of a range of metropolitan configurations, where cooperation has played a key role in setting an effective metropolitan governance, in improving urban management, especially in basic services, independently on the definition and on the implementation of a national metropolitan policy, ensuring a higher level of urban cohesion. The selected case studies are: the inter-federative cooperation in the Estado de São Paulo (Regiões Metropolitanas de São Paulo e da Baixada Santista), in the Estado de Minas Gerais (Região Metropolitana de Belo Horizonte); some metropolitan experiences in Bolivia (de facto region of La Paz-El Alto, and de facto and de iure region of Cochabamba); the two Cuban metropolitan cities: La Habana and Santiago. To conclude, from this analysis, it emerges that territorial cooperation and democratic governance of a metropolitan region could better ensure the citizenship rights (right to land, house, public space, urban services and infrastructures, and so on) in many cases, instead of a single municipality and sectorial policies, complying with a scaling-up in rights' implementation efforts.

BETWEEN NORMS AND CONTRACTS. MULTILEVEL GOVERNANCE AND THE COHESION POLICY IN FRANCE

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France has always been at the forefront in the struggle for equality. Whereas individual freedom and citizenship had resulted from the lesson of the French Revolution, a broader meaning of equality would be reshaping Welfare State and social spending over the second half of the Twentieth Century: to each according to his need and from each according to his ability to pay. In other terms, equality has gradually been inflected more as a matter of equal accomplishments than as a matter of equal opportunities. These fundamentals are at the basis of the re-organization of the administrative machinery, in a country heavily marked by the gap between city and countryside. Still, such divide has dramatically come to the fore with the yellow vest movement. This contribution reflects upon the growing hybridization of the continental model of the culture of law ("civil law structure", also known as "administrative act"), which loosened the grip of the planning assembly line, with contractual frames typical to the Anglo-Saxon countries having as a basis negotiation patterns. A main fieldwork to be explored is inter-municipality, boosted for some years now in order to cope with accessibility and equality issues both within the urban-rural continuum in large urban areas and in developing rural areas faced with upscaling processes involving multilevel governance. As a matter of fact, in so-called *projets de territoire*, on the one hand, planning tools tend to an overall idea of coherence with respect to structural and strategic objectives rather than to rigid precepts of compliance. On the other hand, governance schemes in decision-making processes make their way in the narrow ridge between cohesion and competitiveness by introducing public partnerships and public-private agreements.

THE IN-BETWEEN SPACE; A DISTINCT AND DYNAMIC PLAYING FIELD IN REGIONAL COLLABORATION

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Complex regional problems require collaboration amongst organizations. We observe a proliferation of new informal and improvisational collaborative practices next to the more traditional and formal practices. Based on a case study in the Dutch Randstad conurbation we describe that it is this variety of collaborative practices that enhances the problem-solving potential on the one hand, but also increases the complexity for practitioners to be effective on the other hand. While there is a vast literature on complexity and interorganizational collaboration, few studies focus on the variety of collaborative practices that emerge between organizations and the capabilities needed to switch and bridge the various practices. Studies that focus on how formal and informal modes of governance coexist and come together in new governance spaces are scarce. To better understand the complexities and to exploit the collaborative opportunities, we state that we need a new unit of analysis next to the familiar units of individual practitioners, organizations and collaborations, to study the interplay between collaborative practices and the repertoires needed. In planning literature, the most closely related concept that offers a possibly relevant unit of analysis is referred to as 'soft spaces'. This is defined as the antipode of 'hard spaces' that stands for statutory, formal, administrative planning spaces and processes. In the later work on soft spaces authors note on the need to work with a multiplicity of spaces and hybridized forms and their expectation that tensions in how these relationships are aligned and managed would arise. In this paper we take up on this uninvestigated notion, by introducing the concept of in-betweening that we explore using practice theory and a problem oriented approach. With this reconceptualization we hope to enhance our understanding of when collaboration may lead to frustration and unproductive compromises or rather to novel opportunities for action.

CITY-REGIONAL GOVERNANCE AND PLANNING – COMPARING STRATEGIC BROWNFIELD REUSE IN THE RUHR AND GREATER MANCHESTER

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Amongst the many challenges facing cities and regions is the question how to deal with brownfield land. On the one hand this is a planning question for specific neighbourhoods, sites and projects. But the likelihood of success of such regeneration efforts also requires governance arrangements and strategies on a broader spatial scale of city regions. This paper contrasts and compares two such city regions, Greater Manchester and the Ruhr, which both face the challenge of brownfield regeneration. Both city regions have a history of “soft” territorial governance between their respective local authority districts, in the form of voluntary cooperation of AGMA (Association of Greater Manchester Authorities) or the KVR/RVR (Kommunalverband/Regionalverband Ruhr). But over recent years both regions have chosen different governance arrangements. Greater Manchester saw the foundation of a single combined authority with a regional mayor and clear policy responsibilities and funding (Ward, Deas et al. 2015), while the Ruhr still relies largely on voluntary cooperation between the cities, supported and coordinated by the RVR and other regional institutions (Wegener 2012, Kunzmann 2017). To compare the soft and hard city regional governance arrangements, this paper analyses the role of strategic brownfield regeneration in the draft Greater Manchester Spatial Framework, and then compares it to brownfield regeneration plans/policies in the Ruhr over recent years. This is hoped to contribute to broader debates about different forms of city regional governance and planning.

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PLANNING FOR TRANSITION POST-BREXIT: INSTITUTIONAL AND POLICY IMPLICATIONS FOR GOVERNING A CROSS-BORDER CITY-REGION

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Against the backdrop of EU membership, territorial cohesion across the Irish border region has nurtured place-sensitive governance institutions, spatial frameworks and planning policies that try to advance regional competitiveness, societal well-being and environmental quality. On the island of Ireland, the Framework for Co-operation: Spatial Strategies of Northern Ireland & the Republic of Ireland (2010) has stimulated governance actors to consider collaborative cross-border cooperation to avoid 'back-to-back' spatial planning. Moreover, greater appreciation of 'functional territories/geographies' and 'softer' cross-border approaches on the island of Ireland have strengthened the need for (co-)designing innovative governance arrangements that better respond to complex socio-spatial issues. However, Brexit presents uncertainties for how governance actors, institutions and planning will continue to manage what has emerged as a cross-border functional territory/geography – the North-West City-Region – between Ireland and Northern Ireland (UK). This paper draws together academic literature, policy changes and recent empirical observations to critically discuss the extent to which the emergence of this City-Region (concept and operation) represents a unique 'softer' territorial governance that offers some degree of resilience to potentially 'hard' institutional – and jurisdictional – changes emanating from Brexit. In examining the conceptual and operational framing of territorial cohesion in this dynamic context, the paper will consider institutional learning, design and innovation that is trying to produce place-sensitive governance arrangements to manage a city-region across two jurisdictions. In particular, the paper will conclude by considering the opportunities and challenges for spatial planning, in managing the cross-border city-region, as it evolves to respond to social, economic and environment well-being challenges in a post-Brexit context.

RESEARCH ON REGION GOVERNANCE CHARACTER AND MECHANISM OF SUBURBAN COUNTIES SURROUNDING METROPOLITANS IN CENTRAL CHINA

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Based on the cases from central China, this paper discusses the association between region governance and regional challenges in the suburban counties surrounding metropolitans in China since the 1990s. Given the trends of globalization and metropolitanization, the features of counties are changing and renewing in terms of spatial governance and governance structure. Under the China's administrative hierarchy, especially the "city-leading-counties" system, territorial governance arrangement is shaped by the regional competition and the goals of economic development, which is pushed by the central city through the interaction of power among different levels of government and stakeholders. One of the prominent examples is the governance arrangement of the industrial parks located in metropolitan fringe areas, which shows different governance character but also common continuity over time. This paper starts with analyzing the specific features and changes of the governance of the county regions in the special period. Furthermore, on the specific cases of its typical spatial unit – the industrial parks. By analyzing the cases of three sequential but separated industrial parks, the specific mechanism of the impact from external regional challenges and policy changes on governance arrangement will be examined. In conclusion, central Chinese city's attempt to annex the fringe area for the development of industrial parks in county territory has to comprise with the suburb county's government. As a result, a typical region government arrangement at the metropolitan fringe area emerged. And this "softer" governance at the fringe area could be divided into three models: the separation between city and county, the collaboration between city and county, and the dominance of the central city.

CITY-REGION GOVERNANCE IN CHINA: BETWEEN CENTRALIZED AND DECENTRALIZED INTERGOVERNMENTAL COORDINATION

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In China, the term 'city-region' is referred to an inter-city collaboration and/or coordination for boosting regional growth. It denotes an intermediate level of governance between cities and the state to circumvent the limitation of administrative boundaries and institutional framework of various levels of 'local' governments – from metropolitan, provincial to prefectural. Although the boundary of a city-region can be physically demarcated, it is essentially a scalable term in both the geographical scope and government structure. Scholars have argued, distinctly different from other countries, the formation of city-regions in China in the last decade, by and large, has been the policy inclination of the central government for scale building. Seeing the city-region as an economic impetus to national development, the state government has favored centralized approach to promote collaborative partnerships among various 'local' governments by means of administrative annexation, strategic regional development plan or alliance to foster metropolitan growth and city-region formation. This research problematizes China's prevailing centralized approach to inter-city collaboration for regional development that has been much propagated and widely implemented. This departure from international practices, in which decentralization response is rather commonplace, is often simply explained by the country's political condition and its insatiable appetite for economic growth. In reality, however, rare and few Chinese practices feature decentralization of government. Drawing on David Hamilton's analysis of governance responses to the metropolitan growth around the world, this research is set to conduct case studies on two types governing responses – 'centralization' and 'decentralization' – in both Chinese and American contexts. By conducting a comparative study to identify opportunities and challenges of intergovernmental coordination in two countries, the research seeks to unpack the effectiveness of the two types of regional governing and provides recommendations on collaborative inter-city governance when advancing city-region under the special political and economic circumstances of China.

CITY NETWORK CHARACTERISTICS AND REGIONAL GOVERNANCE THINKING OF GUANZHONG PLAIN URBAN AGGLOMERATION FROM THE PERSPECTIVE OF "SPACE OF FLOW ": AN EMPIRICAL STUDY BASED ON RAILWAY PASSENGER FLOW AND INFORMATION FLOW

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Guanzhong Plain is the important birthplace of Chinese civilization and the starting point of the ancient Silk Road. It has a unique position in China's national strategy. But due to its location in the interior, the current regional development is relatively lagging behind. In 2018, China promulgated the "Guanzhong Plains Urban Agglomeration Development Plan" as a strategic document to promote regional governance and transition in Guanzhong Plain Urban Agglomeration (GPUA). This paper takes "Space of Flow" as the research perspective, building city network model based on railway passenger transportation connection and information connection in GPUA. On this basis, this paper explores the construction situation of the "one circle, one axis, three belts" spatial pattern proposed by the document, examines the development differences within GPUA and re-recognize the spatial structure of the region. The main conclusions are: (1) The city network in the GPUA is still in its infancy and has a strong spatial orientation, showing the characteristics of Xi'an as the core, Longhai Railway as the main axis, and "dense in the east region and sparse in the west region". (2) The information network structure is more polarized, reflecting the impact of the city's "soft" power on the status of the city. (3) The changes in the scope of the study have had an impact on the city network from the perspective of "Space of Flow". (4) Although some cities are small in scale, they are prominent in the network and should be further concerned in future regional governance. Finally, based on the conclusions of empirical research, some discussions on the regional governance and transition strategy of the GPUA are made, with a view to playing a more targeted role in the process of the Western Development Strategy and "the Belt and Road" initiative.

POST-SUBURBANIZATION IN GERMANY: STRUCTURAL CHANGE AND DEVELOPMENT STRATEGIES BASED ON THE CASE STUDY OF LANGEN (FRANKFURT/RHINE-MAIN METROPOLITAN REGION)

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In broader debates on transitions of spatial and institutional processes, important debates in German urban research focus on processes of reurbanization and inner-city areas. Nevertheless, suburbia continues to exist and prosper (Hesse & Siedentop 2018) and more than half of the inhabitants live in the outskirts of core cities and beyond (Reicher et al. 2016). As a result, municipalities in the urban periphery develop and qualify own structures: The surrounding areas of traditional core cities assume metropolitan characteristics or specific metropolitan functions (Knapp & Volgmann 2011). The qualitative change of suburban spaces through increasing functional diversity and independence from the core cities is described as post-suburbanization (Borsdorf 2004). Little research on post-suburban planning strategies and their political agendas is available. Therefore, this paper focuses on post-suburban urban structures and deals with basic principles of post-suburban development strategies. It transfers the international discussion on post-suburbanization to a German municipality and records its political and spatial effects. Established theories and research studies are operationalized to examine post-suburban structural changes by using the municipality of Langen (Frankfurt/Rhine-Main). Backed by research conducted by Phelps (2015) in the USA, this analysis evaluates expert interviews and municipal policy documents. The aim is to identify how local governments deal with post-suburban challenges regarding dilemmas between growth and the provision for collective consumption, growth versus conservation and the tension “between localism in government and the need to take account of broader regional [...] necessities“ (Teitz 2017: 224). The results show how the process of post-suburbanization effects suburban municipal development strategies and influences regional transitions. Since the results refer to a single case study, the paper concludes with cornerstones for further research and comparative planning studies.

REURBANISATION AND SUBURBIA IN NORTHWEST EUROPE: EMPIRICAL EVIDENCE AND GOVERNANCE CHALLENGES

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Following decades of urban decline there is now an abundance of literature pointing at reurbanisation, which has now also reached many secondary cities, including in post-industrialised regions. Reurbanisation is an umbrella concept involving several related but distinct processes. In its most basic form it refers to the population turnaround of the urban core, a process which has started as early as the 1970s in some cities and has subsequently expanded. However, it is noticeable that suburbia is absent from the discussion of reurbanisation. This is all the more surprising since part and parcel of most definitions of reurbanisation is the relationship between the core and the ring (Van den Berg et al., 1982, Kabisch et al., 2010). This paper seeks to fill this gap, looking at four highly developed countries in North West Europe from a comparative perspective: England, France, Germany and the Netherlands. First, we will establish the main trends of urban development for metropolitan areas in each country since the 1980s. Has reurbanisation taken place and what are its spatial and temporal characteristics? Secondly, we will evaluate the contribution of national urban policy in shaping reurbanisation: to what extent was reurbanisation a national policy priority and has it been successful? Third, we will scrutinise the population turnaround in the urban cores and its effects on suburbia in two metropolitan areas per country under different regional economic contexts. Finally, we review the specific strategies of these metropolitan areas in addressing urban development challenges in both the urban core and suburbia. Far from being uniform, reurbanisation differs substantially between the countries in terms of temporal and spatial patterns in both the urban core and suburbia. This also means that policy responses in these countries differ.

“GOOD PLANNING” VS. URBAN EXPANSION, BOTTOM-UP VS. TOP-DOWN: CHECKS AND BALANCES IN PLANNING IN ONTARIO, BRITISH COLUMBIA AND ISRAEL

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Recent discourses on planning reform have been characterized by a shift from centralized hierarchies and rigid tools to decentralized networks and “softer” tools. However, reforms have not been unidirectional, either because of pluralist decision-making, or of conscious attempts to assure checks and balances in the system. This study aims to identify such checks and balances in the context of growing urban regions that face acute tensions between “smart growth” and soaring housing prices. The Ontario case serves as a prime example for decentralization accompanied by powerful checks that have primarily included a provincial appeal board, binding provincial planning documents, municipal official plans approved by the province, and good quality local planning bureaucracies in a system not infested by endemic corruption. While presenting the most balanced “role model” system, paradoxically it seems more prone to pressures for change, reflected lately in the weakening of its appeal body. Decentralized British Columbia seemingly lacks top-down checks, demonstrating the crucial significance of a balance of power in the triangle of elected mayor/councilors – planning bureaucracy – community, and behavioral codes of restraint in non-consensual decision-making. The Israeli case, where checks and balances have been based on a three-level hierarchy of commissions and plans, demonstrates best the multi-directional nature of decentralization reforms in a centralized context. Planning outcomes are a product of these checks and balances, including political norms of behavior (what happens if unwritten norms are broken?). Bottom-up systems promote “good planning” primarily in middle class, well-run, sufficiently large municipalities, but strengthen anti-development local voices. Top-down “rigid” components may be essential in particular circumstances to promote “good” sustainable development, but more than that for a pro-development approach, including marked policy shifts towards densification.

URBANIZATION AND SUSTAINABILITY UNDER TRANSITIONAL ECONOMIES: A SYNTHESIS FOR ASIAN RUSSIA

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Spanning a vast territory of approximately 13 million km², Asian Russia was home to 38 million people in 2016. In an effort to synthesize data and knowledge regarding urbanization and sustainable development in Asian Russia in the context of socioeconomic transformation following the breakup of the Soviet Union in 1990, we quantified the spatiotemporal changes of urban dynamics using satellite imagery and explored the interrelationships between urbanization and sustainability. We then developed a sustainability index, complemented with structural equation modeling, for a comprehensive analysis of their dynamics. We chose six case cities, i.e., Yekaterinburg, Novosibirsk, Krasnoyarsk, Omsk, Irkutsk, and Khabarovsk, as representatives of large cities to investigate whether large cities are in sync with the region in terms of population dynamics, urbanization, and sustainability. Our major findings include the following. First, Asian Russia experienced enhanced economic growth despite the declining population. Furthermore, our case cities showed a general positive trend for population dynamics and urbanization as all except Irkutsk experienced population increases and all expanded their urban built-up areas, ranging from 13% to 16% from 1990 to 2014. Second, Asian Russia and its three federal districts have improved their sustainability and levels of economic development, environmental conditions, and social development. Although both regional sustainability and economic development experienced a serious dip in the 1990s, environmental conditions and social development continuously improved from 1990 to 2014, with social development particularly improving after 1995. Third, in terms of the relationships between urbanization and sustainability, economic development appeared as an important driver of urbanization, social development, and environmental degradation in Asian Russia, with economic development having a stronger influence on urbanization than on social development or environmental degradation.

PLANNING AND URBAN SPRAWL: NON-URBAN LAND DEVELOPMENT AND SPRAWL UNDER THE DEVELOPMENT PERMIT OF REGIONAL PLANNING ACT IN TAIWAN

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In order to solve the urban sprawl, many cities attempts to use planning regulations to guide the location and development of land use to achieve a tightly developed city and reasonable land use. Wildavsky (1973) indicates that planning should have the vision of future control to reach the planners' imagination of the urban development, and it can intervene in the behavior of the residents. However, some studies found that planning policies and regulations could cause the urban sprawl. Ehrlich, Hilber, and Schöni (2018) indicate that institutional factors are important in determining urban sprawl. In Taiwan, we adopted Regional Planning Act to protect the natural environment and manage our non-urban land. The developers can change the non-urban land under the development permit of Regional Planning Act. But this regulation is lack of the principle to guide the development and doesn't address the development pressures. These developments caused the rural sprawl. Accordingly, the new Spatial Planning Act of Taiwan has enacted in 2015 to solve the urban sprawl and protect the environment. Under the new planning regulation, we should understand the sprawl pattern of non-urban land in the past and need a new strategies to manage the non-urban land. Therefore, this paper decide to summarize urban sprawl patterns of non-urban land in Taiwan and serves as a management proposal for the new Spatial Planning Act. A thorough literature review is conducted to understand the background of Taiwan's urban sprawl and the impact of Taiwan's planning regulations. In-depth interviews will be conducted with domestic experts and scholars in order to propose effective management measures in the new system.

WHAT KIND OF PLANNING FOR POST-GROWTH TRANSFORMATION? INSIGHTS FROM LUSATIA, GERMANY.

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Over the last 20 years governance structures of Lusatia, a traditional lignite region in eastern Germany, have sought to address a discrepancy between ossified socio-economic structures centred on the traditional energy sectors and the post-industrial economic paradigms promoted at the (inter)national level. Even though the push for transformation has delivered some positive economic parameters, such as growth in an economic output, real income and employment, the region's political, social and economic space are nonetheless considered peripheral in regard to Germany's metropolitan centres of political and economic power. Economic prospects are still associated with the traditional sectors of mining and lignite-fired power generation. Stories that make headlines tend to depict unsettled if not dissatisfied population and intolerant urban environment fearing change and difference. This comes after years of massive infrastructure investments and flagship projects such as International Building Exhibition or the conversion of former mining sites into the lake landscapes. The aim of such a planning approach was to lure to the region not only visitors and residents, but also a part of the growth from the neighbouring metropolises of Berlin and Dresden. However, the changes of physical space alone, regardless how ambitious, proved insufficient in turning the region's fortunes around. As articulated by place centred approaches, both physical and emotional dimension of urban change should be taken into consideration. Mastering the challenges and generating and communicating a positive development requires an approach which integrates spatial, infrastructural, socio-economic and governance perspectives. This empirical study shows how urban development in absence of growth relies on complex configurations consisting of formal and informal partnerships at multiple levels to take part in the production of alternative urban visions beyond the growth paradigm, in order to not only improve physical space but also enhance a sense of place.

URBAN RENEWAL MECHANISM IN MINORITY NATIONALITY AREAS OF CHINA IN THE NEW ERA

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Background: With the development of society and economy in China, old cities need to transform to adapt to the modernization so that urban renewal is carried out in many cities. But China has something special that many urban areas are inhabited by minority nationalities. These areas are difficult to deal with. How to define the public interest in the process of urban renewal is slightly complicated, the institutional problems are more and more difficult and the general theory and practice of urban renewal cannot be applied in such areas. In addition, lack of a complete mechanism to guide urban renewal is also vital. As a result, there are few good practice in China now and many minority areas have virtually disappeared.**Framework:** This article focus on how to define and protect public interests in the urban renewal process of minority nationalities areas. Firstly, a social research on different interest groups of minority areas in Xinjiang Province is done by the author to find out what they need and afraid in urban renewal process; then study on current cases of urban renewal in the existing minority areas to probe into the mechanism of urban renewal in these areas and analysis difficulties they encountered; next an overview of relevant theory on minority nationality area is carried out and according to all the results mentioned above some specific implementation strategies and policies can be summarized; finally, take a specific minority areas in Changji, Xinjiang Province for example to practice how to implement urban renewal on the basis of my study: including policy design, space design, implementation design and residents relocation design. Hope this can give references on future research and save this culture heritage in China.

SPLINTERING SOFT SPACES IN NORTHERN ENGLAND: ASSESSING THE EFFECT OF SUB-NATIONAL DEVOLUTION ON TRANSPORT INFRASTRUCTURE PLANNING

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Transport for the North was established in 2015 as a key part of the UK government's 'Northern Powerhouse' agenda to improve transport connectivity across Northern England, in an effort to promote the region as an economic counterweight to London and the South East. A Strategic Transport Plan for the region was subsequently published in early 2018, setting out a series of proposed infrastructure improvements; most notably Northern Powerhouse Rail, a plan to reduce rail journey times between the North's major cities. This paper explains how the establishment of this new pan-Northern tier of strategic planning has impacted intra-regional spatial and institutional relationships within Northern England. Through analysis of the plan's development and interviews with local, regional and national stakeholders, the research identifies how new institutional relationships are formed at the regional scale in response to activity at the national and sub-national tiers. The result is a series of evolving and 'splintering' soft spaces of planning, shaped by the actions of local elites. The research develops understanding of the effects of sub-national devolution at the regional scale and contributes an institutionalist approach to the study of territorial governance and strategic planning.

ASPERN EXPLAINED: HOW THE DISCURSIVE INSTITUTIONALIZATION OF INFRASTRUCTURE PLANNING SHAPED NORTH-EASTERN VIENNA'S URBAN TRANSFORMATION

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Public perception of infrastructure planning is oftentimes simplistic: experts instruct adaptations to the physical environment in consequence of contextual structural influences. Such structure-agency imaginaries imply an argumentative bypass though that neglects discursive institutionalizations of (1) the disciplinary self-conception of “good planning”, (2) the ideal structure of society, and (3) the envisioned ideal-type city as key intermediary instances of development and change. Focusing such discursive institutionalizations thus could aid understanding and explaining the origins of the material transformation of the city. We exemplify this notion with an analysis of Aspern in North-Eastern Vienna and its urban transformation since 1945. We claim that its conversion from cropland to smart and sustainable development area is not just the often-cited logical result of a re-urbanization trend manifesting in a zeitgeisty form, but the path-dependent materialization of past discursive institutionalizations of infrastructure planning. Employing an ASID (Moulaert et al. 2016) and discursive institutionalist perspective (Schmidt 2012), we point to critical strategic action and discursive complexity reduction, the institutionalization of networked infrastructure in the planning system, and its consequential materialization in a distinct form of infrastructure development. Our analysis uncovers institutionally stable phases of infrastructure planning as well as critical transitions in the planning system – all shaping Aspern's subsequent development. Retracing this process serves as an explanation to the multi-layered path-dependency of the entailing realization of a large-scale urban development project. Herewith, the research contributes to a better understanding of the discursive institutionalization of infrastructure planning and the planning-development nexus at large.

INTEGRATED INFRASTRUCTURE PLANNING: THE ROLE OF TERRITORIAL GOVERNANCE FRAMEWORKS IN MAKING A DIFFERENCE

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‘Integrated Infrastructure Planning’ is a concept much exalted both as a panacea for addressing global issues such as climate change and sustainable economic growth, and as an essential – although often unseen - component of daily life, with infrastructure quietly delivering heat and power, providing drinking water, removing waste, and enabling travel. The rhetoric of ‘integration’ acknowledges that whilst each type of infrastructure has its own features, alignment in the design, planning, investment, and delivery of infrastructure is both more cost efficient and environmentally optimal, and better enables infrastructure to support the broader place making objectives of planning. As planning does not directly fund nor deliver infrastructure but is ‘the choreographer of other agencies and departments’ (Scottish Government, 2015), ‘managing inter-dependencies’ (Marshall, 2014), there are discernible challenges for planners in seeking to achieve integration in practice. The UK, whilst by no means unique, exemplifies the planning challenges of seeking to engage with and influence the complex organisational investment frameworks and ownership patterns of infrastructure providers, splintered across the public and private sectors and largely operating in silos. In England, this effort has arguably been particularly challenged by the abolition of strategic spatial planning, and parallel focus of planning activity at the local level. Little empirical attention has focused on the question of, how varying institutional and governance arrangements, inhibit or promote effective infrastructure planning? Using data from three contrasting case studies, and a survey of all local planning authorities in the UK, this paper explores how existing, new and emerging governance arrangements at the city-regional level (some specifically aimed at addressing the strategic planning deficit), are impacting practice, and critically reflects upon the players, dependencies and governance arrangements. The effect of new institutional spaces appears, contrary to the rhetoric, to be added rather than reduced complexity in the infrastructure sphere.

GRAND PARIS OR IL-DE-FRANCE? COMPARING TWO INSTITUTIONAL MODELS FOR TRANSITIONING TO SUSTAINABLE TRANSPORT IN THE PARIS REGION

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In the 1990s and 2000s, the Paris region went through a substantial transition in transport governance, as the regional transport authority shifted from the control of the state to the region. Subsequently, the state created a new entity, the Société du Grand Paris (SGP), to develop a rail network, the Grand Paris Express. In addition, the region underwent a political shift, as both the city of Paris and the Île-de-France region were governed by a Red-Green coalition with a strong focus on transportation. This research explores these institutional changes in the context of the changing political moment, seeking to understand both how the new institutional forms came about and what these new forms enable and constrain, particularly with respect to creating a more just and sustainable city. This research is a comparative historical case study from the 1990s to the present, looking at two processes of institutional change occurring at different scales within the same place. The two processes reveal many of the tensions in governance debates, with the more formal regional authority having greater democratic accountability than SGP. On the other hand, the presence of softer governance institutions, like pilot programs and informal networks, helped spread policy innovations across the region. Additionally, as SGP began shifting to the construction phase, its public engagement came to resemble that of a more formal and accountable transport provider, as the agency encountered communities that would feel real material changes from its projects. We find that the most important piece of the new institutions' ability to manage and steer transition is their engagement with the communities and responding to that engagement as a source of learning rather than a problem to be managed.

COEXISTING OPPOSITE? ENVIRONMENTAL ASPECTS OF AIRPORT EXPANSION IN EUROPE: A COMPARATIVE ANALYSIS

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Since the 1950s, airports have become key transport infrastructures for the development of cities and urban regions. Gradually, their transport urban function has been 'normalised' in decision-making to be included in spatial (planning) frameworks for urban growth at the national, regional and local level, alongside with roads, railways and ports. However, their locality-bounded expansion has increasingly brought about environmental concerns and land-use conflicts, shaping an ineradicable multi-dimensional and multi-scalar tension. This wickedness also depends on the path-dependent character of airport location and subsequent expansion. Through a selection of indicators, in this international comparative paper we identify the main aspects that have concurrently created path-dependency, restricting the space of possibilities for airport development, and showing characters of lock-in processes. On these grounds, we examine how the tension concerning environmental issues and land-use conflicts has been (non-ultimately) played out in the expansion of 8 European airports. By means of empirical qualitative research, we analyse how airport development and the surrounding environment have reciprocally intertwined, and we qualitatively assess the outcome of this co-evolutionary interaction/tension either as dilemma, conflict or balance.

BUILDING RESILIENCE THROUGH COLLECTIVE LEARNING IN PROJECT-ORIENTED ORGANIZATIONS IN INFRASTRUCTURE PLANNING

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The performance of existing main transport infrastructure networks in The Netherlands is currently challenged by for example climate change, new mobility technologies, ageing infrastructure and energy transition. To be able to deal with these (uncertain) challenges the approach towards existing and new infrastructure has to be adaptive. One way is to make the physical infrastructure itself more resilient, another way is to build organizational resilience. Literature describes learning as a key element in organizational resilience. But how do infrastructure network agencies learn from their practice? Most infrastructure network agencies are organized in a project-oriented way and consist of multiple project organizations and a parent organization. Projects operate within set conditions to deliver a predefined result. This causes projects to operate relatively autonomous from their parent organization. This relative autonomy makes project organizations very effective and efficient. However, how do projects learn from each other and how does the organization as a whole learn from projects? Which social and organizational processes, mechanisms and conditions play a role in this? How can these mechanisms and conditions be created or strengthened in the planning processes? This paper intends to enhance the understanding how collective learning contributes to the resilience of project-oriented organizations within the domain of infrastructure planning at three distinctive levels: within a single project organization, between multiple project organizations, and between project organizations and their parent organization. Findings will be based on an in-depth case study at Rijkswaterstaat (the executive agency of the Ministry of Infrastructure and Water Management in The Netherlands). The study uses Social Network Analysis to analyse the observed relations network.

INSTITUTIONAL WORK AND SPATIAL PRACTICES WITHIN REGIONAL TRANSITIONS TOWARDS RENEWABLE ENERGIES: EXPERIENCES FROM SOUTHERN GERMANY

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The German energy transition involves a decentralisation of energy production and new actor networks in so-called 'energy regions'. Collaborative network-based governance arrangements are considered a determining factor for the success of regional energy transitions, assuming that these arrangements potentially lead to a reconciliation of differing interests and consensus regarding regional development. Our paper introduces an alternative view on regional energy transition by reconceptualising transitions as conflictive, spatialised processes of institutional change. We draw on the practice-oriented concept of institutional work from neo-institutional theory (Lawrence & Suddaby 2006) and complement it with spatial dimensions by using the Territory-Place-Scale-Network framework presented by Jessop et al (2008). Using this, we frame a case study from Southern Bavaria in Germany that shows how a civil society organisation sought to institutionalise the energy transition on a regional scale. Based on experiences from the transdisciplinary project INOLA (Innovations for a Sustainable Land Use and Energy Management on a Regional Level), we analyse the institutional practices of actors involved and demonstrate how new forms of energy governance have been shaped by actions and strategies of different actors, highlighting the contested, dynamic and in part unsuccessful nature of these efforts: whereas a territorialised and networked governance system could be established, the material output concerning enhancing renewable energy production and energy savings as well as efforts to construct a place-bound identity as an energy region were less successful. These results point to challenges of institutionalising the energy transition on a regional as compared to national, local or project levels and show the important role spatial dimensions play in processes of change.

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FORGING LINKS IN THE CHAIN: UNDERSTANDING ACTOR-NETWORK RELATIONSHIPS IN THE IMPLEMENTATION OF WASTE PLANNING POLICY

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We all produce waste, whether directly or indirectly, as part of our everyday lives. Managing that waste is a 'highly contentious [and complicated] area of public policy' (Davoudi, 2000:165). Delivering a policy objective's intended outcome is part of the basis upon which the planning system is predicated – i.e. making something happen in a way that would be unlikely to occur otherwise. The policy implementation process can be viewed as a 'chain' with numerous vertical 'links' between actors and agencies (Pressman and Wildavsky, 1973). But the more 'links' the greater the potential for implementation to go awry (Hupe, 2011). The planner's role is to 'forge the necessary links in the process chain to get the desired results' (Parker and Doak, 2012:83). We investigate the network of relationships between actors involved in the process of implementing strategic waste management facilities. By studying energy from waste proposals in the UK, contrasted with international examples from the literature, we consider the way in which actors influence, and are influenced by, the implementation 'gap' between policy adoption and development approval. Through archival research and qualitative semi-structured interviews with key stakeholders we examine issues around the relationships between the three key networks: regulator network; the developer network; and the objector network. Critical analysis is underpinned by implementation theory with a view to identifying opportunities to 'improve' actor relationships. Initial findings are that whilst the process of implementing waste policies is complex, lengthy and contentious, the outcomes appear to be largely successful in terms of delivering policy intentions. Networks are not mutually exclusive and actors can simultaneously sit in multiple networks. Recommendations for improving actor relationships could include: de-politicisation of the process; greater transparency in information provision; and greater understanding of macro influences to ensure compatibility with actors' wider objectives within and across jurisdictions, silos and networks.

INNOVATION CAPABILITIES IN WATER GOVERNANCE FOR ACCELERATING SUSTAINABILITY TRANSITIONS IN WATER REGIMES: EVIDENCE FROM SOUTH ASIA

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Amidst the increasing call for innovation to support the transition towards water security and a more sustainable future, this study critically evaluates the hypothesis that advancing innovation capabilities accelerates sustainability transitions in the water sector. The study also investigates which water governance modes are more equipped to develop innovation capabilities, thereby are appropriate for stimulating sustainability transitions in South Asian water regimes. To conceptualize innovation capabilities and water governance modes, this research draws on water governance and organizational innovation literature, and transition theory, introducing the concept of Sustainability-related Innovation Capabilities (SIC). SIC is defined as the internal abilities and external competencies of an organization to deal with environmental change, to design strategies to adapt and the creation of services or processes driven by sustainability issues. The study employs qualitative research methods and an in-depth comparative analysis of three case-studies of water utilities operating under different modes of water governance in India and Bangladesh: the public mode, the private mode, and the public-private-partnership (PPP). Water utilities manage and operate at the local level and are an important entity for introducing sustainability in the water sector. The research, first, draws an analytical framework with governance mode as the independent variable and SIC as the dependent variable to assess the degree of innovation activities (capabilities) in a specific governance mode. Second, research collects data from semi-structured interviews, archives, reports, and documents for the analysis. Using coding and content analysis, the study performs an empirical analysis of case studies to evaluate and compare the potential of governance modes in developing SIC and accelerating sustainability transitions. The research will discuss which water governance mode is more conducive to the development of SIC in comparison to others and establishes SIC as an enabling factor for sustainability transitions in water management.

ZONING WIND POWER AS A FORM OF INSTITUTIONAL DESIGN

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The renewal of the energy system increasingly dominates spatial planning policy agendas in many European countries. Institutional challenges are particularly related to the flexibility and adaptability of planning practices, which are needed to supply 'acceptable locations' for renewable energy generation. Here, it is possible to detect similar trends at a European level: targeted emission or energy values are combined with administratively defined spaces, e.g. by putting the zoning of renewable energy generation on regional spatial planning agendas. Based on a comparative case study analysis of planning practices to wind power in South Holland, Lower Austria and East Flanders, this contribution explores the dilemma's of planning agency in the light of the contemporary need to promote renewable energy generation by territorial policies. The paper provides a specific understanding: zoning wind power is viewed as a form of institutional design. The designation of zones does not only create 'obstacles' and 'opportunities', it influences human action by structuring (long-term) expectations about which areas may be developed and which are protected. Despite the dominance of this instrument in planning practice, zoning as institution building had not yet been problematized in academic literature. The paper introduces key notions such as positive and negative zoning and the labelling of zones. Based on the results of the comparative case study, it is shown how these zones become lost in translation when moving between different levels of government. In the three cases, zoning has unintended and undesired side-effects - for example creating false expectations. In the concluding part it is argued that it is vital to communicate what these zones (and the area outside) actually do, in particular in relation to the considerable uncertainties of an envisioned, contextual, long-term energy future.

**INVESTIGATING THE SPATIAL CONFIGURATION OF THE WELFARE SERVICES' PROVISION.
HOW DOES MULTILEVEL GOVERNANCE SHAPE THE SPACES OF SOCIAL-ASSISTANCE SERVICES?
RESULTS FROM EMPIRICAL RESEARCHES IN MILAN AND BOLOGNA**

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Social services have rarely been investigated in the academic literature for their spatial features, even if they greatly influence the social workers' environment and the recipients' experience. This contribution questions from an interdisciplinary perspective the role of the past and the current urban planning instruments in providing, planning and maintaining the spaces for the social services. Given the national framework of multilevel governance - both affecting urban planning and welfare policies and practices - this investigation focuses on integrated tools that contribute to the creation of the spaces of the social assistance services. Grounding on place-based empirical researches, this contribution aims at analysing on the one hand the current challenges of the two mentioned policy fields in providing social services, and on the other at addressing the spatial drawbacks of different models of governance in different territorial contexts. The research particularly focus on the first-access services (i.e. servizi sociali di primo accesso). On the basis of Michael Lipsky's theories on street level bureaucracies, these front line services (Lipsky, 2010) offer an interesting perspective on the changes in the local welfare (Bifulco, 2015) provision, with specific insights on the relevance of the space in policy decisions. Against this framework, the paper considers the case of Milan and Bologna, as representative of innovative strategies and major challenges on the urban planning and social policies' turfs. References Bifulco, L. (2015), *Il welfare locale. Processi e prospettive*, Carocci, Roma. Lipsky, M. (2010), *Street level bureaucracies. Dilemmas of the individuals in the public services*, Russel Sage Foundation, New York.

SELECTIVE RESCALING, INEQUALITY AND POPULAR GROWTH COALITIONS-THE CASE OF THE ISRAELI NATIONAL PLAN FOR EARTHQUAKE PREPAREDNESS

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Recent scholarship shows that in various states, institutional changes in planning now reflect governments' retreat from neoliberal decentralization towards complex forms of re-centralization, centralized-decentralized methods as well as scalar 'jumps' that blur the national, regional and local planning levels. The actual methods, scholars argue, still maintain the neoliberal dependence on market agents and logic, and its prioritizing of specific actors, places and projects. We discuss this new planning landscape by probing a national program called TAMA38. The promotion of TAMA38 was stirred by crises conditions and threats. Currently, through this national policy, the Israeli government encourages apartment owners in older buildings to make them earthquake-ready by up-zoning these properties and by enabling owners to add floors and spaces. To expedite the process, the government bypassed both the regional and local planning levels and circumvented their plans while allowing owners to obtain building permits based directly on the national plan's guidelines. Consequently, this policy exemplifies an experimental re-distributive innovation, empowering many bottom-up ventures while benefitting many apartment owners. The actual mechanism is strictly entrepreneurial as feasibility depends entirely on land values. We analyze this policy as well as the quandaries it provoked between planning levels, actors and locations, and show how its' realization deepened existing socio-spatial inequalities in Israel. We show that while government boosted the economic incentives to owners, realization clearly prioritized central, wealthier actors. The original goal of this policy was essentially abandoned, and meaningful questions about equality and scale were sidestepped as planners focused on the interest of central cities and property issues.

METRO-CONFLICTS. REPRESENTATION AND GOVERNANCE OF CONFLICTS IN-BETWEEN THE LOCAL AND THE REGIONAL

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Focus of the paper are the forms and outcomes of territorial conflicts at a larger-than local level, with explicit reference to the metropolitan dimension. Metropolitan and regional cities face processes of institutional and governance rescaling that, combined with economic dynamics and global challenges related to climate change and urbanization, challenge urban citizenship and belonging, values and ethics. These processes have evident repercussions on the reconfiguration of pre-existing conflicts and the genesis, management and resolution of conflicts in fuzzy planning spaces with different geographies and boundaries. In this context, the contribution intends to analyze - in a comparative and, at the same, time and space specific contexts - the genesis, evolution and development of territorial conflicts that directly call into question regional and metropolitan cities, with the aim of understanding their forms and outcomes linked to - the presence and/or definition of material and immaterial barriers, connected both to regulatory or political-institutional procedures and boundaries - governance dynamics connected to local and regional actors who, in various ways, contribute to promoting coalitions and aggregation at both levels- representation and self-representation of the metropolitan area/city, as a resource and tool for conflict management, territorial territory governance and the construction of a "metropolitan culture". Aim of the contribution is to engage critically with the nexus between conflict and scale, in order to enhance a better understanding of the ways in which planning - as a contested domain across space and time - can represent, manage, and even elicit strife in spaces in-between the local and the regional, the present and the future.

NEW WAYS OF CO-CREATING CITIES – HOW TO ENTER INNOVATIVE PATHS ON THE INTERSECTION BETWEEN PLANNING INSTITUTION AND CIVIL SOCIETY

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The term »participation« has taken an omnipresent role in the field of urban planning in the last years – whether in the scientific discourse or on the ground. The importance of integrating citizens in urban planning processes seems indisputable nowadays and their respective opportunities to take part have grown tremendously. However still a lot of participatory processes leave behind disappointed citizens and an atmosphere that prevents mutual trust between the civil society, politics and institutions with a lasting effect. As the demands of the civil society regarding participation seem to grow constantly a lot of institutions still find it difficult to actively integrate their citizens as independent partners and creative minds putting them in charge of shaping their environment. Particularly problematic is the institutions classical routine to follow rational and verifiable norms – according to the bureaucratic values – while active citizenship is the opposite: emotional and counteracting. Therefore it needs a new understanding of planning that incorporates complexity, nonlinearity, uncertainties and self-organisation as leading principles of a new credo (Fuerst und Ritter 2005: 768) and develops corresponding organisational forms and processes. There are numerous successful examples, that retrospectively trod new paths in different ways on the intersection of planning institution and civil society. The aim of this research was not just to highlight those examples, but to identify, how those new paths can be entered, which structures and requirements are necessary, where limits and possibilities are and how its possible to make civic participation compatible to administrative practices. Three processes were examined illustrating a wide spectrum of participatory approaches: from processes driven by institutions to citizens' initiative based processes to processes generated by an intermediary. As an outcome ten thesis were detected that show factors and instruments that lead planning institutions to actively integrate the civil society in urban development projects.

UNEVEN POLICY CHANGE IN THE (LOCAL) GOVERNMENT: COMPARING COMMONFARE EXPERIENCES IN BARCELONA

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The analysis is set in the urban context of Barcelona and proposes the comparison of two case studies of Commonfare: an informal settlement that was providing the subsistence to irregular sub-Saharan immigrants excluded from the formal labour and housing market, and a community centre that was providing public spaces and facilities to neighbours that had them negated in their neighbourhood. The analysis is an interpretative-qualitative study of the two cases that uses different methods: direct observations, interviews with social and political actors/stakeholders, and document analysis. The paper shows how the (local) State seems inclined to support the production of Commonfare carried out by “well-known” social groups, but it tends to hinder the production of Commonfare carried out by less “well-known” social groups. In the last cases, the self-production of welfare is perceived as problematic, and the (local) State tends to replace the Commonfare with public welfare. The paper concludes sustaining that the production of the Commonfare has the possibilities to fulfil social needs and to protect their production from the neoliberal plundering. However, the (local) State has the possibilities to decide which types of Commonfare are allowed in the city and which are not.

THE ROLE AND THE FUTURE OF THE SMALL TOWNS IN THE CENTRAL ITALY EARTHQUAKE CRATER 2016 AND "THE RECONSTRUCTION OF THE POSSIBLE", PARTICIPATORY WORKSHOP FOR A POST-EARTHQUAKE DEVELOPMENT PLAN IN BOLOGNOLA.

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The Central Italy Earthquake in 2016 involved a large part of "small municipalities" attested on the Apennines, between the Marche, Umbria, Lazio and Abruzzo Regions. The earthquake, in addition to its disruptive effects on people, heritage and social capital, cracking the delicate balance of economic and demographic systems for some time fragile, has greatly amplified the attention paid to them. The Small Municipalities law, whose approval the earthquake speeded up, the non-assistance approach in favor of autonomous local initiatives, as well as the SNAI (National Strategy for Internal Areas), allocate resources to make a significant part of Italy less marginal (due to the specific usefulness available to it), more cohesive and, therefore, competitive. Summing the different programs affecting the so-called "earthquake crater" of Central Italy, a sole large-scale project can be outlined and presented as a widespread reconstruction work, in the name of safety and technical, technological, administrative and planning innovation. Despite the magnitude of the objectives, the dislocation of damages, the distribution and over-provision of historical, public and private assets, the particularity of the places involved, characterized by extreme specificity and inhabited by local micro-communities with a strong local identity, are likely to enhance little programmatic tools. Assuming the necessity of a strong context-based and collaborative approach to producing effective change at the local and regional scale, the question is: how to make possible and support a local pro-active and co-operative environment? By focusing on the collaboration developed in 2017 between the Municipality of Bolognola and the IUAV University of Venice, the paper explores the possibility of co-designing an action plan for post-earthquake development based on a "deep participatory process". Through an intensive workshop and a collaborative approach, a learning process, between administrators, inhabitants and new territorial agents, interested in carrying out activities in Bolognola, has been established.

AMBITION, MULTIPLE SCALES AND MISSED CONNECTIONS: THE STORY OF WORKSOP

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Drawing on the author's experiences as a local municipality planner, this paper focuses on Worksop. Worksop is an English town of around 45,000 people, located in the Northern Midlands, between the cities of Sheffield, Lincoln and Nottingham. It is a town of contrasts; on one hand historically significant, highly accessible and surrounded by attractive countryside; on the other an ex-mining town, with a recovering economy and a declining town centre. The paper starts by arguing for Worksop's potential to evolve in a way that improves quality of life for existing residents, whilst also accommodating future residents. However, the paper aims to show how opportunities to plan strategically for this evolution are limited by the Town's location. Moreover, this is not about limits in geographical terms, but is, instead, about the town's location in relation to administrative boundaries, and the resulting political implications. To this end the paper reviews the evolving landscape of English devolution and supra-local planning, particularly focussing on Worksop's position in relation to Sheffield City Region. Consequently, the paper draws on a comparative case study from Manchester City Region, to consider whether the Town would be treated differently if it were placed within a different set of boundaries. The core argument is that taking a strategic, synthetic approach to plan-making is likely to lead to towns such as Worksop being treated differently, when compared to the current, dominant approach in the English planning system, of making a plan for a single municipality through a predominantly analytic approach. Accordingly, the conclusions consider the types of arrangements need to create a more inclusive approach to strategic planning in England.

PARASTATAL ACTORS IN IRAN: THE "GRAY SPHERE" OF URBAN PROJECTS

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AbstractIn most countries, the participation of the non-governmental organizations (NGOs) facilitates the government ability to carry out public missions. The public-private participation (PPP) approach is related to concepts such as privatization and outsourcing government services¹, but there is no single model. For example, in many countries in the middle East in the privatization process, many government officials jump into the privatized enterprises. This issue creates a "gray area" in between public and private sectors² that is called in the related literature as "Parastatal sector"³. This research analyzes the emergence and roles of the parastatal actors in urban development. We particularly discuss their ambiguous relationships, which can be collaborative or/and tensioned with other urban development actors. This research seeks to answer the following question: Are these parastatal actors also make a "gray sphere" in urban development? We took the case of Iran which has experienced the rise of the parastatal sector since the Islamic revolution. This sector was created to provide charitable or paramilitary services distinct from those offered by the central state administration⁴. Known as public non-governmental organizations according to law, this sector, which is supported by the religious elites, has taken the advantages of its privileged position to become as part of the key actors of the Iranian economy, particularly in the housing and urban development sectors. This study is conducted in a city of Babolsar, situated in the southern shore of the Caspian Sea, that has been attracting for many investors from different sectors. We aim to investigate the impact of the aforementioned sector in the city development in terms of its forms, functions and uses.

INNOVATIVE APPROACHES IN THE STATE SUPPORT FOR LAGGING REGIONS IN SLOVAKIA

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Slovakia introduced new scheme of the state support for lagging regions by the Law No.336/2015. This law act created the frame for integrated actions in the districts with high unemployment rate caused wide reaching structural changes and peripheral location of them. The main goal defined by the law has been to restart their social and economic development and increase availability of working places. The coincidence of this governmental initiative with the Maria Currie project RegPol2 focused on socio-economic and political responses to regional polarisation in CEE and engagement of academicians into the preparation and implementation of the program developed based on this law act allowed to use the newest know how and innovative solutions based on comprehensive understanding of the decline problems, integrative and integrated territorial strategies capitalising the scientific achievements for higher efficiency of public intervention. Although the governmental decision to allocate financial resources of the total volume app. 600bil. EUR in 12 districts in 5 years seems to be after 2 years of implementation not realistic, the non-investment interventions focused on mobilisation of internal potentials and resources including capacities for collaboration brought huge acceleration of their development. The implementation of the strategies interlining innovative approaches and tools prepared in a participative process supported by the academicians brought the growth of employment higher by 25% in the comparison with neighbouring regions, higher diversity and resilience of regional economies, development of social entrepreneurship, services and housing supporting better inclusion of marginalised social groups, use more efficient nature based solutions in the development of environmental infrastructure. Positive experiences as well as identified problems from the realisation of the program created for definition of new development strategy for Slovak Republic 2030 in Slovakia and new law on integrated development replacing the set of different less coordinated norms on regional development and cohesion policy.

INTEGRATED SPATIAL PLANNING AS AN ASSET OF PERIPHERAL REGIONS IN FINLAND: COMPARING LAPLAND AND KAINUU

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In this paper, we assess the integration of regional land-use planning and regional development into “spatial planning” in two peripheral regions in Finland: Lapland and Kainuu. Strengthening of this integration has been a central part of EU’s spatial development policies. In the Finnish context, the potential for the integration has existed especially at regional level of governance, where the regional councils were established to carry out tasks related to both the coordination of development activities – including EU funding – and regional land-use planning in the beginning of the 1990s. We chose to discuss the regions of Lapland and Kainuu, because both regions have been in decline, and thus recognized the need to find new approaches to spatial development. Furthermore, given that both regions have received a considerable amount of EU funding for development, we expected that these regions have been motivated if not compelled to make most out of the funding by paying special attention to the ways in which development and planning perspectives are combined. Our study is based mainly on interviews of regional planning and development experts in the respective regions. The interviews indicate that in both regions there has been much enthusiasm for implementing EU’s policies, including the enhancement of the connection between planning and development. By contrast, national development policies – and national interpretations of EU’s policies – have been typically met with suspicion. Also, the national formal institutional structures that are relevant for spatial planning and development were criticized by most of the interviewees. However, looking at the successes and failures in the integration of planning and development, there are considerable differences between the two regions. This paper discusses the reasons for the differences, asking especially what is the role of formal institutional arrangements, and correspondingly, of informal planning cultures, for the project of integration.

PROMOTING A YOUTH-SENSITIVE REGIONAL DEVELOPMENT AGENDA IN RURAL REGIONS AFFECTED BY SELECTIVE OUT-MIGRATION. A CASE STUDY ON REGIONAL GOVERNANCE PATTERNS IN AUSTRIA AND GERMANY

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Whereas today's urban regions are growing all around Europe, mainly caused by high rates of immigration, a number of rural (often peripheral) regions are facing persistent population decline due to decreasing fertility rates and increasing rates of out-migration. Mainly young and highly educated people leave rural areas towards urban agglomerations. This rural exodus challenges the future sustainability of rural regions as it can lead to a vicious circle of population decline, further deterioration in public service provision and losses of employment opportunities, which in turn leads to further outmigration. Nevertheless, the problem is not the out-migration of the young and highly educated, but the fact that only small numbers return. In recent years, several rural regions affected by selective out-migration have implemented strategies to attract young return migrants. Using four German and Austrian rural regions as case studies, the paper aims at analysing the stakeholders and institutional settings involved in the implementation of these strategies. Therefore, Mose et al.'s concept on Regional Governance (see Mose, Jacuniak-Suda, and Fiedler 2014), which especially considers formal and informal institutions affecting the planning process, serves as a framework for the empirical analysis. The comparative study reveals the complex modes of governance that are necessary for promoting a youth-sensitive regional development agenda, since firstly, multiple actors of the state, market and civil society are potentially involved in the implementation of youth-sensitive policies, and secondly, these policies themselves are potentially influenced by numerous sectoral policies (e.g. agriculture, regional development, education, labor, welfare) on multiple levels (from EU-level to community-level).

INSTITUTIONAL CHANGES IN THE AGRI-ENVIRONMENTAL GOVERNANCE: THE ROLE OF SOCIAL LEARNING. THE CASE STUDY OF AUVERGNE REGION, FRANCE

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UGA Irstea

Since the mid-2000, rapid urban sprawl and consequent erosion of biodiversity have led to the emergence of a social demand for nature and environmental resources conservation. This concern has grown also in farmland governance. Locally collective action has developed to this aim, encouraging public actors to adopt environmental conservation measures (from agri-environmental contracts to land control). Local actors, dealing with this challenging issue develop new skills and partnerships, induce organizational and institutional changes. However, they have different practices of environmental management of farmland. Therefore their involvement in agri-environmental governance may differ depending on their experience in this issue. This paper intends to contribute to a better understanding of social learning in the agri-environmental governance mechanisms taking place in Auvergne region (France). To this end, we use the framework of social learning combined to different characteristics of a governance regime such as institutions, actors' network, uncertainty, etc. (Pahl-Wostl, 2009). The social learning is analyzed as a triple-loop process in which each actor is involved at different level. The whole learning process embraces simultaneously actors learning of skills, values and assumptions underlying the way they participate in this governance. The third loop represents the most integrated stance between actions and values. This analysis, allow us to capture in a dynamic way the different levels of commitment of local actors in environmental concerns, and their interactions and networking regarding this issue. Land use issues are given a particular attention in order to clarify their role and impact in agri-environmental governance. In this communication: (1) we define our conceptual framework and our methodology. and (2) the study area. (3) We define the type of societal learning in which local actors concerning the aforementioned governance characteristics are involved. (4) We characterize the specific agri-environmental governance mode in Auvergne region.

BEYOND AGRICULTURE: 'ALTERNATIVE' GEOGRAPHIES OF RURAL INVESTMENT & PLACE-EFFECTS ACROSS THE UNITED KINGDOM

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Patterns of ownership in land across Europe have been shifting in recent decades, as variegated institutional and non-traditional investors seek to redirect capital into rural areas. Such investment is happening in parallel with a changing policy outlook and a restructuring in rural land use, as alternative functions emerge which move beyond agriculture. We consider how 'new money' has created particular place-effects in three case studies across the United Kingdom through the concepts of economic, physical and natural capital. The case studies, of diverse scale and scope, are informed by secondary research, site visits and interviews, and provide snapshots of investment impact. They represent transformation in land use initiated by new forms of direct and active investment, through processes of financing, rather than financialisation. The case studies include the transformation of the Menie Estate in Aberdeenshire into Trump International Golf Links Scotland (TIGLS); the diversification of a family farm in Northern Ireland through renewable biomass energy creation; and the initial steps taken to introduce wine-production in Kent, England. Conclusions tell three particular investment stories, where place-effects reflect both dichotomies and symbiosis between investors and the local contexts themselves. New land uses create place-effects where longer-term economic potential is often in conflict with natural capital impacts, although they can also foster knowledge exchange and creation. The underlying values of the investors themselves, and their navigation of particular policies and local politics, also have an important role to play in shaping the economic, physical and natural capital place-effects.

THE NEW DYNAMICS BETWEEN REGIONAL AND URBAN GOVERNANCE: RURAL AREAS AS A LINK

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The research is focusing on a new vision of territorial development (southern Italy). The polycentric territorial configuration distinguishes these territories and it allows the definition of its peculiarities. This configuration finds a network for overcoming social, environmental and economic limits due to the limitation connected to the rigidity of administrative boundaries. It is increasingly common to define Municipalities networks in order to improve the urban quality of life. Public and private stakeholders can promote local development by focusing on quality and technologies applied to agricultural production. This is important to oppose the decrease in employment in the primary sector due to the mechanization processes, the abandonment of agricultural soil and the resulting soil consumption. The methodology adopted is focused on the analysis of literature, the examination of European best practices, and the selection of some case studies and their comparison. The theoretical analysis is focused on the synergy among towns, by policies that look towards rurality not only as agricultural activity, that generates a new competitiveness compared to metropolitan areas, based on a territorial governance aimed at cultural, environmental and productive aspect. The strategies that promote territorial cohesion by overcoming the municipal borders are analysed. Some analysed cases show how the urban and rural contexts can be connected, creating new networks and involving territorial development. The selected case study is located in the Sicilian inner area of Madonie, which has a dual approach: the identified Municipalities (national law) are part of both the metropolitan city of Palermo (with boundaries of NUTS3 level) and the network of the internal areas of Madonie (national strategy). The innovative use of the Municipalities Union has produced widespread strategies in the territory and not aimed at the individual Municipality. It provides a way of opposing the development difficulties related to the morphology of the territory.

HOW DO ENTREPRENEURIAL INDIVIDUALS CONTRIBUTE TO SOCIO-SPATIAL CHANGE? EXPLORING THE ROLE OF INDIVIDUAL AGENCY IN LOCAL AND REGIONAL GOVERNANCE.

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Against the background of demographic, political and economic transformations, rural spaces are facing complex challenges that demand for flexible and place-sensitive policies. The traditional governance arrangements seem to fall short in reacting adequately to these emerging regional pressures and meeting the local demands. In this context, scholars and practitioners have increasingly come across the importance of entrepreneurial individuals in governance processes. However, so far, there is less conceptual and empirical knowledge about the actions and strategies taken by entrepreneurial individuals in regional development processes. The aim of this paper is to gain a deeper understanding of the agency of local entrepreneurial individuals (state and non-state actors) and to reveal how they contribute to socio-spatial change processes. The conceptual part draws upon two theoretical strands: an analytical governance perspective (Scharpf 1997) and the concepts of policy and institutional entrepreneurship (Mintrom and Norman, 2009, Battilana et al., 2009). While the governance perspective focusses on institutional contexts and the interplay of actors, the latter stress the importance of individual capabilities and networks for identifying windows of opportunity and promoting change. Building on these approaches, the concept of governance entrepreneurship is developed. It points out to entrepreneurial individuals initiating a shift in governance by establishing or adapting actor constellations, interaction modes and soft spaces. Based on this process-oriented framework a comparative case study analysis of entrepreneurial individuals in two small-sized cities in Austria is presented. The local cases show how entrepreneurial individuals interact in different actor constellations and how they change institutional practices and governance processes in the context of demographic change and economic decline.

PA06 Methods and technologies for transformative planning

Nicolas Douay
Michele Campagna
Irene Luque Martín

Contemporary planning faces increased complexity in addressing global and local sustainability challenges. Climate change, population growth and concentration, migrations, threats to democracy are only few of the global phenomena which call for urgent actions. Innovation may contribute possible solutions to current development issues, but the way how it should be realized is still often unclear. More research is needed to understand how innovation can improve informed and democratic decision-making in spatial planning, and how current and forthcoming technologies and innovative design methods can be applied in territorial and urban systems sustainable conservation and transformation. This track is thought as an inclusive arena to discuss latest research results in applying innovation in spatial planning and design, both from procedural / instrumental and substantive / material perspectives. Hence, two main questions arise: How can we improve the planning and design process to make it more inclusive, responsive to community needs, and effective in addressing current planning/design challenges? How can technologies and methods be applied to improve territorial and urban system performance and make them smarter for achieving long term sustainable development? Contributions are welcome from academics and practitioners offering insights in such issues as territorial and urban system monitoring, knowledge building, design, impact assessment and decision-making, with a special attention on how to make the link between knowledge and action explicit and transparent to all. Specific relevant topics to methods and technologies for planning includes, but are not limited to:

- Authoritative and Volunteered Geographic Information
- Remote sensing and sensor networks
- Social Media
- Big data
- Spatial analysis
- Spatial simulation and territorial modelling
- Algorithm and artificial intelligence in planning methods
- Planning Support Systems
- Political and socio-cultural impacts of technology in planning
- Theoretical perspectives and technology for planning
- Technologies for smart territorial and urban systems
- Technologies for participation and collaboration
- Geodesig

PREVENTING MEGA-NEIGHBORHOODS FROM BECOMING SLUMS: A DYNAMIC MODEL AS A NEW MEDIUM FOR SOCIAL PLANNING

Aharon--Gutman M.

Technion

The lecture deal with the real estate crisis and demographic growth that has resulted in the establishment of mega-neighborhoods and that currently tops the agenda of urban researchers. More specifically, the proposal focuses on the socio-economic standing of municipalities the day after the residents of these neighborhoods move in. The study's main objective is to evaluate the feasibility of using a dynamic 3D model (based on the combined usage of MatLab and ArchGIS software) to negotiate and manage a balance between the implementation of housing areas on the one hand, and commercial and industrial areas on the other hand, with the aim of preserving an average level of per-capita self-income that helps ensure a municipal services and the ability to maintain the neighborhood. This study proposes the development of a new dynamic 3D medium for analysis and decision making on issues of social stratification in cities – a medium that can be employed in decision-making rooms that maintain a VR environment. It's underlying notion is based on an analysis of the importance of dynamic models as an alternative to the existing planning tools, and on the VR environment's major contribution to the decision making process as an advanced environment that facilitates highly realistic immersion in future environments and situations.

TERRITORY AS MEDIA AND SOCIAL MEDIA AS TERRITORY

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How can planners find within social media new spontaneous ways through which people imagine, represent and socially produce a territory? This is what I have investigated in a peripheric neighbourhood of Rome, Italy, trying to highlight how, through the acknowledgement of digital habitat embedded in a territory, it is possible to understand citizens' narration and hopes for their territory, as well as to find new ways to enhance participatory processes. Conducting a three-year-long ethnographic research inside several Facebook groups related to that territory, I investigate how the habitat developed through a daily and routine use of mobile technologies of communication, internet and the social media could make emerge new action spaces. Within these spaces, I have identified insurgent democratic practices and new ways of citizens' engagement with their own city political issues, given a recurring distrust regarding official and established politics. Focusing on immigration policies and the consequent production of identity, I observed how citizens, through continuous and conflictual micro-narrations of their neighbourhood life, produce stereotyped representations of the "other". At the same time, these micro-narrations have led citizens to reflect on both their attachment to the territory and transformative actions capable of producing a different one. Hence, since physical territory is a media of a diverse range of social, cultural and emotional relationships, also social media have become a portion of that territory where people can develop debates and conflicts regarding "major" themes and the image they would like to build for their territory. If researchers and planner accept that these contradictory and emotional digital places are in fact new portions of territory, alternative imaginations of space can be identified, that could be an important stimulus for a variety of social claims, generating new forms of collective appropriation of urban space.

STRATEGIC POTENTIAL AREA ANALYSIS FOR THE SUSTAINABLE INWARD DEVELOPMENT OF BUILT SETTLEMENT SYSTEMS

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Within the paper we present a method to investigate building land potentials based on open government data. GIS based we designed an algorithm which allows automated, rapid, scenario-specific examinations. The method not only detects potentials in designated building land, but also assesses land in terms of their suitability as building land on multi scale level. The following land characteristics are used for the assessment of the suitability: distance to public transport stop, equipment of the stop, land use dedication in the neighborhood, slope and orientation, soil suitability, danger zones, nature protection, water protection, protective strip infrastructure, monument protection. From these attributes, which are recorded for each property via python scripts in GIS, indicators are formed. These are summarized in a suitability grid in which points are awarded for the different attribute characteristics. By weighting the indicators, planning and policy objectives can be included in the evaluation. In addition, different development scenarios can easily be mapped in the parameter weighting. The results can be accumulated for almost any spatial or qualitative context. For selected potential areas undeveloped remaining areas can both be identified and quantified by various packing algorithms. In the workflow municipalities and other local actors can participate in evaluation and prioritization of the assessment indicators, as well as in developing measures and strategies for the identified potential areas. The method has been tested along the municipalities in the S-Bahn network in Upper Austria and in Vienna.

BUILDING DIGITAL SOCIETIES: POTENTIAL CONTRIBUTIONS OF MICROSIMULATION MODELS IN URBAN STUDIES

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Microsimulation models provide an alternative means (for example to structural equation models) of conceptualizing and simulating issues influencing individual awareness, perceptions and experience within a city. Microsimulation models fueled by big data hold promise in addressing several key aspects of tourism and provides a “virtual social laboratory”, a tool to think and experiment with. In the spatial planning context Agent-based modelling (ABM) give the opportunity for planners and stakeholders to engage and experiment with possible future paths and adopt management approaches and policies accordingly, avoiding trial-and-error and reactive planning and assessing impacts of real and/or hypothetical planning decisions (Johnson & Sieber, 2010). The ability to represent and visualize a multitude of individual decision-making behaviours constitutes one of the main advantages of an ABM-based planning support system (PSS). One image states more than a thousand words and stakeholders pointed out as beneficial to visually analyse the impact of possible futures through iterative experimentation (Johnson & Sieber, 2011) . The possibility of co-developing the model with a group of potential users (e.g. stakeholders) with multiple viewpoints, a process called companion modelling, is believed to make the use of an ABM- based PSS more relevant to planning issues. However, despite several potential areas of application for ABM within spatial planning, we identify several barriers to the adoption of an ABM-based PSS. ABM by itself is not going to implement a policy or make decisions, these are in the hands of the planners and ABM is just one tool in the planners’ toolbox.

NEW SCENARIOS FOR THE METROPOLITAN CITY OF CAGLIARI: A COLLABORATIVE GEODESIGN STUDY

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The paper presents the results of the Cagliari Metropolitan City (CMC) geodesign study, held at the University of Cagliari, Italy in October 2018. Core of the planning study is a geodesign collaborative workshop which involved more than one-hundred participants in five three-hour sessions. Within these short intensive sessions, the participants developed six negotiated scenarios at two scales: the whole CMC within a square study area of 80x80 kilometres, and the CMC South-East area within a square of 20x20 kilometres. The method was proven successful in developing design alternatives in a very short time based on collaboration and negotiation to reach consensus among the participants. In addition, a fast-learning curve was registered among the participants, demonstrating how the geodesign methodology approach, workflows, and technology (i.e. [geodesignhub.com](https://www.geodesignhub.com)) may help those involved in the planning and design study to raise awareness about solving complex sustainable territorial development issues. The CMC was established in 2016 and comprehends 17 municipalities including Cagliari, the Sardinia regional capital. To date no previous planning and design effort was undertaken in the study area, as inter-municipal planning was never implemented before. Nevertheless, a previous similar workshop was held at the University of Cagliari in 2016 (Campagna et al, 2016). The novelty of the 2018 CMC geodesign workshop is that it applied the guidelines of the International Geodesign Collaboration (<https://www.envizz1.com/>), a global research network established in early 2018 involving around one-hundred partners worldwide, in order to explore how territorial technology innovation can help to address some of the most critical current sustainable development challenges, including territorial dynamics related to climate change. The contribution focuses both on the planning and design outcomes of the study and on the underlying design process with regards to implications for innovation in planning research, education, and practice.

SPACE EFFICIENCY SCENARIOS THROUGH MORPHOLOGY-BASED AND SOCIO-SPATIAL TYPOLOGY FORMATION USING THE EXAMPLE OF THE CITY OF DÜSSELDORF

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Global transformation processes related to trends as socioeconomical and demographical change lead also in Germany to the phenomenon of growing cities. For Düsseldorf a population growth of at least 5% (approx. 30,000 inhabitants) is forecast until 2030. At the same time, the state capital has only limited land reserves in the surrounding area. This results in the need for an area-efficient solution for the further development of settlements, especially when considering structural density. In this case it must be questioned, whether morphological analyses, based on GIS technology, help to develop and transform cities efficiently. Therefore, it is also important to understand morphology from the urban design perspective. The urban form is shaped by networks, blocks, and buildings as well as their integrated open spaces. It is also a result of social developments, which is recognizable by the typology of the cities. This is where the present research begins, which deals with the development of a new method to connect dynamic (and sensitive) social data with the static urban form, also in consideration of the German data security explanation. The socio-spatial analysis and real-use mapping of the city Düsseldorf serves the basis for the research work. In particular, the analysis of municipal data related with urban design should help to exclude which typologies exist and in the next step, serve a basis for the further development of cities in an area-efficient manner. With the development of a graphical tool, which visualizes the complex systems, scenarios are to be played through afterwards. Social data and circumstance can be seen as determining factor which be moved in order to be able to control the development of spaces.

INTEGRATING CULTURAL ECOSYSTEM SERVICES INTO LANDSCAPE DESIGN: A NEW METHOD FOR URBAN TRANSFORMATION

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The ecosystem services (ES) framework is becoming a well-recognized tool to address various ecological and social issues, and it shows a huge potential to achieve urban transformation. Among ecosystem services, cultural ecosystem services (CES), defined as nonmaterial benefits that people obtain from ecosystems, but often neglected as they are difficult to evaluate. Moreover, in order to benefit from these cultural services, actual contact with the landscape is often required. This study aims to address this gap by using a triangulated measurement approach combining observations (N=1208), questionnaires (N=212) and interviews (N=68) in Huanhuaxi Park in China. This method can draw valid conclusions and is scalable and replicable to all green spaces. Results indicate that Huanhuaxi Park provides all types of cultural services to people, especially aesthetics and recreation. It is also shown that cultural services have a high correlation with landscape features, especially physical landscape features such as water, including lakes and streams that have a strong influence on aesthetic value. Such information is a baseline for sustainable landscape design. This study suggests that CES should be taken into account for landscape practice to support sustainable development and urban transformation.

TECHNOLOGY READINESS FOR CITIES - THE NEAR-FUTURE CASE OF AUTONOMOUS AIRBORNE PASSENGER DRONES

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Autonomous Aerial Vehicles (drones) are a transformative technology at the cusp of being adopted for real world passenger transport in cities (Moore, et al., 2018). Passenger drone research remains focused on the advancement (Gao, et al., 2018), opportunities (Zhang, et al., 2018) and technology readiness (Torens, Dauer & Adolf, 2018) of drone features and systems. The technology-focused planning literature dominantly focuses on Smart City frameworks for enhancing technology integration into urban planning (Caragliu, Del Bo & Nijkamp, 2011), with an emerging focus on the implementation of specific technology strategies (Bayat & Kawalek, 2018 ; Yigitcanlar et al., 2018). However, the literature stops short of interrogating the technology readiness of cities that will inevitably attempt to implement specific technologies (i.e. autonomous passenger drones) into their urban fabrics. That is, cities will be pressured to allow (or race to adopt) fleets of drone taxis to ease pressure on already stressed and near capacity ground transport networks; but where will drone operations be seen as safe, practical, desirable, or at least tolerable, additions to the urban rhythm and hum? How compatible are existing urban development patterns and policies to a future that includes aerial passenger drones landing in neighbourhoods and buzzing across their skies? This paper summarises the currently known opportunities for aerial passenger drone technologies for improving urban system performance and proposes an inclusive method for cities to enhance their readiness for the forthcoming technology. The method is applied to the city of Brisbane (Australia's third largest city) to explicate the practicality of interrogating city technology readiness in the context of aerial passenger drones, highlight jurisdictional and governance tensions, and detail learnings from implementing the method with implications for smoothing the transition to implementing transformative technologies.

IMPLICATIONS FROM OPERATIONALISATION OF CITIZEN EXPERIENCE IN PARTICIPATORY SPATIAL PLANNING

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Complex nature of citizens' daily activities leads to a multidimensional concept of experience that is challenging to collect in spatial terms using participatory methods. In addition to data collection challenges, further usefulness obstacles relate to the link between knowledge and action in multi-actor planning processes. This study focuses on use of volunteered geographic information (VGI) in an ongoing planning process in Lahti, Finland. The study aims to explicate implementation challenges and practitioners' conceptions about collection and utilisation of VGI. In order to take into account the specific socio-material context, analysis focuses on regular planning meetings about using VGI data, and has actively involved practitioners in all research phases. Finally, analysis uses novel methods for understanding knowledge dynamics in a communicative setting with actor-sensitivity. Findings indicate that practitioners consider travel experience as a potentially useful planning concept for developing planning operations of various spatial scales. However, the knowledge of how to effectively operationalise travel experience is not yet fully developed and embedded in all organisational processes. Findings also suggest that the planning support system (PSS) in use mediates as well as shapes the planning practice as it provides a canvas for practitioners to access, utilise and communicate the planning knowledge. Finally, findings also point out which actors in the process have different conceptualisations and expectations about how VGI should be collected, analysed and utilised. The differences in expectations vary based on actors' backgrounds and their roles in the planning process. In conclusion, this study underlines that if we are to deal with incessantly-evolving urban challenges, building new institutional capacities will require reconsideration of organisational development practices. Such considerations will need to involve question of redistribution of activities between planning process actors and PSS. Finally, this research opens up new pathways for methods used for developing versatile PSS in integrated planning processes.

CO-PRODUCTION AND CITIZEN ENGAGEMENT THROUGH ONLINE PARTICIPATORY PLATFORMS

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Social media and Web 2.0 have had an enormous impact on local governments' communication and interaction practices with citizens. A specific kind of social media adopted by local government for co-production and participation aims is represented by increasingly popular online participatory platforms used in urban planning and (re)development processes. Within the e-government literature, co-production is identified as one of the levels or types of the Web 2.0 citizen-government relationship. In this paper, we set out to study and understand the process of Web 2.0 co-production in planning and urban (re)development contexts as specifically supported by online participatory platforms and answer questions such as: 1) What are the key organizational, governance, and process-related conditions that support the adoption and implementation of digital platforms for co-production? 2) How do such digital co-production efforts influence/support offline decisions and their implementation? We have selected 5 online participatory platforms that have been used and implemented by local governments in four different European countries (The Netherlands, Belgium, England and France). The selected platforms are: TransformCity, CitizenLab, CommonPlace, StickyWorld, and Carticpe. We employed a qualitative approach to data collection and have carried out 20 semi-structured interviews with key informants at both the local governments and the platforms companies. Results show that: 1) technology and digital participatory platforms have potential to engage larger numbers of citizens; 2) co-production takes place online between local government and individual citizens whereas more traditional methods are used with more powerful stakeholders such as associations and other organizations; 3) that offline awareness-creating and co-production activities are just as essential for the success of online co-production efforts; and 4) that digital participatory platforms work best in synergy with other digital methods for public participation, alongside a range of traditional offline methods, so as to engage as many and diverse groups of citizens as possible.

VIRTUAL REALITY TOOLS FOR SPATIAL PLANNING PRAXIS

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The paper focuses on additional values of Virtual Reality (VR) for the field of spatial planning and presents examples for the use of these technologies within planning processes. Therefore we show an implementation workflow which allows easy access and model implementation for practical usage in our research projects. VR applications can add value in executive planning disciplines as well as in urban design configurations, usage simulations or visualization of planning decisions and their impacts. With our setup, scenario based calculation models can become linked via a uniform database connection. Moreover, the setup allows different views for stakeholders, the visualization of domain specific information within one visualization environment as well as spatially overlays of information. We use the VR based environment within planning processes focusing on sustainable inward developments. Further use cases are activities that include surveys on concrete planning drafts, but also research into the effectiveness of these investigations in VR. In addition, road space analyzes are carried out with 3D videos. This allows the participants to quickly see spatially distant spaces in direct comparison. We will present a prototype, which depicts an extension of our VR data interface to not only receive and process meta-data, but also handle and implement geometry data in combination with an online database, using Building and City Information Modeling (BIM, CIM) technologies. Within our research, we designed spatial overviews using VR technologies. In combination with web technologies, multiscale visualization and viewing modes become possible. Within our presentation we will show the variety of possibilities and point out the raising relevance for the use of VR technologies in planning disciplines.

ASSESSING DECISION-MAKING FOR URBAN REGENERATION USING LBSNS

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Volunteered Geographic Information (VGI) retrieved from Location Based Social Networks (LBSNs) is increasingly used as a complementary source of information for spatial planning analysis. Moreover, overlapping different geolocated LBSN data is fast becoming a powerful tool for informing urban regeneration strategies. This research builds on existing methodologies for the analysis and interpretation of LBSN data aimed at recognising potential places of opportunity for urban regeneration. The method proposed is applied to an illustrative case study, “Las Cigarreras”, in Alicante (Spain). Different combinations of data from four renowned social networks (Foursquare, Twitter, Google Places and Airbnb) were visualised on a cartography and analysed. These overlapping layers of information provided an inner-city neighbourhood diagnosis that considered user preferences and activities, thereby taking into account nuances at local-level granularity. Furthermore, through the proposed method, it was possible to earmark potential places for supporting the liveliness of the neighbourhood and connectivity of the city’s urban tissue. Lastly, through the overlapping of LBSN data, places of opportunity were identified for prioritising urban regeneration strategies that would otherwise be difficult to detect.

USING REMOTE SENSING TO ANALYSE NET LAND-USE CHANGE FROM CONFLICTING SUSTAINABILITY PLANNING POLICIES: COMPARING AMSTERDAM AND BRUSSELS

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In order to achieve the ambitious Sustainable Development Goal #11 (Sustainable Cities and Communities), an integrative approach is necessary. Complex outcomes such as sustainable cities are the product of a range of policies and drivers that are sometimes at odds with each other. Yet, traditional policy assessments often focus on specific ambitions such as housing, green spaces, etc., and are blind to the consequences of policy interactions. This research proposes the use of remote sensing technologies to monitor and analyse the resultant effects of opposing urban policies. In particular, we will look at the conflicting policy goals in Amsterdam and Brussels between the policy to densify, on the one hand, and, on the other hand, goals of protecting and improving urban green space. We conducted an analysis to detect changes in land-uses within the urban core of Amsterdam, using satellite images from 2003 and 2016. The results indeed show a decrease of green space and an increase in the built-up environment. In addition, we reveal strong fragmentation of green space, indicating that green space is increasingly available in smaller patches. These results illustrate that the urban green space policies of the municipality appear insufficient to mitigate the negative outcomes of the city's densification on urban green space. Yet, the results do show differences between the cities that are related to their planning policies. Additionally, we demonstrate how remote sensing can be a valuable instrument in investigating the net consequences of policies and urban developments that would be difficult to monitor through traditional policy assessments

THE SYSTEM OF SOCIOSPATIAL DIVERSITY MONITORING IN THE CITY OF GDANSK

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This article presents methods for monitoring sociospatial diversity in cities on the example of a monitoring system for degraded and revitalized areas in the city of Gdańsk. The main focus will be on the use of databases in the monitoring for the needs of the Municipal Regeneration Programme and the chances of using its results for further work - especially spatial planning or scientific purposes. In the beginning, the author will discuss the conditions for the implementation of monitoring in Polish cities - the legal basis, data availability and institutional support for the spatial monitoring process - including a direct cause to initiate monitoring in Gdansk - the Municipal Regeneration Programme. The focus is also on the premises that determined the level of detail in monitoring and the selection of the topics to be monitored. Next, data sources and methods of the implementation of monitoring will be discussed, along with an indication of the most difficult obstacles and ways to overcome them. The results and reflections on the improvements introduced during the process will be briefly indicated. The next part will present the chances of using monitoring data both for the needs of spatial planning and for scientific purposes, for example in the characteristics of Gdańsk residential areas and assessment of their level of social capital. The article will present the main conclusions from the implementation, conduct, and evaluation of the socio-spatial monitoring system on a micro scale. It also considers how monitoring can serve to improve the efficiency of the spatial planning system and revitalization processes and to achieve long-term sustainable development. The study aims to lead to a discussion on the willingness of municipal units to conduct effective spatial monitoring and the use of its results for real changes in the urban space.

LEFTOVER SPACE PLANNING AND DESIGN PLATFORM BASED ON ARTIFICIAL INTELLIGENCE ALGORITHM

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With the development and revolution(innovation) of urbanization, many leftover spaces that have not been rationally planned emerged around the city inevitably. Due to some problems such as information asymmetry and high communication cost, it's difficult to reuse those leftover spaces effectively, which results in a waste of the land resources, and limit the further development of the city. The introduction of artificial intelligence algorithms can solve these problems to some extent. In this paper, we present a method for automated generation of leftover spaces design for computer graphics applications. The program uses generative adversarial network(GAN) algorithm trained on real design case data. Given a set of choices representing the expectations of requirements, the program can generate a design diagram to meet these choices through stochastic optimization as obtained from human designer. Community residents can submit the desired menu on the platform, and get several standard master plans generated by the program. On one hand, the community can deliver constructor with a satisfied plan directly. On the other hand, by submitting several satisfied plans chosen by different residents to our website, human designer can get the desires of residents and make an integrated version. This platform makes the entire design process more intelligent. It reduces the planning and design processes, makes them more inclusive, responds to community needs, and effectively solves related problems, which improves the urban system performance and enables the urban refined management and sustainable development.

RESEARCH AND PRACTICE EXPLORATION OF LEFTOVER SPACE MANAGEMENT MODE BASED ON LBS LOCATION TECHNOLOGY

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For the selection of plot functions, the traditional planning field is often based on existing urban design and field research, or combined with the results of opinion polls around the plot. However, this design method often carries the designer's subjective cognition, and the results of the opinion polls are one-sided and cannot accurately represent the intentions of most people. LBS positioning technology covers a wide range, high precision, objectivity and comprehensiveness. Advantages are increasingly valued by urban planners. Taking the Wujiaochang street area in Shanghai as an example, this paper analyzes the flow density of different time points in different blocks in the selected area through LBS positioning technology combined with spatial analysis and modeling. Hence, the planning support system uses the technology and methods, and then improves the performance of the regional and urban systems, making it more intelligent, realizing the city's wisdom, refined management, and achieving long-term sustainable development.

SUPPORTING REGIONAL DECISION-MAKING WITH AGENT-BASED MODELLING – SIMULATING EFFECTS ON BUILDING ENERGY DEMAND

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In the widely discussed German energy transition (“Energiewende”), energy efficiency of residential buildings is a central issue. However, current national policy measures are not sufficiently effective to achieve the governmental objectives. In this context, regional and communal initiatives have become important actors in the development of effective policies to improve buildings’ energy efficiency. Homeowners’ decision-making regarding energy efficient renovations is influenced by construction experts, regulations and the physical properties of the building. Research has shown that beside considering technical aspects, the system understanding of the actors involved is even more important. Effective policies are embedded in this complex interplay of a socio-technical system with heterogeneous actors. Agent-based modelling (ABM) is an ideal tool to display these interactions of policies and individual behaviour and has been used as instrument for planning processes and collective decision-making in various disciplines. However, using ABM to communicate system knowledge and utilize it as participatory instrument in processes with regional stakeholders is not yet an established practice. Drawing on the experiences from the transdisciplinary project INOLA (Innovations for a Sustainable Land Use and Energy Management on a Regional Level, funded by the German Federal Ministry of Education and Research) we present an empirically based bottom-up building-stock model of the “Oberland Region” in southern Germany. We applied the model in participatory workshops with regional policy makers as well as energy advisors, and other regional stakeholders from business, economy, administration or politics. Simulation results of the model were used to show the effects of policy measures and the importance of energy-efficient renovations on the buildings’ energy efficiency. In this contribution we want to discuss how ABM can support policy actors in the development of more effective regional policies concerning household renovation behaviour and add to a debate about if and how modelling can enhance system understanding.

URBAN PLANNING AND NATURE: PARAMETRIC MODELLING AS A TOOL FOR RESPONSIVE GREENING OF CITIES.

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This paper presents a parametric computational model for the definition of green cities and regions. Parallel patterns of growth and shrinkage have marked cities in the last decades. Furthermore, planning cities for climate-change related events and social transitions is a pressing action. For effective transformations, reiterative responsiveness and managing complexity systemically is needed. Yet, while there has been an upsurge of research on the beneficial effects of green spaces and their efficient planning and implementation in cities, explorations regarding standard-based spatial simulation and modelling of future green scenarios need further research. Using advanced parametric computational tools – and considering variables such as the size of urban areas, their population and recommended indicators of amount of green space and its proximity to residents – the proposed model simulates optimum urban morphologies based on the application of defined large-scale green planning models such as the greenbelt, green wedges and greenways. The paper first contextualises the processes of urban and landscape transformations that threaten the presence of nature in cities. Secondly, it defines the parameters used in the model, their cross relationships and main functions. Thirdly, the paper discusses examples of the application of the model considering a range of conditions. Finally, it shows how the proposed model could become an effective quantitative tool to improve the processes of envisioning future sustainable and re-natured urban environments.

MAPPING THE LANDSCAPE OF BEHAVIOURAL THEORIES: SYSTEMATIC LITERATURE REVIEW

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The “behavioural” approach is receiving increasing attention in many disciplines including planning, attracting many academics and practitioners to apply various behavioural theories. However, there is yet limited understanding of the available theories and how they can be applied. This paper argues that a “behavioural theory” explains some aspects of the process where a stimulus or situation gets imposed on a person, leading to an intention or motivation and a response or decision. It identifies 62 behavioural theories from 963 search results and classifies them into four groups. The first group explains the factors that affect behaviour such as attitudes, norms, risks, heuristics, institutions and rationality explained in theories like the theory of planned behaviour, prospect theory, collective action theory, and the theory of bounded rationality. The second group focuses on the strategies to influence behaviour and gets used in public policy and business management such as nudge theory and diffusion of innovation theory. The third group includes learning and conditioning theories such as reinforcement conditioning theory that can modify the response and is largely applied in topics like artificial intelligence and machine learning. Finally, the fourth group focuses on the modelling of behaviour such as neural networks theory, game theory, complexity theory and fuzzy theory, and gets mostly used in computer science and neuroscience as the basis of techniques such as dynamic network analysis, agent-based modelling and microsimulation. Based on the literature review, the paper discusses the lack of understanding of terms, classification, guidance on the use of appropriate theories, inclusion in data-driven research and modelling, and dialogue between theory-driven and data-driven approaches. The paper emphasises the role of behavioural theories in bringing the quantitative, equation-based approaches and qualitative, language-based approaches in dynamic simulation models in the era of big data analytics where data seem to speak for themselves.

THE THEORY OF “CONTAGION” IN SPATIAL PLANNING: NEW PATHS TOWARD COLLABORATIVE PLANNING FOR TRANSITION

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The contribution is focused on planning as a technological device for supporting spatial choices of “techno-social” systems, where single social components assembled in large number can give rise – according to the various forces and elements at play – to different macroscopic and dynamical behaviors, opening the path to quantitative computational approaches and forecasting power. The hypothesis at the base of this paper is the need to bridge planning theories with digital anthropology and analytical and computational models for the co-evolution and interdependence of large-scale social, technological and biological networks. The interchange between these disciplines opens interesting path toward the innovation of traditional spatial planning, by enhancing new operating and involving planning processes that are now referred to and relegated to strategic planning within soft planning spaces. Referring to the modeling of contagion processes in structured populations, the contribution proposes to look at the dynamics and evolution of information and social networks as new ways for enhancing participation, engagement and –in general terms – collaborative governance in spatial planning, in order to frame adaptive spaces and connected behaviors of social systems.

VISIONING SMART CITY GOVERNANCE MODEL ARCHITECTURE

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What are the key challenges for the creation of integrated and open urban governance solutions that delivers sustainable development? How best to ensure the development of a robust model of urban governance and decision-making that effectively addresses the commonality of the drivers of change at global level that impact cities? This paper seeks to address these questions presenting findings from EU funded (FP7 and Horizon 2020) smart city governance research and innovation projects, show casing urban planning solutions developed collaboration with the cities of Rome, London and Hamburg, Helsinki, Antwerp, Milan, Bologna, Madrid and Amiens. Visioning methodologies piloted via these projects empower urban planners and other urban stakeholders in defining governance models ensuring the targeting of smart city governance solutions, according to the principal dimensions of a new governance architecture with 3 key requirements: • Holistic Assessment - complex and interconnected facets of the urban ecosystem demand systemic and integrated socio-economic and environmental assessment of spatial impacts. The aim to secure the essential “win-win” policy co-benefits central to the delivery of the transformation agenda adopted by cities globally; • Open Engagement - understanding that integrated assessment although essential, on its own is insufficient in resolving urban challenges and delivering the transitions demanded. The effective implementation of sustainable urban development by city planning also requires the full engagement of all stakeholders in an open plan process. The purpose to enhance transparency, accountability and trust in governance and the decision-making process; • Interoperable Solutions - planning systems in seeking to deliver open integrated planning solutions to societal challenges are asking much the same questions in all cities. The reason that common global and regional drivers of change including climate change, economic transformation and urbanization, are defining common problems in cities globally, for which common political and technical solutions are evident.

A TRANSDISCIPLINARY PERSPECTIVE ON THE DESIGN OF CITY TECHNOLOGIES: A METHODOLOGICAL FRAMEWORK TO HYBRIDISE INFORMATICS AND URBAN DISCIPLINES

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Politecnico di Torino

The distinction between urban and city planning is increasingly fading. The new horizon of planning is slowly shifting toward a more holistic approach in which land use management strategies and regulatory plans are integrated into urban regeneration initiatives, public participation processes, and social innovations programs. The major challenges posed by this new horizon are the coordination of a plurality of public and private actors involved in the implementation of local plans and projects, as well as harmonising local and global plans in the city by supporting cooperative and collaborative practices at multiple levels. Nowadays, information technologies applied to the domain of planning are still oriented to support the goals of urban planning without providing adequate solutions to face the new challenges of an integrated city planning. The definition of future city technologies, or rather tools to support coordination, cooperation and collaboration practices at urban scale, is primarily a design problem. Specifically, it is a deep design problem that cannot be addressed within the boundaries of a single discipline. This work proposes a methodological framework for the design of City Technologies based on the application of transdisciplinary theories and strategies. The proposed framework is built on the analysis of the methodological convergences, shared ontological and epistemological principles, and preferential approaches in two subsets of informatics and urban disciplines considered as disciplinary roots for the study: Information Systems, Computer-Supported-Cooperative-Work and Human-Computer-Interaction on one side, Urban planning, Urban Design and Urban studies on the other side. The framework is structured as a set of guidelines for the hybridisation of these different domains relying on three transdisciplinary strategies: hybridisation through concepts, through methods and through artefacts. The framework is intended to be a conceptual and analytical tool to operationalise the generation of an actionable knowledge for designing future City technologies beyond disciplinary boundaries.

TOWARDS A BETTER UNDERSTANDING OF TECHNOLOGY AND DATA WITHIN DESIGN PRACTICE. A MULTIDISCIPLINARY AND COLLABORATIVE PROCESS WITHIN AMSTERDAM CITY.

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The digital turn of the twenty-first century has unleashed an unprecedented amount of high quality data. Whereas most industries have eagerly taken advantage of this information to cut costs and improve their products, designers are still searching for an instrumental approach to implement data as a design tool. Technology companies and research institutes seem to have the tools to investigate today's challenges for better cities. However, their tools are not reaching into the design practice. We argue that we need to start a dialogue between the worlds of design, data and technology to find out what the real value is of big data for the spatial design disciplines. We propose to run an experimental case study using data as force of design and share our findings with the discipline. This paper describes and reflects on a process carried out by a project funded by Creative Industries NL and the Gemeente of Amsterdam to develop a Smart City-Scan (an experimental data-driven Sustainability Scan) applied in the city of Amsterdam. This project aims to map spatial challenges and opportunities for sustainable and resilient urban design, hereby creating an integral foundation for healthy urban ecosystems. The Scan is executed in collaboration with experts on sustainability, data analysts, decision makers and other urban design offices through a series of six workshops. In conjunction with this paper, we will reflect on the role of these discussions between academics and practitioners aiming to bridge the rift between theory and its application within practice, specifically regarding research on potential technological methods and tools which could be potentially useful for daily practice struggles. This paper aims to provide insights on the content discussions carried out, but also reflects deeply within the methodology and potential outcomes obtained from the multidisciplinary discourse of shaping the smart city scan.

REAL OPTIONS FOR REAL PROJECTS: EXPLORING THE ADDED VALUE OF A REAL OPTIONS APPROACH IN DESIGN AND PLANNING OF INFRASTRUCTURE PROJECTS.

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University of Antwerp

In designing and planning of complex infrastructure projects, planners and designers often face substantial market, technical and policy related uncertainties. The traditional way to deal with these uncertainties is to avoid them or to treat them as a constraint. The real options theory – a mainly quantitative method from economics – provides an innovative framework to deal with uncertainties and risks, as an alternative method to support design and decision-making in complex spatial projects. It formalizes the dynamic world in which static infrastructure is irreversibly build, while it simultaneously allows to realize the value of flexibility in a planning process. Next to valuing flexibility, splitting up the decision-making process helps better determine the optimal timing of different decisions in planning, design, and management, leading to more responsive spatial projects. Despite the increasing attention for real options applications in academic literature, there is a theory-practice gap for projects and planning. Based on a literature review focusing on real options approaches to transport infrastructure cases, we identify three sources explaining the theory-practice gap: simplification of cases, mathematical complexity of current real option models, and a lack of interaction between academics and practitioners. To bring theory closer the practice, and vice versa, we offer two propositions to alter the dominant real options approach. First, a step-by-step approach is needed, including qualitative and quantitative steps to identify, assess, and monitor uncertainties and flexibility options. Second, we plea for more participatory research, combining academic with practical knowledge from planners and designers in the field. The goal is to analyze how real options theory can be incorporated in decision-making, planning and execution of complex projects, and connected to existing evaluation tools such as Cost Benefit Analysis and Environmental Impact Assessment. We argue that by embracing uncertainty, more flexible, responsive, and hence more transformative planning can be realized.

PLANNING LAND USE WITH GEOSPATIAL DECISION SUPPORT SYSTEM LANDSUPPORT

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The objective of LANDSUPPORT is the construction of a smart geoSpatial Decision Support System (S-DSS) , providing a powerful set of decision supporting tools – that will be open and freely accessible through the web – devoted to (i) support sustainable agriculture/forestry, (ii) evaluate their interaction and trade-off with other land uses, including spatial planning and (iii) support the achievement of selected land policies of both EU and UN agenda, with special emphasis to the key, “achieving a land degradation-neutral world” and climate change mitigation goals. By doing that, LANDSUPPORT will reconcile urban regeneration policy ambitions with operational reality addressing the often overlooked support for planning/management actions at the very local scale. In fact, only by this approach incorporating the local dimension it is possible to produce DSS tools to simultaneously fulfil all high demanding specific challenges such as the evaluation of “land use trade-offs “, “incentivising real actions / behaviour / investments” contributing to “sustainable management of land resource” and considering societal needs. This is exactly what the high performing LANDSUPPORT integrated scientific approach promise to do, unlike the aggregated Territorial Modelling Platform already in use for the ex-ante evaluation of EC policies. The land take tool will be a powerful support to the ex-ante assessment of new urban development actions or new green corridors in the hands of European spatial and urban planners and planning public bodiesAll European municipalities and other public bodies dealing with spatial planning and agriculture and not having specialised expertise. Thanks to LANDSUPPORT website, on-the-fly they can assess metrics/map/statistics/reports about soil consumption/land fragmentation, simulate land use change scenario, land use change and much more at no cost! This paramount objective will not be achieved by a top-down approach but rather by empowering any final end-user about the impact of planning

MORPHOMETRIC ANALYSIS OF POST-WWII MASS PUBLIC HOUSING AS A TOOL FOR URBAN RENEWAL

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The focus of this study is on the ability of morphometrics and building pattern recognition to improve urban renewal processes by identifying post-World War II (WWII) mass public housing suitable for urban renewal. After WWII there was an immediate need for developing public housing in mass quantities around the world. Because of the volume of public housing projects, and the decades that have passed, these post-WWII buildings are in the process of deterioration and now have major potential for urban renewal processes and high proximity to urban infrastructure and amenities. However, there is a lack in the knowledge and information regarding the scope and location of these building sites at a city level. We use geometrical parameters that were identified in an architectural blueprint survey of housing from the post-WWII period, and we implemented these parameters in Geographic Information System (GIS) morphometric analysis for identifying buildings, sites, and their urban renewal potential. The model was implemented in several cities in the state of Israel. The analysis findings show that the model identified compound sites of post-WWII buildings. The building sites are located in multiple socioeconomic levels neighborhoods in defined clusters and regions. In many cases, the identified post-WWII buildings are in walking distance from important public institutes and infrastructures such as historic commercial centers, central business district CBD, municipal services, universities and colleges, hospitals, and railway stations.

A KNOWLEDGE-DRIVEN APPROACH TO URBAN TRANSFORMATIONS: DENSIFICATION STRATEGY OF BERGEN, NORWAY

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In line with the national trends towards urban densification, the municipality of Bergen (Bergen Kommune, 2018) launched a feasibility study in 2016 to explore densification strategies for Bergen to create a sustainable and attractive city. The plan seeks to reduce sprawl and suburbanisation of a historic Nordic city. This radical plan included an innovative use of a combination of spatial analysis methods (de Koning and van Nes, 2017) to generate a knowledge-driven approach to urban planning and design processes. The approach identified seven areas for densification where the city will locate up to 50% of future growth while preserving a historical core. In addition to the expansion of current demarcated urban core, this also introduces a polycentric structure of urban nodes to accommodate future developments. The underlying principles here are to pursue a compact city while reducing car use and encouraging diversity of functions for social, economic and environmental sustainability benefits. This paper seeks to discuss i) how a knowledge-driven approach to urban transformation can be realised and ii) what methods and data are required to facilitate this approach. First, the context for planning and political paradigm shift in Bergen leading to the plan will be explored, then the use of the combination of spatial analytical tools such as Space Syntax, Space Scape and GIS within the feasibility study will be evaluated and reflected upon. To conclude, the authors will discuss how the case of Bergen is an example of utilising data and spatial analytics to generate input for evidence-based policies and how practice-academia collaborations can lead to innovations in planning processes to achieve long-term sustainable development.

SÃO PAULO CITY GIS PLATFORM: GEOSAMPA

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Information Technologies have brought in the cities of the 21st century new paradigms and challenges to Public Administration and its structures need to be renewed in all aspects, not only in technological and material resources, but also in the cultural models and processes in public government. In Local Public Administrations, even with all the resources of ICTs, it is common to encounter lack of integration and inability to share information between departments. This scenario results in non-standard or redundant information, therefore not reliable for corporate use. On the other hand, structured and strategic data bases are often susceptible to access restriction culture, as they are considered classified data. Although such information should not be opened to the ordinary citizen or to public use in general, specific groups of power end up having access to those restricted information in order to guide their own interests. In the city of São Paulo, the strong integration of cadastral data and advance data transparency policy occurred through the construction of the city GIS, called "GeoSampa" (<http://geosampa.prefeitura.sp.gov.br/>). The intensive usage of this webmap enlarged the access to the urban and territorial information preserving the confidentiality of sensitive attributes to citizen protection. Such guidelines are not limited to a specific period of a government, but have been consolidated from institutionalized governance. The initiative has shown to be innovative and resulted in a positive impact for the city and for the Public Administration. But despite the recent achievements, it is necessary to evaluate the challenges that the current platform GeoSampa brings to the surface, such as how to balance protection and transparency of information, to ensure a democratic and ethical management of information and to change cultural process and innovate the decision-making in spatial planning.

EMBEDDING ENVIRONMENTAL PERFORMANCE IN URBAN PLANS

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The performance of the built environment is an important concern affecting quality of life and plays a critical role in every urban milieu. However, it generally disappears in the drawing plans, especially at the neighborhood level. Current planning regulations do not include performance requirements as part of the planning demands. Therefore, examination of the qualities of the designed area and its performance is neglected in the planning process. Currently decision makers lack a methodology and tools to demonstrate the performance of the built environment and develop new demands for its performance. To date, diverse models and tools that measure various qualities of the built environment, in 2D and 3D, are being developed; for example, measuring the potential for using natural lighting in buildings (in 3D), or, measuring the level of the sense of security in the built environment (in 2D). However, these measurements are not included in the planning process and demands and are not integrated into the implementation plans. Current urban plans focus mainly on technical issues, counting the number of residential units, calculating sqm of public open areas, density measures, etc. The trend of progressive planning regulations, such as Form-Based-Code (FBC), aims to coordinate these separated quantitative parameters into one coherent 3D plan, visualizing the built environment as one comprehensive environment where the urban form plays as a main integrator. However, these plans still lack the demand of understanding the quality and performance of the built environment through the visualization. This article addresses this gap of information, the lack of understanding the performance of the built environment in urban plans and proposed the concept of Performance Based Codes. The transition from form-based-code to performance-base-design will be demonstrated through the presentation of two performance-based models, the Solar-Envelope and Security-Rating-Index, and the possibility of integrating them into the planning process.

LOGICS OF RE-ASSEMBLING THE CITY: EXPERIMENTING WITH TRANSITIONS BETWEEN RELATED PARAMETERS AND RELATED TERRITORIES

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The city is composed of relations among heterogeneous parameters. How analysis-description and design could correspond to such challenges? The paper is part of an ongoing PhD, dealing with the construction of a methodology for describing-and-designing things in regard to their relationality. Its aim is to create a tool of a generative analysis of the city in regard to its parameters of relationality/ multiplicity/ complexity, which also enables multiple new re-organisations: a tool that can at the same time de-assemble and re-assemble parts or elements of the city. The methodology is composed of three levels of actions: in the first, data (descriptions by different subjects) are gathered; in the second the translation parameters of re-assemblages among the descriptions are defined, in order to cultivate potential paths of interactions/ synergies. In the third, the methodology is tested through different case-studies. The experimentations already done are beginning from the third level, setting parameters that follow scenarios developed by the author. The current paper concentrates on the second level of the scheme. Specifically, it selects different logics of thinking (selected in a sampling logic) from the literature in order to experiment on how some of them can define specific schemes of parameters or relations of them. Through the visualisation of the methodology into an interactive open map (as the system of a data-base, a map and a table of parameters matched to properties), these parameters (depending on selections made on the table) activate relations of physical locations and in turn relations among relationality and territoriality. Beyond the schematic level, the paper presents the application of the different logics into the same testing case-study (a public space in Athens) in order to monitor how the different experimentations of re-assembling affect the logics of networks created in the city's territory, beyond its physical contiguities.

EXPLORING THE RELATIONSHIP BETWEEN URBAN VITALITY AND THE DISTRIBUTION OF AMENITY TYPOLOGIES

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The availability of large datasets containing spatiotemporal information about human mobility in cities represents a valuable opportunity to explore how people use urban space across different times. These data can reveal useful insights that can be employed to improve the urban qualities and living conditions of cities. One such condition – urban vitality – represents a critical quality of urban space, strictly related to the continuity of the presence of people and the usage of places by different city users. This quality may be significantly driven by the types of amenities that are distributed in the city, i.e., leisure activities that play an essential role in the public dimension of cities. Building on these qualitative insights, this work explores the quantitative relationship between the urban vitality of a place and the variety of amenity typologies located in such place for the city of London, employing extensive datasets sourced from smart cards, social media and activity location databases. Urban vitality is calculated as the temporal variation of patterns in the presence of people and the use of a place. This metric is compared with the specific combination of amenity typologies located in that place, defined through a clustering analysis of the spatial distribution of amenities across the city. Results show that urban vitality increases in areas that present a balanced variety of amenity typologies (eating, entertainment, etc) that act in synergy to attract people in the same place at different times, rather than in areas that are characterised by a predominance of a specific type of activities. This paper contributes to enhancing our theory-informed quantitative understanding of urban space, integrating data analysis methods with urban planning theory. This form of approach has significant potential for informing robust and holistic policymaking and decision-making in urban planning.

THE MAPPING OF HISTORICAL STREETS ON SOCIAL MEDIA: A CASE STUDY BASED ON IMAGE RECOGNITION AND SEMANTIC RECOGNITION

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In the age of social media, the rapid spread of information has greatly affected the behavior and needs of people, thus reconstructing the needs of people for physical space. The interaction of online and offline activities has produced a more diverse form of interaction between people and space, and some independent bookstores have been revitalized by the use of social media campaigns to strengthen their ties with the community. Weibo is the largest social media in China, where users share their insights by uploading photos and text. Shanghai Hengfu historic conservation area has always occupied an important position in the urban structure since its formation. Historical streets carry important urban cultural imprint while its protection is facing the problem of enhancing attractiveness under the rapidly urban development. First, this study collected the Baidu Street View image and geo-tag Weibo photo of Hengfu historic conservation area. Images were recognized through the machine learning algorithm, in order to realize the accurate measurement of the image elements. Greenery and building were the focus of attention of the crowd, and some streets have improved people's contact with greening through the design of vertical greening. Second, we combined the campaign of the hot events such as 'Leave fallen leaves' in social media, with the semantic recognition of the text of users' Weibo. This paper analyzed how the historical streets interacted with the online crowd with the help of social media. In short, this study described the heat and content of people's attention to historical streets in social media, and analyzed why some streets are more attractive while some streets lack attention and record, and put forward suggestions for urban design of historical street in future.

COMMUNITY-BASED DATA FOR A NEW TAXONOMY OF ABANDONED PLACES

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The fragilities of the Italian territory are characterized by a multiplicity of 'minor' aspects that are difficult to be detected, mapped and interpreted. Abandoned places are very common 'everyday' landscapes elements which are not always characterized by widely evident phenomena of environmental and physical degradation. It is necessary to activate innovative knowledge-making tools to read and to understand the complexity of this places filling the lack of information concerning their characteristics (i.e. taxonomy, localization, etc.) and the relationship between their fragility and the repercussions on physical space. Open data and citizen science represent a great opportunity to produce new knowledge both for the preservation of vulnerable urban landscapes and to support urban regeneration projects and policy decisions. Through open-data participatory mapping actions the local and community knowledge can easily emerge in a structured and organized way. Official digital sources are often unable to adapt and incremental processes of place knowledge making. For this reason, a set of digital infrastructural facilities must be conceived and implemented, adopting the most advanced information technologies, in order to produce open-source, interoperable and interactive Dataset (i.e. Landscape Digital and Geographical Models). This digital infrastructure requires a wide variety of heterogeneous (qualitative and quantitative) data sets, collected and managed to remain open both for endless sharing and for control and technical verification actions. Openstreetmap is an emblematic example of a re-adaptable tool for mapping fragile and abandoned places: the modular depth of its geodatabase allows it to be customized with great ease. Using a tool like OSM avoids the risk of making the information inaccessible and non-reusable ensuring that a very large community (i.e. citizen, policy makers, stakeholders, etc.) can use and share. In this way the raw material of territorial research becomes a common ground without further complicated steps helping further subsequent interpretations and actions.

HISTORICAL BUILDING INFORMATION MODELLING AND 3D CITY TOOLS FOR SUSTAINABLE URBAN PLANNING

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The paper presents the approach and experiences in using Historical Building Information Modelling / Management (HBIM) tools to support management of historical built areas in terms of collaboration and participation. HBIM is a process including data capture in form of point cloud, creating 3D entities, assigning attributes, and foremost facilitate communication between different professionals as are urban planners, architects, conservators, utility engineers. The process supports also collaboration between public authorities, investors and locals. HBIM is considered as a new system of modelling historic structures that goes beyond 3D visualization. It opened possibilities of immediate response and adaptation to development initiatives and community needs. Case study has been prepared in the framework of Interreg Central Europe BhENEFIT project. HBIM demonstrates how modern technology of this kind can remarkably improve an overview of the building state itself, encourage concrete discussions on improvements, and enables simulations of future development. At the same time main added value of HBIM is to support management and decision making on Municipal level when considering social, environmental, technical and financial aspects of urban development. The 3D city tools are presented for the case of Ljubljana city where they are efficiently in use for more than five years. Ljubljana was among the first cities in the world displaying the whole city in 3D with incorporated all planned urban development project in 3D. The development of the 3D platform demanded communication among city administration, planners and participation of general public. Transparent use is ensured by semantic standardisation of 3D models. The 3D city is regularly updated, urban planners are trained and legally obliged to prepare and provide to city administration 3D models of new development when preparing detail urban development plans.

PA07 Community-based planning and social innovation

Seppe De
Francesco Chiodelli
Giusy Pappalardo

Looking to transition puts community-based practices and social innovation at the center of the debate. Both as an answer to direct local needs and as a possible start for more structural transformations. However, the idea that local processes of collective learning and action may lead to structural transformations cannot be taken for granted. Community-based practices and social innovation is a challenging field. In terms of institutional analysis, it is concerned with new ways of collaboration between governance levels, managing diversity, understanding power differences and creatively organizing such collaboration in order to successfully support the political significance of collective action. Dealing with this complexity often results in a structural ambivalence of local planning initiatives, leading to discussions on the democratic character of community-based planning, the possible regressive outcomes of collaborative approaches, the unclarity of what kind of processes generate a 'community', or the possibilities that local socially innovative trajectories get hijacked by dominant institutional forces. In this track we'll try to critically understand the relevance of community-based planning and social innovation for planning practice. More specifically, we're interested in research papers that engage with one or more of the following topics:

- Research approaches, methods and cases that generate actionable knowledge aimed at challenging structural transformations from a community-based planning perspective
- Ways to further operationalize a bottom-linked-governance approach in social innovation research
- A further operationalization of collective learning as an important concept to deal with the political significance of complexity
- The role of planning in supporting socially innovative practices and the importance of areflexive positionality
- Critical understanding of the ideas behind 'transition' for planning practice and research
- Discussion on the epistemological challenges of community-based practices and social innovation research

WHO BUILD THE CITY? NEW ROLES FOR ADMINISTRATIONS, PLANNERS AND CITIZENS IN THE SELF-ORGANIZATION VIEW

Belingardi C.

La Sapienza - Università di Roma - School of Planning - Italy - Roma

In the contemporary debate about citizens self-organization it emerge the ambiguous role of the practices, and policies in response. They can create a new way to intending the city trough the creation of new institution, or they can commodifies and privatize social services. Some of these practices can be de facto an enclosure to a close community of people, while others can provide public services as or more effective than the institutional ones (Cellamare, 2012).Using the category of spatial justice as a framework to read the practices of self-organization and the policies linked with them can provide some tools. Spatial justice can provide some questions regarding openness and fairness (Soja, 2010; Falco, 1978). About the right to the city, it is possible to use it as a category for trying to understand how citizens are involved in the design of the city as a whole (Lefebvre, 1968; Harvey, 2012). Both of them can generate a number of singles groups of citizens and singles spaces or can create synergies with effects among every part of the city. But citizens self-organization left some questions un-answered: about the role of public administration, especially if practices step over legal / illegal border and recall the concept of justice.

THE 'EMERGENCE' OF POST-POLITICAL PLANNING SUBMISSIONS

Grant P.

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In this paper the complexity of the planning system is implicated in the erosion of community trust in the development assessment process, particularly as it relates to the validity of submissions about notifiable development applications. The normative assumption in planning is that non-planners intending to make submissions to development applications will follow the “rules” as set down in legislation and in the documented development assessment process. This in turn leads to tests of validity of issues raised in submissions based on legislation and a technical planning view of the weight of the local planning instrument. My research has found that a complex adaptive system emerges that empowers the political to create “new rules” for engagement in order to make fair the playing field which is the complex development assessment system in Queensland. The role of the pro-forma and petition are of interest in this research and its dominance in submissions within the 2 bound case studies subject to the research. Exercising a right to lodge a submission is a tangible expression of citizenship and this research will explore the changing nature of citizenship and the implications for democracy in the planning context. The research analyses submissions received to 2 development applications in the Regional Qld setting of Toowoomba. The submissions will be analysed in terms of content and form to inform findings related to how communities respond to complexity and in turn seek to create validity. Individual submissions have traditionally been given more weight by planners in assessing submissions. The new norm emerging however is a collective, networked approach where knowledge is acquired or purchased and then shared amongst the collective for maximum impact.

CLAIMING THE NICHE. COMMUNITY-BASED COLLABORATION WITHIN PLANNING NETWORKS.

Peer C.

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Urban development is facing challenges that have emerged from a society that is rapidly changing and whose future development is only partially predictable. For many years, the concept of a compact, mixed-use city has been regarded as the preferred urban strategy for more social cohesion and for the sustainable use of scarcer sources. However, the implementation of this strategy requires contemporary and visionary solutions, which redefine the use and utility of urban spaces. The evolution of urban development areas offers scope for reshaping urban spaces, which has so far been tried out only to a limited extent. In 2015 the ongoing research and development initiative called “Mischung: Possible!” has been initiated by the department of housing and the institute of sociology of the TU Wien, focussing on the brown field transformation of the Nordbahnhof Wien and comparable large urban development projects (LUDP) (<https://www.smartcities.at/stadt-projekte/smart-cities/#mischung-nordbahnhof>). The initiative is supported by the Austrian Climate Fund and is comprising a core team of urban planners, interdisciplinary researchers, social community managers and building developers joint together with the growing local neighborhood, the planning authority, the land owners and many others. The initiative is particularly engaged with the experimental implementation of social innovation and therefore with the implementation of a mixed-methods oriented multi-actor-network, leading to various community platforms and learning scapes. Transdisciplinary knowledge transfer and knowledge co-production is realized at the intersection of civil society, planning and housing policy, education, culture and arts as well as academic debates on the planning for transition, comprising a network of different innovative communities with their specific knowledge claims in the planning process. Where community-based planning projects and initiatives are arising, the role and the impact of collaborative intervention is analyzed in this paper, especially with regard to community-based social innovation.

TRANSFORMATIVE SOCIAL-INNOVATION: CHALLENGES AND OPPORTUNITIES FOR PLANNING

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Community-based practices have been described as new approaches that can help cities in reaching more effective actions plan than traditional and regime planning mode of actions (Gallent and Ciaffi, 2014). Several innovative collaborative approaches, also referred as transformative social innovation (Avelino et al., 2017) exists; they involve citizens, private actors, policy makers, knowledge institutes and experiment with various urban development topics, aimed at generating actionable knowledge while referring to different socio-spatial contexts. If community based practices and collaborations have proven to be potentially effective instruments to enable co-creative environments for experimenting with new solutions (Voytenko et al., 2016); on the other hand contextualized knowledge and value creation may have ambivalent roles and implications for transition towards transformative change. In 2017 the “manifesto for transformative social innovation” (<https://tsimanifesto.org/>) has been published and signed already by many scholars, here several principle necessary to make social innovation transformative are stated. However, such principles remain general and do not necessarily state any set of actions intended for the future. Hence, this paper focuses on developing a critical understanding of the ideas behind transition theory in order to unravel opportunities and pitfalls for planning practices and research related to transformative social innovation. Starting from the idea of the need of a shift from a horizontal dichotomy between community and governmental practices towards an omnidirectional one between niches and regimes within the different groups of stakeholders (Puerari et al., 2017), this work will use the framework of "niches development within the space of interaction of Participatory City Making" (ibid.) to analyses the promises and dilemmas of transformative social innovation. After presenting the findings, the paper concludes with a discussion on the opportunities and challenges for planners in relation to transformative social innovation focusing in particular on the implications for sustainability transitions.

STANDING UP TO INTERFERE! CITIZEN INITIATIVES' ROLES IN TRANSITION – A VIEW FROM WITHIN.

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With planning instruments and rhetoric transitioning towards a greater focus on local initiatives, motivated citizen coalitions are now seen as serious partners in spatial planning. Consequently, the number of such initiatives has increased along with the possibility to grow and proliferate. Local initiatives are often presented as the proverbial "glue" to provide better participation and communication, increase trust amongst involved participants and come to more effective and legitimate decision-making. However, the performativity of the practices that they are involved in is highly diverse. In our paper, we present and compare three cases from the Netherlands, where groups of citizens (inhabitants, entrepreneurs, returning visitors) interact with governments over future landscape developments. The first case deals with a citizen initiative that aims to promote a biodiverse landscape through fostering a transition towards nature-inclusive agriculture, the second with a citizen initiative to prevent wastewater discharge in former salt-mines, and the third focuses on a group of volunteers that aims to develop a vision for their "land in the city". In these cases, different interests, ideas, knowledge and meanings clash and/or conjoin. Through the analysis, we aim to understand how different roles of citizen initiatives are discursively constructed in particular communication practices in different planning contexts. We focus on how these practices and roles of the initiatives evolve, how this is influenced by the specific planning contexts and vice versa. A view from within these processes, which we have obtained as participatory action researchers, is rare and highlights the dilemmas faced in citizen initiatives, for instance in relation to responsibilities, trust and democracy. Our analysis reveals the particular practices involved in the exchange of ideas and discourse, highlights the dilemmas faced when working towards shared visions, and scrutinizes how roles evolve in the transition process.

DEMOCRA-CITY. PARTICIPATORY APPROACH AND UPGRADING OF THE MARGINAL SELF-PRODUCED CITY

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Cities are called to face problems and challenges that don't find a solution in current paradigms of intervention. Participatory approach is increasingly evoked against rising socio-spatial inequality and urban exclusion. While generating practices of emancipatory nature, participation is also appropriated by neoliberal discourse and becomes an expedient for co-optation of consensus. This paper aims at reflecting about socio-spatial impact of participation on the upgrading of marginal self-produced city. The notion of 'self-production' which I use here emerged among researchers of the Gestual - Grupo de Estudos Socio-Territoriais, Urbanos e de Ação Local of the Faculty of Architecture of the University of Lisbon (Portugal). It refers to Lefebvre's production of space notion and it aims at drawing the attention to the energy spent by the 'producers' of spaces. The different participatory essays implemented in Cova da Moura and Bairro da Torre (self-produced neighbourhoods of Lisbon) will be evaluated at the light of Lefebvre's Droit à la ville (Right to the City) in its emancipatory meaning of Droit à l'oeuvre (Right to the Work) defined by Raposo (2016) as everybody's right to active participation, to co-authorship and co-transformation of the city. I aim at identify a more imaginative and experimental participatory approach that contributes to spatial quality as well as social inclusion and emancipation and leads to a 'democra-city', a more democratic, empowered, inclusive, just, qualified and sustainable marginal self-produced city. I will also consider the figure of the architect/urbanist questioning the global paradigms of intervention to find new ways of re-thinking the marginal self-produced city and the ways to upgrade it through a renovated participatory approach. RAPOSO, I. (2016). Marginal urban areas: A new global Phenomenon needs new ways of thinking and intervening. Lisbon Metropolitan Area (Portugal). In Ognen, Marina; Armando, Alessandro (eds.). Inclusive/Exclusive cities. Skopje: Sinergi Project, pp. 68-92.

IS COLLABORATIVE URBAN DEVELOPMENT POSSIBLE ? SETTINGS, SEGMENTATION AND STRAIGHTJACKETS IN LONDON

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Recent decades have been characterized by significant decline in practices of participation in planning in the UK, although new policies promoting localism coexist with statutory requirements for consultation. Analyses of participation in planning processes are frequently pessimistic, notably hypotheses about the post-political; nonetheless settings for engagement in policy formulation proliferate and range from information sheets, exhibitions, forums, public hearings or public committees, as well as more self-directed neighbourhood planning.^[SEP] Drawing on the case of the Old Oak Park Royal Development Corporation area in London, the paper will pay attention to the factors that shape and restrain the influence residents have over the redevelopment process. The Grand Union Alliance- a network of community groups -represents an experimental approach to building capacity to engage in the planning process. Despite calls for more devolved governance encouraging local authorities to find innovative ways of working to improve local well-being and growth; in practice, local planners are limited in the demands they can impose on developers because of the necessity to adhere to pro-development national legislation, and the requirement to finance infrastructure for developments from uplift in property values. Moreover, imagined tri-partite collaboration is, in practice, delivered in segmented arenas resulting in the co-existence of parallel and staggered systems of interaction and decision-making. Settings of shared understanding and engagement nonetheless are emergent in this process. The paper will examine arguments mobilized to include or exclude the community from some key arenas and discussions and the tools used to sustain the wider legitimacy of the planning process.

PUBLIC PARTICIPATION CONTRIBUTION TO COMMUNITY DEVELOPMENT, TOWARDS THE DEVELOPMENT OF A CONCEPTUAL EVALUATION FRAMEWORK

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For decades, public participation has been seen as a mean to contribute to the decision-making processes, and the enhancement of neighborhood change initiatives, however, efficient participation is seen more specifically as a potential end itself, as a way to achieve social benefits for communities. Participatory processes have been promoted as tools to create better opportunities for residence to influence neighbourhood governance and contribute to the physical improvement of their neighbourhood. In the other hand, participatory processes are seen in specific initiatives as a potential stimulator for community development and positive social outcomes, it is argued that it contributes in closing the gap between disadvantaged communities and society. Attaining these aims is confronted by barriers, that vary in different planning systems and scales, from a global to more local limitations that are related to the commitment of agencies and the mistrust among different stakeholders, resulting in high level of uncertainty. In addition, the evidence on which these processes are able to deliver social benefits for these disadvantaged communities is far from being clear, it is highly contextual and dependent. In these terms participation processes often fail to achieve its planned objectives and outcomes. The evaluation of public participation in this sense has been developing through the years to overcome such complexities, however, the existing findings have not yet reached an agreement on the dynamics of evaluation. This work explores what have been achieved in terms of the evaluation of public participation, and identifies gaps that might have led to the current ambiguity. Based on this, suggestions have been proposed and used to further develop more efficient evaluation frameworks that can result in more relevant findings and providing evidence base in terms of the social benefits of public participation in urban regeneration projects.

RESEARCH ON URBAN COMMUNITY MICRO-REGENERATION FROM PERSPECTIVE OF MULTI-PLAYER PARTICIPATION: THE CASE OF YANGPU DISTRICT IN SHANGHAI

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In today's megacity community, the demographic structure, family composition, changes in the content of life, as well as the aging of the built environment and changes in the way resources are supplied, urgently require urban managers to respond in a timely manner. Community micro-regeneration is one of the innovative implementation paths. It is an effective way to stimulate community vitality through spatial intervention based on community multi-player participation and residents' needs under the constraints of limited resources. Since 2018, Shanghai Yangpu District has hired a "community planner" to provide professional design consultation for community micro-regeneration for each administrative unit within its jurisdiction. Administrative officers and community planners have explored a multi-participation, low-cost and easy-to-promote micro-regeneration model for urban communities. Local residents, community organizations, enterprises and institutions, the media and other stakeholders have been brought into play to explore the urgent need for improvement in the unit and jointly design and implement them. Based on the multi-player theory and collaborative planning theory, this paper discusses the composition of multi-players and its impact on the planning process and results. Through the methods of text analysis, participatory observation and semi-structured interviews, the whole process of one micro-regeneration project was tracked. The study pointed out that community micro-regeneration plan formulated by administrative officers, community planners and community representatives collectively adopting an open working method and continuous interaction would enable social institutions and community members' orderly participation in the process through institutionalized channels, which should contribute to the participatory and fairness of community planning and construction. In the process of multi-player participation, the public awareness, negotiation skills and resource mobilization ability of all players need to be improved to avoid increasing negotiation costs and restricting the effect of community micro-regeneration.

SENSE OF OWNERSHIP: APPLICATION OF PARTICIPATORY ACTION RESEARCH APPROACH IN CULTURAL ECOSYSTEM VALUATION PROCESSES IN CONTROVERSIAL URBAN DEVELOPMENT PROJECTS

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Despite the importance of cultural ecosystem services in decision-making processes, the application of an appropriate methodology for valuation of cultural ecosystem services among communities with the same and common cultural values has been underestimated. This has become the main challenge for local communities, urban planners, social-environmental groups and other stakeholders. Urban development projects have a great impact on ecosystem services that are of fundamental importance to communities. As growing cities demand more space for housing and ambitious urban projects, these demands present substantial challenges to urban ecosystems even in areas with crucial environmental, cultural, and historical values. The concept of ecosystem services contributes to having a better understanding of the values people attach to nature, based on how they can benefit from the ecosystem services. This provides us with an applicable framework for the investigation into the importance of ecosystem services in human life well-being, enhancing dynamic social and cultural relations as a prominent basis for planning and management. Cultural ecosystem services are included in basic categories by presenting some important explanations for the necessity of an ecosystem framework that interfaces social and environmental issues. The values defined as cultural values have been ambiguous in part due to their specific characteristics of intangibility and incommensurability in valuation procedure, however, they should be taken into consideration through urban development strategies to create sustainable urban planning in the face of social and environmental struggles. This article presents exploratory research that firstly investigates appropriate participatory methods as tools and cultural ecosystem services as an umbrella to promote the sense of ownership among local communities. Secondly, the research will investigate a contextual and methodological framework for cultural ecosystem valuation procedure by and for local community living in Mangere, Auckland, New Zealand facing social-environmental conflicts resulting from urban development projects.

PUBLIC PARTICIPATION IN THE COMMUNITY PLANNING IN CHINA

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In the 1980s, Chinese scholars in the field of planning began to introduce the theory and experience of Western public participation to China, and meanwhile carried out the practices. After 30 years' development, public participation in Chinese planning is involved in macro-, meso-, and micro- levels of planning, namely urban comprehensive planning, control detailed planning, and community planning. Furthermore, more and more attention is paid to the micro-level community planning. According to Sherry R Arnstein's ladder theory, we observe thirty Chinese public participation cases in the field of community planning. These cases imply that, first, 77% cases are on the rungs at the degree of tokenism, whereas about the other 20% cases reach the rungs at the degree of citizen power. Besides, most of the cases of tokenism are on the rung of consultation. Only two out of the thirty reach the rung of delegated power. Case distribution on Arnstein's ladder shows that the level of education, the size of the urban area where public participation process is taken place, the degree of marketization, etc. can effectively influence the depth of public participation. Second, the public participation relies heavily on the community planners' and village planners' work. These planners build a platform on which stakeholders of different interests and perspectives can have their voices. Besides, recently the digital media technology has also promoted the diversification on the public expression of opinions. However, online communication lacks pertinence and effectiveness, and has not made a substantial obvious advance on the level of public participation. Third, the cases of the delegated power are all through the masses' spontaneous construction of cooperative organizations to encourage the residents to participate in the community planning actively. Finally, we hope that our finding can help form a process-based community public participation system characterized by multilateral governance.

BEYOND STREET FOOD. ACTORS, PLACES AND SPATIAL ORGANIZATION AT A TIME OF CONTESTED SPACES AND CIVIC ENGAGEMENT: THE CASE OF SAN FRANCISCO

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Street food has long been an affordable and fast alternative for residents and workers looking for food in the built environment. Beyond these basic characteristics, today the sell and consumption of food in public space has increasingly become an activity with peculiar spatial narratives, capable of altering the perception, use and meaning of the streetscapes. In recent US academic debate, street food vending has been the object of active discussions and concerns, acknowledging its complexity and dynamism in changing urban contexts. Indeed, this activity has limitations and potentials that would be considered to affect new urban commons and, ultimately, social justice. In this context, what is happening in San Francisco is essential, because it offers the opportunity to investigate positive aspects, challenges and contradictions of collective actions in changing built environments. This paper examines the street food vending phenomenon in San Francisco, considering the motivating factors behind the overall support of mobile food vending and how this support might connect to, or impede, broader goals of social justice. The contribution describes the ability of self-organizations, vendors corporations and community of individuals to mitigate the, resist to, and/or take advantage of, existing contradictions. The final goal is to describe and discuss how collective actions in street food vending were (and often weren't) able to contrast initial trends of gentrification, elitization and displacement, becoming contested spaces to which different actors ascribe different meanings. The results of this study offer a reflection of both potentials and limitations of commoning in time of challenges and contradictions, evaluating the existing intersectionalities of power, control, regulation and active citizenship.

THE SELF-BUILD HOUSING IN MADRID (SPAIN): 40 YEARS OF STRUGGLE

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In a context of increasing commoditization and financialization of housing and the city as a whole, the self-construction of "informal" housing has constituted an alternative in many countries both in the North and in the Global South, however precarious it may be, for those who have been excluded from the "formal" system. Although these forms of production tend to be considered residual in the Global North, they keep creating dissident spaces that interrupt the process of accumulation of capital and challenge the private property, which is one of the fundamental pillars of capitalism. This article analyzes the policies and actions carried out in Madrid (Spain), from 1978 to 2018, in relation to self-built settlements. This analysis shows how the policies and actions carried out have been determined by the place occupied by the affected community, both physical and social, as well as by the way that community is linked to the rest of the power structures. Information regarding historical cases has been collected from existing official documentation, as well as through interviews with the actors involved in them. An analysis of current policies has also been carried out through action-research carried out in a self-built settlement for three years. The information collected has been processed through an analytical framework based on the Giddens' approach, with a focus on the role of two key actors: the state and the community (allocative structures and authoritative structures). It is considered that this work contributes to assess the achievements of innovative community-based practices, such as the "Plan de Remodelación de Barrios" as well as the results of such practices in terms of satisfaction of community needs and of deeper structural changes.

READING URBAN OBJECTS WITH A GENDERED VIEW: AN APPROACH OF CAPABILITY TO COMPREHEND COMMUNITY GARDENS

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Few are the European metropolises who can, today, say they have not included dynamics of community garden in their urban policies. Community gardens are either implanted in cities' deserted interstices or are planned in news urban developments. Between top down and bottom up, community gardens adapt their morphologies according to neighborhoods and to the needs and uses of gardener-inhabitants. With their structures and organizations, community gardens have been at the crossroads of New-York city's community gardens from the seventies and the functioning of European allotments from the nineteenth century. They reveal new ways of developing the city: by, with and for the inhabitants. The first observations of the Jardinières project show that women are the most involved in community gardens. Women gardeners are an users' category of community gardens (Luxembourg, Messaoudi, 2016 ; Mestdagh, 2015 ; Schmelzkopf, 1995 ; Scheromm, 2015). Thus, it seemed interesting to understand the uses, practices and skills accomplished by women-gardeners. This thesis is inscribed in the approach of capability. The capability being what individuals are able and free to do and to be, take this approach help us to understand the appeal of women for this urban object. This approach, developed by Amartya Sen (Sen, 1999) and completed by Martha Nussbaum (Nussbaum, 1999), will allow us to analyse the possibilities offered by urban objects. One of the research hypotheses is that being involved in community gardens creates or increases the appropriation of the city by participants and develops their interest in urban challenges. This communication proposal results from a doctoral research in progress and questions the link between gender approach, community gardens and urban policies. This research mobilizes an approach on capabilities and a quantitative / qualitative cross-methodology. This paper will present the research process and the first results of the survey phase in the gardens.

CITIES AND SELF-ORGANIZATION. A DISCUSSION STARTING FROM ROME

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In this era characterized by the falling back of the welfare state and the lacking of the territories by politics and institutions, the cities are increasingly affected by practices and processes of re-appropriation of places, but also by forms of self-organization. In many cases, they constitute forms of reproduction and re-signification of places and therefore a potential of great interest. In other cases, they are critical experiences of the neoliberal development model, experiences of commoning and laboratories of alternative city perspectives. On the other hand, they are in some cases responses to social needs in substitutive form of public administration, and from another point of view, some experiences prefigure a "do-it-yourself" city logic. Therefore, they are experiences characterized by very different motivations, characters and ideas of cities, by many ambiguities, by power relations, by different "cultures of public ". Rome is characterized by many different forms of self-organization and is therefore a very suitable context for discussing it. Moreover, as the capital of a Western country, at the intersection of North and South of the world, in some ways it prefigures some dynamics that may affect other Western countries. The paper intends to read critically the experiences of self-organization starting from the Roman situation with the aim of interpreting its meaning in the broader context of contemporary urban transformation. Several years of research on field, with a direct knowledge of different experiences, support to reconstruct an articulated and in-depth frame, also in relation to the produced socio-spatial relationships.

PLANNING AND MANAGEMENT PRACTISES OF INFORMAL GREEN SPACES. THE CASE OF ATHENS.

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Open green spaces are considered to be a vital part of cities as they correlate highly with the quality of urban life. In addition, they bring benefits to urban environment that are however related to costs of acquisition, planning and maintenance. This burden is particularly evident in countries such as Greece and especially in cities like Athens, which have dense urban fringe, very low percentage of green spaces and face significant economic restraints. In this respect, the question of how local governments can produce more green spaces and increase their percentage while facing crucial urban challenges (e.g. climate change), is an important issue of conflicting debate. Over the last years, in Europe and north America, cities are focusing on "inactive", informal urban spaces that can be transformed into green areas through citizen participation. Besides, new technologies contribute in the direction of "alternative" participatory practices such as crowdfunding, collaborative mapping, DIY practices etc. The purpose of this paper is, first, to provide a theoretical framework in order to better understand new forms of green space in urban areas that are not formally planned and remain "inactive", such as street verges, vacant or abandoned lots, gaps between walls, railtracks etc. Secondly, it analyses the role of citizen participation, administration and the perspective of new technological means in the development of innovative planning and management practices, which can activate "informal greenspaces" within the urban ecosystem. The final section brings insight into the case study of Athens by conducting semi-structured interviews to representatives of the local authorities, experts involved in planning and managing green spaces, members of environmental groups and NGOs. The findings of the research is an on going process based on the qualitative data analysis that the interviews would provide.

CREATIVE MILIEUS IN THE METROPOLIS' PERIPHERY: CHALLENGING PLANNING PRACTICES FROM LISBON'S 'MARGEM SUL' PERSPECTIVE

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The importance of creative activities in urban revitalisation and regeneration processes, as well as their role in territorial development, is well documented, with particular relevance for specific milieus and ambiances which enhance creativity and cultural liveliness, mostly in the historical or functional centres of urban areas. However, the peripheries of metropolitan areas have been quite neglected in these studies. In the planning point-of-view, most cases relate to top-down approaches, linked to wide urban regeneration plans, quite rarely challenging structural transformations from a community-based planning perspective. This paper, framed within a broader research project - ARTSBANK , investigating the “Margem Sul” area, the South Bank of Tagus River – focuses specifically on Barreiro. This peripheral city, formerly one of the main industrial centers of the metropolitan area, is currently marked by an interesting agglomeration of alternative art spaces and a set of endogenous-based creative dynamics, which show interesting signs of territorial revitalization based on art and cultural activities. Contrary to many examples throughout the world, we are in presence of bottom-up dynamics and community-based movements, quite differently from what is now verified in the center of Lisbon metropolis. These dynamics challenge planning procedures, requiring the managing of a diversity of practices and interests, and new forms of articulation between governance levels, in order to enhance the results of collective action and negotiate new spaces for action amongst longstanding established planning practices. This analysis is based on the systematic monitoring of recent evolution of several creative locally-embedded projects, drawing also upon two urban artistic interventions developed by the authors in 2016 (“Scene from the margin”) and 2018 (“Space to dwell”) mobilized as source of co-production of knowledge with local communities, highlighting the importance of the endogenous potential and of path dependency in nurturing sustainable long-term dynamics, from a local development point of view.

LIVING SPACE RESEARCH IN TYPICAL RESIDENTIAL AREAS OF SHANGHAI

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Under the background of market transformation and rapid urbanization, the differentiation of social stratum and living space is becoming more and more obvious in China. The complex background and multiple patterns of residential areas have shaped a variety of living space, which can reflect different life styles and qualities. This article takes Shanghai as an example. It takes advantage of mobile phone signaling data on large sample of residential scale, compares and analyzes the spatial characteristics of living activities in various residential areas, and explores the scope, structure, rules and influencing factors of living activities from the overall level of the city. The study summarizes the living space of typical residential areas in Shanghai into four typical patterns: single center, strip, multi-center and tadpole-shaped. At the same time, from the perspective of the life circle, we will further evaluate the community construction in Shanghai and propose planning guidance. Combining small data such as questionnaires to make up the shortages of mobile phone signaling data and to further the study of living space from the micro level. Further, by combining mobile phone signaling data and questionnaires, the article tries to evaluate the quality of the living space, and applies the results to the evaluation of the community life circle and planning guidance.

DILEMMAS AND CONTRADICTIONS OF COMMUNITY-BASED INITIATIVES IN THE NEOLIBERAL CITY: THE CASE STUDY OF TEMPELHOF AIRFIELD IN BERLIN

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"Poor but sexy Berlin" no longer exists. Berlin's current urban development is indeed characterised by international real estate projects and neoliberal strategies (Colomb, 2011). At the same time, the city is facing a deep housing crisis, because during the 1990s and 2000 more than half of the city's public housing stock has been sold to private investors. Within this complex scenario, self-organized groups of citizens are fighting for their "right to the city" (Lefebvre, 1968). Indeed, the increasing socio-spatial inequalities have been a catalyst for the emergence of a new wave community-based initiatives in Berlin (Mayer, 2013). The former Tempelhof airport - transformed into a public park following the referendum promoted in 2014 by the association 100% Tempelhofer Feld - has been perhaps the most emblematic and successful case of opposition to a project judged to be purely speculative. However, in about 6 years, the future of Tempelhof will be called into question again and in the meantime the strong participatory role of the association 100% Tempelhofer Feld is gradually fading. Looking to transition, it is clear that bottom-up processes in contemporary cities constitute an essential engine of city-making in terms of "production of space", nevertheless some controversial aspects emerge. Starting from a theoretical framework based on post-political studies, the paper intends to propose a broader reflection on the long-term resilience of urban social movements, often with a very strong participatory role in achieving the common goal, but much weaker once the result is achieved. Moreover, as some authors like Erik Swyngedouw (2005) highlighted, grassroots practices are decidedly Janus-faced, especially in times of neoliberalism, and there's a serious risk of progressive de-politicisation and co-optation of these forms of insurgent citizenships. The paper therefore opens up the question of the implications of the current neoliberal turn for community-based practices.

A COMMUNITY-BASED APPROACH TO ADAPTATION TO CLIMATE CHANGE IN QUEBEC: THE CO-CREATION OF A SHARED STRATEGY

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In Quebec as elsewhere, communities have to plan for the required transitions in a changing context involving climate, populations, economical and social factors. Thus, new governance processes, planning tools are created to resolve and plan for a changing climate which is already perceptible by people on the ground. We started an action-research project currently conducted (2017-2020) in the southern part of Québec Province, Canada, with and about the MRC Memphrémagog, a regional municipality comprising a vast and diverse territory including 17 different towns, sharing an important water source and a frontier with the United States. It is funded by the Ouranos climatology consortium and other partners, including the MRC. We are implementing and documenting/theorizing at the same time a structured involvement of stakeholders, regrouped according to activity sectors and on a geographical basis, in the required discussion with the regional political actors to develop the shared comprehension of the situation which is seen as an important motivational and political factor. Hence, the project was devised as a means to co-construct an adaptation strategy susceptible to be adopted and implemented, e.g. with the aim of supporting and helping the required decision-making process in the end. First, a careful vulnerability analysis was done (adapting Thomas & Bleau, 2012), taking into account both social and physical sensitivity. More recently, we are in the process of co-designing specific actions for its different cities and sub-regions, and for the MRC as a whole. This presentation will start with the context and our theoretical frame (borrowing to Callon, Lascoume and Barthe, 2001); we will then clarify the goals and main steps of the research, the methodologies used involving interdisciplinarity (urbanism, vulnerability analysis, ethics, governance and communication theory), and after a year and a half of operations, present the first results of the process and challenges ahead.

URBAN MICRO-RENOVATION BASED ON ACTION RESEARCH METHODOLOGY: A CASE STUDY OF YIFENGLI, HONGKOU DISTRICT, SHANGHAI

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After near four decades of fast development, a number of cities in China have made great achievement. While plenty of places become brand-new, many “old cities” are left behind in a shabby condition. Lilong, a typical cultural heritage of residential townhouse with the combination of Chinese and Western architecture styles, belongs to such old city in run-down situation. Since 2012, Shanghai government has launched the movement to ameliorate inhabitants’ living condition in Lilong. Though a considerable expenditure had been spent, the satisfaction of residents is not very high, partly because of lack of knowledge and experience on how to reach a successful participation. To tackle the issue, the authors engaged in case study, the micro-renovation project of Yifengli of Hongkou District, Shanghai, with the action research methodology, which is a systematic inquiry taking a critically reflective approach to explore connections between knowledge and action (Carr & Kemmis, 1986). The project can be divided into three stages of initiation, implementation and perfection. Stakeholders are engaged in the whole process, including local residents, local government and university consultant team which takes the leading role. Through the interesting and inclusive involvement at every stage, stakeholders have gathered together in identifying the problems, discussing the choice, evaluating the planning and design, taking action and reflecting and continuing to modify actions. With “reflection-on-action” and “reflection-in-action” (Schon, 1983), the project has gone relatively smoothly although the different stakeholders presented divergent interests. The outcome is desirable beyond the expectation of inhabitants. The study argues that the action research methodology is a meaningful tool not only for bring out the positive change in urban built area renovation, but also for spurring the social cohesion.

NETWORKING COLLECTIVE KNOWLEDGE TO FOSTER CHANGE. THE CASE OF SANSHEROES NETWORK (SAN SIRO, MILAN)

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In November 2016 Mapping San Siro (DASStU – Politecnico of Milan) –an interdisciplinary action-research group started in 2013, which I take part in as a researcher– gathered around the same table a number of social entities (both formal and informal yet organized ones) active in San Siro neighbourhood (Milan), one of the largest and most problematic public housing districts in the city. Moving from a shared frustration about the strong stigmatization of San Siro in public discourse, a marked opaqueness in terms of available data that could contribute to tackle existing challenges and a consolidated absence of public policies, the convocation had the aim of starting a process of delving into local knowledge, as a device to promote a more articulated vision of the neighbourhood, to foster local action for change and to demand the attention of competent institutions. As a result of the work that has started over two years ago, local entities have constituted themselves in a local and active network – Sansheroes – and have produced a shared document, currently in process of being publicly presented to the principal city-level institutions; it not only contains a “picture” of the neighbourhood, but also designs possible strategies for change. Confronting our perspective as planners/researchers and the local network’s perspectives and examining the different phases of the process, my contribution will analyse especially the following issues: a)through which tools does local knowledge emerge, which characteristics does it assume and how does it become a device for self-organization and promotion of bottom-up policies?; b)the contradictions produced by self-organization (so conceived) challenging on one hand the position of public institutions and reclaiming, on the other hand, their “traditional” role; c)the changing role of planners in managing power relationships among a very differentiated plethora of entities (how it combines mediation, advocacy, etc.).

TRANSITION REQUIRES COLLABORATIVE WORK. DISCOVERING AND DEFINING ACTIONS THAT SUPPORT SUPERMIXED CITIES.

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This article starts from the hypothesis that urban design and planning can contribute to a transition towards a more sustainable society, if it supports work and living environments to ‘collaborate’ in making a more sustainable future. It describes our research into how design (of e.g. space, services or technologies) currently enables and could enable this process of collaboration. The literature section discusses how work environments are increasingly disconnected from their surrounding living environments (e.g. because of global professional networks) and their role in giving form to sustainable cities. It articulates the importance of the activity of bringing the worlds of work and living together in collaborative city-making and defines it as “supermix coaching”. In the results section, we base ourselves on our fieldwork to explore this activity’s two main aspects: 1. gaining insight into the turning points (e.g. spatial growth of the company) in the interrelationship between living and working environments throughout history and 2. companies, policy and people living in the city taking more conscious collaborative actions in relation to those turning points (e.g. co-designing this growth with the neighbourhood). In the discussion, we address the importance of addressing these two aspects on different spatial scales: the starting point of this study, being the microscale (architectural space, technology and human actors); the mesoscale (the region and the city) and the macroscale (global context and contemporary trends).

MULTI-STAKEHOLDERS CO-CREATION APPROACHES TOWARDS THE ENTREPRENEURIAL NEIGHBORHOOD PLANNING: THE ACTION RESEARCH OF NICE2035 LIVING LINE

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Recently, promoting the transformation of old residential neighborhoods from living areas into vibrant communities becomes a new topic in the urban planning field. Researchers and practitioners explored top-down and bottom-up social innovation approaches like community-based planning to converge creative talents, activate entrepreneurial opportunities and renew such areas. However, there are still some confusion about mechanisms or methods to facilitate various roles of participators forming creative communities for collaboration. In response to the problem, this study proposes three research questions: 1) What are the characteristics of an entrepreneurial neighborhood? 2) What are contributions of participators in community-based planning towards this purpose? 3) How to plan such area with effective approaches through multi-stakeholder co-creation? Action Research(AR) is the main research method in this study, research findings could be put forward through the framework which combines the typical AR cycle and localized context: 1) Problem formulation based on related works; 2) Investigation including expert interview, participatory observation, and environmental quality data; 3) Implementation based on the case of NICE 2035 Living Line. Data come from the idealization, decision making, and co-planning process among participators. After that, formulating theoretical output which are community-based planning strategies and such creative community mechanism. (NICE2035 project is an emerging social innovation project was launched by Tongji University College of Design and Innovation in collaboration with the local administrative authorities in Shanghai Siping community. It adopts a design-driven approach to building an ecosystem of innovation and entrepreneurship on a small street within an old residential community where the college resides.) 4) Reflection and iteration for theoretical outputs through feedbacks analysis like participators satisfaction, built space assessment or environmental experience; 5) Conclusion which responds research questions mentioned above. This study contributes to the theoretical expansion and practice diversity for community-based planning, it also provides a context paradigm for similar research.

EXPLORATIONS ON THE ACTIVATION ROUTE OF GATED COMMUNITY BOUNDARY SPACE BASED ON COMMUNITY MICRO-RENOVATION——A CASE STUDY OF SHANGHAI

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Gated communities, as a typical residential morphology, are common in Chinese cities nowadays. Their features mainly include the planning and development of large plots and blocks, and the use of gated fences to define the boundary of property rights. As a consequence, it is convenient for communities to achieve daily access control. However, the gated communities objectively produce an important number of negative community boundary spaces, which go against the vitality of urban streets. Since the causes of gated communities originate from deep social, economic, and cultural factors, the “open community” requirements proposed at the Chinese national level are difficult to implement effectively. The concept of “urban micro-invasive surgery” aims to create gradual, organic and small-scale interventions of renovation at the level of the community. On the premise of ensuring the rights and interests of the community residents, the community micro-renovation process activates the community boundary space and integrates potential social capital. Moreover, it enhances the daily vitality of the community. Based on a community micro-renovation project conducted in Pudong New Area (Shanghai, China) and a sample survey of residents’ satisfaction and willingness, this paper explores the possibility of transforming negative community boundary spaces into public spaces for residents’ daily social interaction activities.

“STOP THE CHILD MURDER”: HOW A COMMUNITY’S CALL FOR CHILDREN’S RIGHTS FORMED A NEW PARADIGM IN URBAN DESIGN

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Dutch cities are nowadays considered among the most pedestrian- and bicycle-friendly in the world. However, back in 1971, deaths by motor vehicles had reached record levels in them, with 3,300 people dead, 500 of whom were children. When a young boy, the son of a well-known journalist, was killed, his father wrote a polemical article, entitled “Stop the Child Murder”, which became a national sensation. It called for a radical shift from a car-oriented urban development towards a human-centered design that would bring an end to traffic accidents resulting to tragic deaths of children, and sparked a social movement throughout the Netherlands. With the same motto, in the densely populated De Pijp district of Amsterdam, a group of children organized themselves to demand better living conditions, safer streets, and open space to accommodate play instead of parking for private cars. In the documentary that narrates this grassroots movement, we watch children actively claiming their rights, singing in front of barricades put up to exclude motor traffic, having informed discussions with the city representatives, not hesitating to stand up to adults expressing opposite opinions. Very soon after, the consequent transformation of many local streets into “woonerven”, where children can move around safely and play in the proximity of their houses, became a reality in De Pijp and quite the norm in the Netherlands. It is considered the harbinger of the “livable street” or “home zone” paradigm that has found implementation in many cities around the world. In the paper this historical case of a grassroots movement successfully instigating institutional change is critically presented in the scope of both understanding its specificities (especially cultural ones, related to the long tradition of republicanism that characterizes the Dutch society) and extracting useful lessons about the tools, agents and organization of community-based urban transformation.

TOWARDS A MORE INCLUSIVE AND AFFORDABLE NEIGHBOURHOOD CHANGE: THE ROLE OF COMMUNITY-BASED ACTIONS

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The population of cities is getting more and more diverse, and many European and non-European cities are witnessing widening structural social spatial divisions, leading to increasing segregation and socio-spatial inequality. In the last 10 years combined with austerity, we witnessed a stalled urban regeneration investment across many European cities and disadvantaged neighbourhoods, with finance enormously inhibited following the 2008 financial crisis; more importantly, dissimilar top-down revitalisation strategies have resulted in new urban tensions, dispossession through gentrification processes and social exclusion. In this context, community based initiatives have found themselves at the front resisting or mitigating negative effects of neighbourhood change. Urban neighbourhoods have become a privileged unit to design area based interventions and social innovation has been considered particularly in Europe a significant tool that local societies possess to create new solutions to meet unfulfilled social needs more effectively in a condition where the State was constantly retreating. But framing community based activation through the lens of social innovation has led to the risk of considering community based organizations as a 'vehicular idea' for practices of depoliticization when applied to social and urban settings. Differently, the new wave of self-organization practices is telling us that the urban space is in fact more and more a terrain of struggle between dynamics of socio-spatial polarization and processes of resistance. The Paper, using Toronto as a case study, will critically analyse a process of community planning realized in Parkdale neighbourhood since 2015. In particular, it will discuss the capacity of community based initiatives of impacting in empowering communities, producing socio-political transformation at local level and building bottom-linked governance mechanism that could promote democratic control over unfair processes of neighbourhood change. The research is conducted in the framework of the European Research Fellowship Marie Skłodowska-Curie (www.elenaostanel.com)

COMMUNITY-BASED INCLUSIVE MANAGEMENT AND PRESERVATION OF JAZDÓW NEIGHBORHOOD IN WARSAW

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BACKGROUND : In Warsaw, in the context of a rapid urban growth and neoliberal planning regulations, conflicts appeared and gave rise to bottom-up processes, resisting fast changes. Jazdów is an example of a historic green zone where strategic planning failed. Since 2005, the Municipality has not managed to make the Master Plan binding, and, instead, a group of social protesters has been negotiating the program for Jazdów with the City representatives. **SCOPE :** The aim of this article is to examine the evolution of this pioneering project and its outcomes. **METHOD :** The process-orientated research of the project was conducted through qualitative interviews with local actors, participatory observation, site visits, literature and planning documents review. **STATEMENT :** A regular planning procedure failed due to protests against the reorganization plan. This subversive act led to the formation of a civic partnership between the activists and the Municipality, which agreed to work collaboratively on a new plan. Even though statutory planning is difficult to change, the partnership managed to preserve this plot and protect its natural heritage and built monuments by sectorial actions of a small scale. **CONCLUSIONS :** A soft way of influencing policies can be achieved by undertaking pilot projects, temporary use, or enriching local territorial governance. A mixed governing style might improve the quality of urban vision. The structured collaboration in urban planning between the public and civic sector as one of participation forms might improve practices in the preparation of master plans and their execution. **DISCUSSION :** The chosen case represents a specific type of governance in the process of urban transformation. The questions to be addressed touch upon the common features of such governance as well as its specifics, depending on the social capital of the activists involved and the perennity of collaborative urban planning.

COMMUNITY-BASED CIVIC ENGAGEMENT – LIMITS AND POTENTIALS TO DECLINING SMALL TOWNS

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The current population development is characterised by massive territorial differences with growing densely populated agglomerations and shrinking small town at the periphery across most countries of Europe. In the case of Germany, planners' and politicians' reaction mainly consists in problematizing shrinkage and arguing for a reduction in public service provision in order to avoid increasing public debts. At the same time, politicians and planners try to mobilize civic engagement as a substitute for public service provision by the state in order to provide the local needs. However, a major question remains: Is this substitution strategy realistic? The presentation aims to reflect on the realistic potentials of civic engagement and what it can contribute to cover the local needs in a shrinking small town with reduced public service provision. Civic engagement takes an ambiguous role in the development of declining small towns. From an optimistic perspective it can help declining communities to "grow" in terms of social vitality and social innovation and to cope successfully with decline. On the other hand, and more pessimistically, it shows that with reduced resources and power struggles the spirit of civic engagement is limited. The presentation depicts the insights from a research project called "Co-creating the town" conducted in the small town of Weißwasser, Upper Lusatia. The project gave support to local actors who initiated their own projects in order to address the local needs. Further, the presentation highlights the actionable knowledge local actors gained in implementing their community-based projects.

DIFFICULT CHILD - PROTOTYPING LOCAL VISIONS AND PARADOXES THROUGH A CO-DESIGN PROCESS

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Move the Neighborhood is a practice led research project that explores methods of co-designing public spaces with children in a deprived urban neighborhood. For six months we (researchers and designers) collaborated with 30 school children designing and constructing semi temporary playable installations for a public green space. The initial aim was to examine how 5th grade children dreamed of shaping their outdoor environment. However, in the process it became clear that the project had a much wider impact on the context it was embedded in. The neighbourhood was part of a municipal areal renewal project that was keen on integrating the co-design process into their planning narrative of reframing the perception of the neighborhood as socially deprived but simultaneously the municipality hesitated in clearing space and releasing control for the actual co-design process to take place. Secondly the actual on-site doings and makings by children and carpenters created a very direct resonance into the community. Mostly it was experienced as a positive change that the area was getting a new and improved locally led public space for children and everyone else. However when a neighboring site was closed off for metro construction leading alcoholics into the space the perception of the place turned. As a research project, Move the neighborhood acted as a can-opener for revealing the multiple complexities of the strategic and structural areal transformations. What was being prototyped was not only children's visions for a playable public space but also the contradicting ambition of planning authorities and the fragile social conditions and challenges were brought into light by the co-design project. In this presentation, we will unfold these specific disclosing events and bring them forward into a more general discussion on the complex interaction between participatory local practices and strategic planning initiatives.

COMMUNICATION STRATEGIES FOR THE COOPERATION BETWEEN CIVIL SOCIETY INITIATIVES AND INVESTORS

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In the past years cities have experienced an increase of civic engagement through neighbourhood-scaled, informal, actor based improvements. The upcoming trend, often labelled as “do-it-yourself” or “guerrilla” urbanism are collaborative, self-organized projects, which can also be seen as voluntary services for the community: They aim to improve their quality of life and focus on their own values and requirements, simultaneously putting hope, effort and work into their neighbourhoods. As the visionary citizen-activists know the complex web of actors, they have an enormous local expertise, an important advantage over professional planners, and are becoming developers and urban planners themselves. Even though these advantages for the planning processes are understood and well known by city councils, it seems like the market is still ruled by investors and their “big money”. The hard work and hopes put into the projects by the self-organized groups often get dismissed and underestimated. Therefore the role of civil engagement needs to be analysed to renegotiate the planning process particularly with regard to sustainability, acceptability and transparency. This paper presents the results of a master's thesis, which was finished in August 2018. It shows innovative new ways to create an open urban development process, by introducing communication strategies. Based on the investigation area of Dortmund, Germany, the impacts of a self-organized group in the planning processes is examined. By inviting actors from comparative local self-organized projects as well as experts from the investor sector, the similarities and differences of the either sides are analysed. Based on these analyses strategies to strengthen the communication and overcome the gaps between the involved actors are developed.

USING CPTED + PLACEMAKING TO HELP COMMUNITIES TRANSITION FROM HIGH CRIME TO LIVABILITY.

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This paper reports on the use of an innovative combination of strategies to transform communities that are based on CPTED, Crime Prevention Through Environmental Design that was originally founded around the principles of achieving defensible space and sense of community, and Placemaking, another philosophy that focuses on promoting health and well-being of people using urban design principles. The authors use participatory, community-based, applied research that couples CPTED and placemaking to restore quality of life to residents in a high-crime neighborhood in Lansing, Michigan. First, using crime data from the Lansing Police Department, four different crime mapping and forecasting methods (Risk Terrain Modeling, Getis-ord GI*, Kernel Density Estimation and Space Syntax) were used to identify 3 criminal hotspots and 3 coldspots in the same neighborhood. Second, the researchers layered placemaking assets and crime predictors in GIS to understand the potential correlations and identify opportunities to address criminal activity through CPTED and placemaking. Third, the research team engaged residents and stakeholders from the neighborhood along with the City and law enforcement in a multi-day design charrette to identify CPTED and placemaking strategies that fit the neighborhood context to reduce crime. They participated in shared learning about crime, and CPTED and placemaking principles before co-developing an action and implementation plan through proposed design solutions prepared during the charrette. This robust engagement strategy built the social capital of the neighborhoods to work alongside government to achieve community transformation, supported ongoing community work and investments, and empowered community partners to implement the strategies they co-develop. Although piloted in an identified, high-crime neighborhood in Lansing, Michigan, the processes, findings, and results represent a solution that can be applicable to blocks or neighborhoods of different scales and different sociodemographic and physical conditions.

LET'S MEET AT THE URBAN COURTYARD! THE EFFECTS OF THE PUBLIC PARTICIPATION IN MICRO-SCALE SPATIAL DEVELOPMENT WITHIN URBAN REGENERATION PROCESS IN KRAKOW.

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The paper concerns the relationship between public participation and micro-scale spatial development within urban regeneration process. Regeneration policies are area-based, geographically specialized in the neighbourhoods where there is an accumulation of various problems. In deprived areas, urgent improvements are required to buildings as well as nearby surroundings. In particular, locally available urban green spaces can provide many psychological, social, economic and environmental benefits for the local community. However, because of the intense density of large cities, not all inner-city residents have access to private gardens. Therefore, there is a potential in micro-scale urban green areas development in collaboration with local residents, municipal and nonprofit organizations. Thus, in this study, we explore participation mechanisms impact on urban courtyards development within urban regeneration process. This analysis was carried out at selected urban courtyards case studies in the city of Krakow in Poland. Using focus group interviews with different stakeholders, we identified social attitudes towards participation within urban courtyards development and its impact on regeneration implications. We discussed what kind of preferences, and therefore benefits are associated with urban courtyards development. We discovered how residents' participation is a significant tool to link social and physical development in the urban regeneration process. Findings from a study of different stakeholders' attitudes towards community-based planning in micro-scale regeneration projects are analysed in terms of the post-socialist cities in Central and Eastern Europe urban context.

IMPROVING EVALUATION AND PUBLIC PARTICIPATION THROUGH APPLYING PARTICIPATORY VALUE EVALUATION: A DUTCH CASE STUDY

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Participatory Value Evaluation (PVE) is a novel assessment model which holds the promise to realize the necessary innovations in terms of evaluation, participation, and communication to catalyze transitions. In a PVE, citizens design the future urban system that best matches their preferences given one or more constraints, such as limited budgets, and sustainability targets. Citizens receive information about the personal and collective impacts of each of the options they can choose from. These individual choices subsequently form the basis for an economic evaluation of different policies. This paper illustrates the PVE method with a case study in which 2,900 Dutch citizens provided a recommendation regarding the composition of a flood protection scheme along the Dutch river 'de Waal'. A key benefit of PVE compared to existing approaches for citizen participation (e.g. public hearings) is that the threshold for participating is relatively low. Conventional participation approaches require a substantial time commitment which frequently leads to an overrepresentation of citizens with a lot of time and a high interest (often white, middle aged well-educated males). However, participants in a PVE generally spend 30 minutes to submit their choice(s). Our study finds that indeed all segments of the population are represented to a somewhat equal extent in the PVE. Moreover, the use of PVE contributes to citizens' acceptance of government decisions by recognizing two important justice dimensions: distributive and procedural justice. Participants explicitly argued that they valued that the government involved them in the design of collective policies and distribution of burdens and benefits. Another virtue of PVE relates to communication/awareness raising. Citizens better understand the dilemmas public bodies are faced with in making complex decisions when participating in the PVE. For instance, citizens learn about sustainability challenges, the cons and pros of the alternative policies to meet the challenges and governmental constraints.

PLANNING FOR TRANSITION AND THE MULTIPLE PERSPECTIVES ON DEMOCRATIC LEGITIMACY

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Connecting transition processes to participation and community planning implies the search for possibilities to reconcile the knowledge driven transition goals with democratic legitimacy. If we understand planning processes as multilateral communication processes we discover multiple interactions of diverse actors, which do not necessarily belong to a definable local community. The actors create a complex network of interdependencies with symmetric and asymmetric power relations. This paper shows in reference to a case study the different approaches and expectations involved actors have towards decision-making in a planning process. Within complex actors constellations the legitimacy of representing public interest is claimed by various actors in a field of conflict. These claims are related to diverging conceptions of democracy that co-exist in daily political practice. Besides of turning legitimacy into a negotiable aspect the claim on legitimacy interferes also into conflict about the contents of planning. Referring on case study results this paper shows how several actors promote divergent goals claiming to defend public interests and the needed interventions for a future transition. Complexity of transition needs lead to the integration of phases for collective learning and qualification into planning processes in order to facilitate an adequate debate on desired planning outcomes. Nevertheless expert knowledge remains a controversial field when it comes to define the type or place of an intervention. This paper reflects on the role of different actors' perspectives for rationalizations about planning outcomes within the discourse of transition.

COMMUNITY PLANNING FOR WHOM? THE ROLE OF THIRD SECTOR NETWORKS IN MARGINAL NEIGHBOURHOODS

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Since it has been imposed in the academic and public debate, social innovation constitutes an ambivalent concept. However, many interpretations agree on the positive relationship between bottom-up processes and institutional learning. In marginal contexts, practices of collective activation are often weak, evanescent and they remain into the informal domain due to the scarcity of cultural, political and economic resources of the agents, with very few possibilities of affecting the institutional level. Researching on social innovation and community-based planning in the perspective of marginal populations requires to not overestimate the capacity of the inhabitants to activate. On the contrary, intermediary actors and networks could carry out a strategic role in leading community-based planning processes. The paper aims at reflecting on the political and territorial implications of community planning processes in two public housing neighbourhoods in the city of Milan - San Siro and Giambellino - where the third sector organizations, promoting neighbourhood networks, started claiming for urban regeneration. Gathering together professionals, activists and inhabitants, they play a twofold role of service providers and representatives of the inhabitants. Analysing these processes in the framework of the transformation of welfare provision at the local level, what worth to notice is that community processes impact on the participant's life and professional paths, more than on the neighbourhoods. Associating a policy analysis approach with the qualitative network analysis of social relations and biographic paths of some of the members of these networks, common patterns of activation and engagement seem to emerge. In conclusion, the paper reflects on community-based planning and social innovation in marginal neighbourhoods starting from the recognition of new roles that are redefining the meaning of these processes and the perspectives of institutional change.

COMMUNITY-BASED ACTIVIST PLANNING: SOCIALLY INNOVATIVE, IDENTITY-ORIENTED, OR SIMPLY IMPROVING LOCAL LIVING CONDITIONS?

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Community-based activist planning: socially innovative, identity-oriented, or simply improving local living conditions? The main question posed in this study is what motivates community-based activist planners, what is their goal? There has been a long-lasting discussion in the social sciences on the value and peril of identity politics versus redistributive interest politics. The study looks for traces of identity politics in activist planning. Moreover, an interesting question is whether the contentious planning cases calling for activism also encourage creative solutions and thus social innovation. To the extent that this is so, what kinds of innovation are observed in the activist planning cases? Does innovation relate, for example, to community organization, greening of the community, new funding mechanisms, relationships with the government, or new types of direct action to make local needs known to the outside world? The activist planners dealt with here are not professionals, but lay people living in the community they are trying to improve. They do not only protest against external intervention, but also produce their own plans to achieve community goals. The presentation will show 11 planning cases that are thoroughly described in English-language academic planning literature since 1990. These cases come from North and South America, Asia, Australia, and Europe. The investigation concentrates on planning cases that are driven by the activists' loyalty to a particular group or community rather than their commitment to a general cause. That is, cases of radical planning are excluded.

CO-CREATING COLLECTIVE IMAGINATION

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This paper situates the epistemological challenges of community-based practices and social innovation research in a wider perspective and explores characteristics of innovative, contextualized and generative planning stories. Actual challenges demand substantial transitions. Planning – as a critical discipline co-creating and supporting explorative paths towards a sustainable future – cares about approaches that can deal with community building for change. Crucial factors are: organizing hope, negotiating fear and mediating memories (Sandercock). This implies a transformed language of planning. Change is built on knowing why and how, but fuelled by hope, confidence and proudness. For that reason stories can be tools, because they are able to convey insight, influence values and emotions, and stimulate preparedness to act. Decisive dimensions and characteristics of such language and stories, and how to build those, can be learned from urban policy cases in Flanders. Their context is a program of grants for innovative concepts able to deal with complex challenges. The grant serves to give multidisciplinary teams commissions to reframe inchoate situations conceptually, to root those concepts into ongoing and new local processes, and to prepare for implementation. Transitions at stake imply contributions of governments, civil society, economic actors and experts. Success of actions depends on their co-orientation. Searching how to co-create the necessary collective imagination raises a number of crucial questions: How to reconcile multitudes of demands and wishes with the need to head collectively for unknown paths? Which imaginaries are sufficiently strong and flexible to redirect diverse ideas and feelings. Which processes are serving coalitions to originate and to grow? Which stepping stones can lead concepts from ideas to implementation? The paper will scrutinize these questions by confronting actual cases with insights about promising theoretical concepts such as thought-images (Hajer), eidetic operations (Corner) and bounded imagination (Arendt).

RECONSIDERING THE SOCIAL INNOVATION PARADIGM: THEORIZING CHANGE BEYOND SOCIAL ACCELERATION AND CREATIVE DESTRUCTION

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The past two decades have witnessed an increase in academic and policy publications on social innovation. Mainstream understandings of social innovation became idealised, highlighting the concept as intrinsically positive and necessary for the generation of a desirable society. Social innovation became a synonym for social inclusion, environmental and social sustainability, and for the survival of a growth-based economy. This article first defines social innovation as it has been described from this perspective, and shows how it has become increasingly idealised. The article then describes the shortcomings of this emerging social innovation paradigm, using two critiques: the destructive fetishism of novelty and speed, and the limits posed to learning. To break out of the social innovation paradigm while nevertheless embracing some of the values fought for through social innovation literature, the article proposes a theorization of change beyond the social acceleration and creative destruction inherent in the above paradigm. In terms of possibilities for change, social innovation is complemented by the socially established and the socially retrieved. Change is detached from an intrinsic necessity for speed. This reconceptualization increases the space for learning and policy change, and the opportunities for a necessary reinvigoration of democratic debates focused on meaningful and desirable content for change instead of on levels of novelty. While beginning on a critical note, therefore, this article proposes a constructive way forward for understanding how change for (or transitions towards) socially inclusive and sustainable futures can be achieved and how learning potentials can be increased.

THE ROLE OF ACTIVIST RESEARCHERS: FOUR WAYS TO EFFECT CHANGE

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Activist researchers in urban planning place an emphasis on facilitating social change through innovation and empowerment. In this paper we explore the definitions of activist research, how these different dimensions of activism in urban planning can be identified and redesigned as new situations and challenges arise. In defining activist research, we also introduce the roles that activist researchers play in contributing to practice and theory through their research. Further, we introduce the idea that the activist researcher applies social science methods that can see them research from within an organisation ('insider'), such as in adopting an action research approach that empowers community to make change, or operate from outside an organisation ('outsider'), as an external expert evaluating within for improvements. Using our own PhD research, we discuss these roles to illustrate the potential for practice-based elements of generating social change and academic contributions to theoretical knowledge. Through these examples, we suggest that the methods applied in activist research, can be constructive or critical of existing urban planning processes and can contribute to the production of knowledge for both theory and practice. We conclude that while gaps between theoretical and practical contributions of research to planning remain, through activist research that practice innovates and theory evolves. However, the main concern for the activist researcher will always remain the long-term impact of their research and its benefit to society.

ARCHITECTURAL AND SPATIAL CHALLENGES FOR A SOCIETY IN MOTION

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Migration is a key driver of urban change across the globe. It has created an opportunity for new patterns of urban diversity but still pose particular social and political challenges in Europe over the coming years. Yet a state of regarding migrants as temporary phenomena gives permission to omit their needs in planning urban settlements. Within this research project with researchers from Bergen (Norway), Vienna (Austria) and Liechtenstein, we will analyse and identify the consequences of the movement of social and economic capital that people in motion often bring about. This will require study of related networks of social, architectural and spatial fields at multiple scales from local, regional, and European. The focus lies on three different case studies of people in motion (1) skilled labour migrants, (2) refugees, and (3) commuters. (1) The first case researches the spatial complexities that have evolved in response to the movement patterns of successive generations of skilled labour migrants in Norway, (2) The Viennese case serves as a strong example of how the migrants have shaped the logic of the city over several centuries. (3) The third one seeks to uncover the spatial complexities that have evolved in response to the movement patterns of daily commuting in Liechtenstein. The aim of the research project is to investigate architectural and spatial challenges for new emerging society in motion from various perspectives. Hence, the research deals with the social and political issues of people in motion and explores design and spatial opportunities for the actors involved. The ideas and tools we will accumulate will directly question the ongoing legitimacy of existing practices and propose alternatives to the current planning of our cities and settlements.

‘DO WE REALLY WANT THESE CHANGES?’ POWER, CONFLICT AND ‘BEST PRACTICE’ IN COMMUNITY PLANNING

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Extensive academic and professional guidance exists pertaining to best practice approaches and toolkits for community engagement and consultation. These principles support effective processes and approaches, but these may still be challenged by external factors and wider contexts which can undermine best endeavours. This paper explores a specific case study where the initial strategy could be considered broadly sound in principle, but when exposed to a very particular circumstance and context was ultimately undermined, impacting upon the project trajectory and outcomes. The project itself concerned a community infrastructure initiative focused around road and footpath alterations to reduce car traffic and encourage increased walking and cycling opportunities through an enhanced street environment in a diverse, dense inner city area. The consultation exercise was undertaken for the local authority through an appointed third party based upon a strategy which appeared to reflect a best practice approach to community engagement in many respects. Despite this, significant vocal conflict emerged when the scheme moved towards implementation which exposed and exploited issues of class, ethnicity and gender. This has left a range of legacy issues, both physical and social, within the local community. The paper draws upon interviews with key stakeholders and participants within the consultation exercise to explore issues of power, influence, governance, finance, and motivation to consider the resultant impact upon project outcomes and legacies when exposed to the dynamics of community diversity. In so doing, it raises questions for both theories and practices of local decision-making, notions of ‘community’ and the relative merits of conflict versus consensus led approaches to planning.

ENHANCING INSTITUTIONAL LEARNING AND EMBRACING DISRUPTIVE INTERVENTIONS AS A BOTTOM-UP WAY TO INNOVATE PLANNING PRACTICE

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Amsterdam strives to combat a shortage of homes by launching an ambitious housing development scheme for 32 designated most deprived neighborhoods. After decades of urban renewal projects, the local communities still suffer from difficult to resolve socioeconomic problems. Aside from a minimum of 40% social dwelling units, 40% of homes are reserved for the middle class and only 20% for high-end. Mixing income segments on its own will not lead to an improved socio-economic status of the inhabitants thus, a new urban renewal program has been developed. On top of that, the new progressive municipal council, intends to democratise the urban renewal processes towards more community-led developments with local support and structural solutions. Some experts may argue that we require a radical new way of planning whilst others counter, that current standardised planning procedures cannot be easily changed. In partnership with the municipality, we reflect on Amsterdam's urban regeneration program and enhance collective cross-border learning by organising monthly learning sessions with the managers involved. Now that the first phases of the planning process have been completed, we follow a Grounded Theory (GT) method to structure the collected data and analyse the perceived barriers hindering the modernisation of planning practice. Observations and promising actions to make the participation process more inclusive, interactive and influential will be discussed. One example is that some managers on the ground who have to work with the system, are taking short cuts in planning procedures to ensure that citizens' needs are incorporated in the developed plan. These disruptive interventions may be used to formalise and implement new policy and more effective pathways of community-based development.

THE ROLE OF CIVIC PARTICIPATION IN THE DEVELOPMENT OF SUSTAINABLE FORMS OF MOBILITY

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Many authors in the fields of planning, public administration, and political and social studies emphasise the importance of civil participation in governance as a method to improve the performance of social management and democracy. However, most researchers (students?) of civic participation acknowledge the pervasiveness of its failures in practice. Civic involvement in governance is hampered, more than any other form of democracy, by the well-known but inherent and fundamental problem – the contradiction between the bottom-up principles of developing democracy and centralised top-down implementation of government. This obvious and trivial contradiction invites the use of often less trivial, but always needed methods to balance the power of the centre with that of the regular members of a democratic system. To this end, employing a system of equitable legal and other social rules empowering common citizens and promoting the rule of law over the power of the centre is instrumental. However, in this paper, we find that developing such a system of legal and other social rules usually faces serious difficulties. We observe that these difficulties are greater and sometimes insurmountable for civic participation than for the other forms of democracy (such as electoral processes and civil liberties). Therefore, except for the system of rules, the professionalism of planners and public administrators is the second particularly important factor. There exist two types of such professionalism: technocratic and civic/democratic. While the former is always appreciated and often overestimated, the latter has much greater importance in social governance, in general, and for civic participation, in particular. To test our findings, we examine the development of bike-lane networks in the big Bulgarian cities during 2011–2015 and the roles played by local authorities, planners, citizens, cyclists, and NGOs.

COMMUNITY PLANNING FOR THE HEALTH NEIGHBORHOOD: PRACTICES AT NANDAN NEW VILLAGE

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As the model-housing prototype of Shanghai from 1950s to 1990s, worker's new villages are facing challenges of environmental deterioration, social segregation and population ageing. Aiming to solve the problems, neighbourhood refurbishment program and public facility upgrade program were introduced to Nandan new village- a typical worker's new village. As the designer for the newly planned neighbourhood center, the Service Learning team involved in the community planning and video recorded a whole year's transformation in the neighbourhood. The documentary can be watched via <https://www.facebook.com/dong.yao.90/videos/10156036312103602/> A series of participation events were planned from the first stage along with the draft design scheme, to the trial operation, and even after the grand opening. To initial participation in the community regeneration, the Exchange Day was held in April 2017, in the busiest passageway crossing of Nandan. According to the neighbors' suggestions, a new proposal was introduced in the Hearing Day in May 2017. It turned into the first open discussion in public for many neighbors in their lifetime. Public involvement kept going with the construction. Lots of compromise/optimization had been made to meet the requests from the neighbors, via planned participation tubes as well as unexpected on street protest. According to the feedback from the users, many functional changes were made even after the grand opening. As a result, the new center is efficiently used by neighbors of various ages and turned into the most popular public place in the whole neighborhood. Three conclusion were found via the community planning. Participation empowered the neighborhood to build a more inclusive social network. Active functional space such as the massages, ball room and gym were efficiently used, which proved the common pursuit of healthy life. Ageing care- daycare and micro nursing home met unexpected vacancy, suggested healthy neighborhood may provide sufficient informal care for the elderly.

LOST OR FOUND IN TRANSLATION? TRANSLATING INNOVATIVE FORMS OF PARTICIPATION INTO FORMAL DECISION MAKING

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The theme of this paper is the impact of expressive forms of participation on policy decisions. Over the last years, we note that some of the new initiatives in planning participation is characterised by the use of expressive and art based forms, like exhibitions, theatre, music, gatherings and various forms of installations (Nyseth, Ringholm and Agger, 2019). Sometimes these are initiated by the citizens, in order to gain attention to a place or a planning issue. Other times, the local planning authorities orchestrate them, for much the same reasons. Social innovation and urban transformation are often the core motivations behind these, in many cases, rather informal forms of participation. At the same time, the planning system – the legal and procedural arrangements for decision making – remains unchanged, meaning that the input that is gathered from the various “happenings” needs to be translated into a language that works in the more bureaucratic settings that otherwise characterise the planning process. We have little knowledge of this translation process in terms of what elements that are being channelled into the decision making and what is left out. Therefore, in this paper, I ask the question of how this process of translation take place. Who are the translators? Does the translation vary with regard to the type of actors that are involved? Are there elements that are in fact impossible to translate? The answers to these questions will both empirically and theoretically contribute to the knowledge on the role that the new forms of participation play in public planning. Theoretically, the paper will be anchored in theory of participative democracy (Fung, 2015; Geissel 2013), innovation (Hartley, 2008) and translation theory (Røvik, 2016). Empirically, it is based on combining a Norwegian case study of a city-lab process and survey data from a recent national survey.

PERCEPTIONS MAPPING: A PARTICIPATORY TOOL FOR URBAN CONSERVATION PLANNING

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This paper departs from questioning the relationship between the everyday maker and the built environment. It thus, positions the human reflections and daily interactions with the cultural capital in terms of hearing, touching, seeing, tasting and smelling at the center of its empirical research. The process of perceptions mapping is a sense-making process during which people map their cultural, natural and human assets; express their opinions, ideas, needs and aspirations but also; raise concerns and highlight conflicts related to the management, conservation and preservation of the cultural capital for future generations. The mapping is carried out through the five senses and with the help of a physical map. Departing from the perceptions, the collective memory of what a place was to the community arises. Likewise, diverging and/or converging perspectives emerge in reference to what it is today and above all, how the community would like it to be tomorrow. Moreover, perceptions mapping demonstrated to be a very useful tool not only to map tangible heritage but also to resuscitate and reinstate on the map the intangible heritage assets. Peoples' perceptions were mapped in two phases. Phase one consisted of collecting individual reflections through random and selected interviews and phase two was carried out as a group interaction through a participatory workshop based on active listening, feedback, and reflection. Phase one helped understanding the context and introducing contextualized examples during the interactive workshop. While phase two helped identify the cultural assets; threats and risks; and future opportunities in terms of potential adaptive reuse opportunities. Hence, this research embraces the paradigm shift (demand driven instead of market driven) and it thus, departs from and investigates the urban sustainable needs identified by the everyday makers.

TRANSFORMING PUBLIC PARTICIPATION: A NEED FOR TRANSITION IN PRACTICE, OR THEORY?

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Public participation has always been contested in terms of its purpose, scope and the theoretical and ideological frameworks used to judge its efficacy. As a result, most research into public engagement has been highly critical, case-focussed and neglectful of wider governance contexts. Equally, most practice is found to be instrumental, ineffective and supportive of pro-development perspectives. In this paper, we argue that both the practice of, and research into, public participation have largely failed to appreciate the implications of changing forms of state craft and that if effective public engagement remains an aspiration of Europe's spatial planning systems, there is a need to develop theoretical frames that place this within wider understanding of State functioning, and the challenges this currently faces. This paper therefore seeks to stimulate debate on the current theory and practice of participation in planning. It reviews the literature on engagement, highlighting how we should re-theorise planning as a societal practice rooted in wider social and political domains. It then explores potential links between individuals' feelings and actions, local groups' and networks' formations and the dominant forms of state, governance and political action.

TRANSFORMATION OF GROWN CITY CENTRES

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Background Urban district centres bear an important meaning for community life in cities. The vitality of these centres is of essential relevance concerning the functioning of the entire city. Grown city centres suffer a high adjustment pressure, former dynamic centres experience a loss of importance. There are various reasons for these developments: structural changes in retail, digitalisation and e-commerce, changed mobility behaviour, demographic change and so on. Consequences of these developments are for example under used industrial properties, high vacancy rates and under used and neglected urban areas. Applied research In social science, the growing importance of non-geographical factors like network building between different actors is emphasized. Principle thesis of the project TransZ (2017-2020) is that the required transformation of those centres can only be positively affected by strategies of different actors, especially local actors. Therefore, the research is based on different case studies in Germany. Local groups were founded the moment the project started; they have been part of the entire research process. Thereby interesting actors in the grown district centres were detected. They are highly interested in the future of their surrounding and also interested in forming this future. Two main research aspects are examined through the research project: • Which development options result from the specific local constellations of actors? • How can different interests and opportunities of action be used for a sustainable social, ecological and economical transformation? The University of Applied Science Stuttgart focuses on the development and meaning of public space. Different methods like living labs, urban interventions, interviews and photography are used to examine public space. Especially in grown city centres, public space is important for identification, integration, community life, commercial viability, cultural innovations and so on. The project aims to provide a contribution for a sustainable and resilient transformation and development of grown city centres.

CITIZEN PARTICIPATION AND SPATIAL ENVIRONMENT IN CREATING SENSE OF COMMUNITY

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This research explores how citizen participation and spatial environment affect sense of community (SoC), by developing an analytical model. In most policies of many countries, there is a widespread increase of citizens' involvement in planning. Although the majority of empirical studies has analysed participation as result of SoC, their circular relationship has been widely accepted: SoC enhances participation, which reinforces SoC. Very little work has focused on SoC as result of the process of citizen participation. This research contributes to the advancement of this theoretical point, by investigating this approach. Furthermore, in most of the literature, the link of SoC with participation and the built environment has been separately analysed from distinct disciplines. Citizen participation in planning theories has primarily focused on the process whereas the studies of SoC in the built environment has mainly adopted psychosocial approaches. Therefore, this research proposes a multidisciplinary approach, providing acknowledgement from socio-spatial perspectives on community life and urban changes. An operational definition of SoC is developed, able to connect the psychological definition, the socio-relational perspective and the physical dimension. This approach to SoC considers the diversity within the current society in terms of ethnicities, lifestyles, attitudes and activities, and includes a branch of studies addressing the dialectic community-diversity by promoting multiculturalism and inclusion, and incorporating elements of social capital. The analytical model is empirically examined with a case study analysis in neighbourhood context. This paper discusses the usability in planning practice of this framework looking at a pilot case study in Kerckebosch Zeist, Netherlands, which is characterized by a socio-spatial mix and a participatory planning. The observation is conducted by comparing the influence of citizen spatial perception alongside their involvement in the planning process, in creating SoC. Finally, I discuss the contribution of this model for addressing the social outcomes in community-based planning.

THE AMBIGUITIES OF COMMUNITY-BASED REGENERATION PROCESSES: A CASE-STUDY IN PALERMO, ITALY

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Since 2008 cities have been under stress due to pressures that have been labelled as the 'crisis' and its consequences that have encouraged the development of self-organization practices. In our cities organized, volunteering, resisting or constrained citizens come together and find solutions. In the past decades these practices were depicting a global landscape of alternative initiatives, today they seem to be a necessary ingredient of urban transformations. This happens above all in cities characterized by a weak institutional environment, where the structuring of effective public policies seems more difficult and self-organization seems the only way for left apart urban contexts to take their revenge. From this point of view, self-organization practices represent urban community-based regeneration processes in which groups of neighbours and local non-profit organisations are the main actors that transform deprivation into alternative forms of urban regeneration. These experiences are subject to the same market forces they try to contrast. In fact, as scholars attempt to demonstrate nowadays, if self-organization practices are framed as alternative forms of collective collaboration, political activism and resistance against neoliberal logics, they can also be the product of the same neoliberal system (Madanipour, 2017; 2018). The paper focuses on changing roles and relationships between local state and non-state actors in order to identify and explain the changing nature of self-organization processes in the context of 'actually existing neoliberalism' (Brenner, Theodore, 2002). The starting point is an understanding of the process of actually neoliberalizing cities, a process that not only entails entrepreneurial strategies, but in which also civic engagement gains importance. Based on literature review and an empirical case from Palermo (Italy), we argue that neoliberal urban restructuring has changed the conditions for community-based practices in ways that need to be analyzed. These developments lead to ambivalent outcomes, which the paper aims to explore.

URBAN MOVEMENTS AND POLITICAL EVOLUTION IN THE LISBON OF THE DIGITAL ERA

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This research focuses on the current outlook for urban governance changes and the steady restructuring dynamics taking place on the political spaces of the city of Lisbon. Formerly relatively latent but today growingly influential community-based social and cultural movements of different origins and directed to diversified urban revindications and innovative proposals, are taking steady positioning in the city. At the same time, governmental and institutional approaches towards the restructuring of local and metropolitan politics, including somewhat new governance and participatory instruments, are also being positioned. The conjunction of these processes will surely lead to significant political shifts in the city in the near future. The research is developed in the face of the combination of transformative and significantly disruptive dynamics: from the far-reaching and dizzyingly fast changes underway in the city's urban structure and its regional system, through the gradual reorganisation of its institutional and governmental bodies, and to the growing pressures from emerging urban movements and community-based practices. The research includes an introduction reflecting on today's times of relevant changes in Southern Europe's cities, followed by a systematisation of the main urban mutations underway in Lisbon, including the new and often quite disrupting dilemmas they bring – like for instance in the most pressing housing provision fields. A parallel systematisation is then proposed for the trends in the institutional panoramas of urban planning and city administration. Then it is followed an account of the changing social and political urban landscapes, including a detailed listing of the new community stakeholders and new forms of collective action processes and urban movements of the most various kinds. The research concludes with a critical analysis supported on the main elements of disjunction and conflict as well as of possible recomposition of the city's political spaces.

DIGITALIZATION AND SOCIAL INNOVATION IN RURAL AREAS

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Digitalization is considered one of the main drivers of social transformation provoking also territorial transition. While urban digitalization, especially smart city concepts, is widely discussed, digitalization in rural areas gained political and scientific attention only recently, and mainly with regard to broadband connectivity, complaining a rural-urban digital divide. However, from a social innovation perspective rural digitalization is especially interesting. Different from commercially driven and potential-oriented urban digitalization, digitalization initiatives in rural areas appear much more as an answer to local needs. We can observe that village communities themselves become drivers of digitalization. Although sometimes encouraged by local policies or funding programs, “smart villagers” are often the driving forces behind rural digitalization initiatives addressing local problems such as missing professional and educational perspectives, reduced local services, health care problems or scarce public transport. Examples for rural digital solutions are self-organized ride sharing apps, digital village shops or village apps bringing together different types of neighborly help. Thus, in rural areas we can study how technical (digital) innovations are directly connected to social innovations such as new organizational structures, especially new ways of collaboration between local policy actors and inhabitants; and what this means for community planning. The paper presents first insights from a research project on connections between technical and social innovations in rural areas addressing the key questions: What kind of social innovations go along with digital solutions and to what extent are they a starting point, a part or an effect of digitalization? How do digital solutions structure and contribute to community-based practices and planning in rural areas? With the help of focused ethnography and under the theoretical lens of communicative constructivism five cases in Germany and one in Estonia will be presented.

SMART AS PARTICIPATORY: ENABLING LOCAL GOVERNMENTS

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Social media and online communication has changed the way citizens engage with all aspects of their lives from shopping and education, to how their communities are being planned and developed. It is no longer one-way or two-way communication, our citizens engage on urban issues in a complex and more connected way than ever before. So government needs new ways to listen to its citizens. The paper will comprise three components. Firstly, we build on the growing discussions in the literature that new algorithms and tools can be applied to capture the diversity of citizens' voices to better inform urban decision-making. Secondly, with the support of the Australian Government, we will collect citizen voices from a range of online sources, including but not limited to social media. Thirdly, we will present some of the tentative findings in terms of quantity and quality of publicly available online data representing citizens' voices and their concerns on the urban matters. Socio-spatial analysis of the citizens' voices captured online, will elaborate the scope and value of technologically-enabled opportunities in terms of enabling participatory local government in decision making process.

REFLECTIONS ON STORY MAPPING – EXPERIMENTING WITH AN ALTERNATIVE DIGITAL MEDIUM FOR COLLECTIVE LEARNING AND COMMUNITY-BASED PLANNING

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Adopting a perspective on planning that embraces contradictions, ambiguity and even conflict, as key tenets of community involvement and social innovation, requires a critical reconsideration of relevant mediums for communication and learning. Whilst the production of maps and plans is commonly recognised as a fundamental feature of planning practices, their use in collaborative planning processes often proves problematic. This raises the following question: is there a role to play for mapping practices in enabling community-based experimentation and innovation? Over the last years, we have experimented in two instances with story mapping (Story Maps software), as an alternative digital medium for narrating the city. Via story mapping, we created an environment for researchers, students and local stakeholders to develop projects together and engage directly, and on an equal footing, in dialogues about selected themes. The first involved an Action Research event looking into the challenges of public space and densification in the city of Amsterdam. The second used the context of a planning theory course, in which we reflected on a development area in The Hague. In both instances, story mapping was used to stimulate alternative narratives of, learning within and between cities. Our main ambition was thus to provide a platform for structural collaboration and knowledge co-creation, as well as to explore in what ways such an alternative form of mapping contributes to collective learning and community-based planning. In the paper, we reflect on the story mapping experiments and our own positionality as action researchers/teachers, to elaborate on the potential of alternative mapping practices and their implications for the role of academia in society.

THE SERIOUS GAME, AN INCLUSIVE LEARNING TOOL TO ENHANCE USERS' INVOLVEMENT AND PARTECIPATION IN SMART COMMUNITIES

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In global and local sustainability contexts, community needs and user's awareness are key issues. Recently, in literature fields, it is possible to recognize the fundamental role played by human factors. Users are at the centre of attention in delivering new services and infrastructures and in achieving sustainability in the longer terms (Brandon, Lombardi and Shen, 2017). In order to attain true sustainability, the engagement of communities in urban and territorial transformation are gaining an increasing importance. Planning and design process can be improved thanks to new interactive technologies, innovative learning methods, as social research methods, ICT tools and Big Data analysis. The Serious Game, a learning tool, could be one of the mediums among other instruments to be adopted in this contest. It has multiple learning aims, it can be applied in many areas and targets of all age groups (Mouaheb, et al., 2012) and additionally, it can be considered as a teaching ICT tool, a means of entertainment and a participatory methodology too. One of the most important features of the Serious Games is to make interesting and entertaining issues improving the knowledge of users' actions and teaching them themes like sustainability, environment planning challenges and sustainable development in urban transformation. Therefore, Serious Games could represent a strategic hub to improve planning and design process, favoured by the studies of the Citizen Design Science. It is focused on the designing methods and mass-participatory design, that have great potential to create useful and appealing designs thanks to users' participation. Finally, the main challenge is to try out the Serious Game, generally used in educational field, in urban contexts for people's needs, evaluating its impact on communities. This study is under analysis in a PhD thesis at DIST (The Interuniversity Department of Regional and Urban Studies and Planning) at Politecnico di Torino.

URBAN LIVING LABS AS A SMART CITY APPROACH: COPE WITH URBAN CHALLENGES THROUGH OPEN INNOVATION

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Smart city has been a buzzword for more than a decade. It has been widely used in different context and the understanding of the concept has also been evolving during the last years, from a technology-centred model to a more balanced socio-technological strategy for urban development. Similar to the concept of smart city, Urban Living Labs (ULLs) first came up as an approach that uses emerging technologies to cope with urban challenges. Today, ULLs often have a focus on citizen participation and social value creation. Because the smart city and ULLs share the core element of open innovation and co-creation, ULLs has been considered as part of the smart city strategy, especially when dealing with the community level issues. Although it is believed that ULLs could contribute to the smart city strategy, there is a lack of investigation on how ULLs' approach is linked to the socio-technical innovation process in smart cities. Aiming to fill this gap, this paper raises an analytical model based on the quadruple helix (government, industry, academia, and citizens), and uses the tool to analyse and compare three cases of community-level ULLs from different European cities. The study finds that ULLs could facilitate co-creation at the community level with the citizens involved in the process. The result reveals how ULLs create social value and promote the development of smart cities through a socio-technical approach. Furthermore, it is discussed how ULLs could be used as a tool in broader scenarios to support the smart city strategy.

FROM DIFFUSION TO THE DIFFRACTION OF INNOVATION. MAPPING THE SPATIAL SPREAD OF SOCIAL INNOVATION IN/BETWEEN DISADVANTAGED RURAL REGIONS

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There is growing body of evidence supporting the claim that social innovation is well placed to drive social change and address today's most pressing global challenges. And more recently, how social innovation is at work in disadvantaged rural regions to satisfy unmet local needs (Bock, 2012; Christmann, 2014; Richter, 2016; Noack and Federwisch, 2018). Social innovation can be described as a process through which social change emerges, where new social relations (e.g. Ayob et al., 2017) and social practices are intentionally reconfigured (Howaldt et al., 2014). Such new combinations of practices engendering social change may be regarded as collaborative and participatory (e.g. Moulaert et al. 2013, Pestoff and Hulgård, 2016), achieving empowerment through democratic governance and co-production (Pestoff 2006), and exchanged through mechanisms of non-linear, social learning (e.g. Bock, 2012; Howaldt et al., 2015). But a lack of specific knowledge, expertise and coordination between spatialities can also inhibit the spread of social practices, a constituent part of social innovation. This raises the question: how is connectivity made across territories and through space, and how can this connectivity be improved to support the intra-action in/between specific global, regional and local social innovation strategies towards transition. This contribution will present initial results from the ongoing Marie Skłodowska Curie, ITN research programme, RurAction through which social innovation in disadvantaged rural regions is under investigation. I will present an innovative mapping methodology drawing on advances in critical cultural theory, in particular Karen Barad's 'Performative Posthumanism' cut together with insights from the 19th C. sociologist, Gabriel Tarde through which spatial spread is accounted for and analysed. Through this framework spatial spread, usually associated with Rogers' Diffusion of Innovation (1995) is reworked to offer a dynamic, posthuman reading which, to lean on Barad, we might describe as diffraction.

TERRITORIAL CONFLICTS IN METROPOLITAN AREAS. A REGENERATION PROJECT FOR THE RESURGENCE OF A COMMUNITY

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The process of political and administrative rescaling affecting cities and regions under the Law 56/2014, with the consequent establishment of metropolitan cities, has triggered new forms of territorial conflicts. In this paper, conflicts have risen to a privileged observatory to investigate government problems at the regional scale and to identify possible ways for an inclusive governance of Metropolitan territory. The main purpose is to propose a reflection on the territorial conflicts, as resource for the strategic government of the territory and the management of territorial conflicts (Lingua, Puttilli, 2017). Focus of this paper is a case study concerning a process of empowerment of a group of citizens engaged in the promotion of a local project that has become a pilot project of regeneration of community places in the frame of the Strategic Metropolitan Plan of Florence. A tiny group of citizen who shared the same common destiny for absence of a connection with the municipal water supply chain. Instead of carrying out a territorial protest and they become an identity movement and, through the recognition of the patrimonial value of places, engaged a multiactorial and multiscalar renewal project aimed to the rebirth of the local community. The joint effort for the self-construction of the lacing of the aqueduct has become the kick off for the realization of an integrated project for the requalification of the complex of Sant'Angelo Vico L'Abate as a place of religious aggregation, social and producer of wealth and new economies. The contribution deals with the reconsideration of territorial conflicts in regional cities as a strategic action for the interaction between local and metropolitan institutions and, above all, as a strong point for enhancing governance at the regional level (Mariano, 2012) for the construction of a shared vision for development of actual and future of the Metropolitan city.

THE ROLE OF COMMUNITY INITIATIVES AND PRACTICES IN LANDSCAPE CHARACTER CONSERVATION: THE CASE OF TWO CULTURAL LANDSCAPES OF UNIVERSAL VALUE IN COLOMBIA.

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The management and conservation of cultural landscapes is a task that involves many different actors; from institutions and governmental agents, responsible for decision-making; to local communities, who are continually changing and shaping landscapes on the ground. In this tremendous task, a key aspect that is often overlooked is the role played by initiatives and practices performed at the local level and their contribution to landscape character conservation. In some cases, such a lack of recognition disassociates intentions discussed at the top-levels from actions promoted on the ground. In other cases, however, local knowledge is integrated and potentialised, resulting in positive outcomes such as the promotion of biodiversity, well-being and cultural identity. The presentation focuses on exposing the way (and the extent) in which local communities' initiatives and practices have contributed to landscape character conservation in cultural landscapes. It employs multiple case-study approach to analyse two cultural landscapes of universal value in Colombia, these are The Zone A of The Coffee Cultural Landscape and the Historic Town of Santa Cruz de Mompox. Initial research outcomes show that initiatives and practices implemented have been possible because of internal drivers linked to values and attachment to a place, as well as from the motivation of external actors, through sustainable practices and organic programs. Resulting actions consist of land and topography management, water management, promotion of biodiversity and programs for trees and seed's carers. These, in turn, have contributed to the enhancement of landscape character diversity, visual amenity, promotion of cultural identity and sense of place. Through revealing initial outcomes, the presentation aims to give few hints on institutional tools of bottom-linked governance; collaboration and co-creation between community groups; tools for local landscape management; and development of local knowledge that inform planning practices in the cases studied and elsewhere.

**IN SEARCH OF OPEN AND INCLUSIVE ARENA FOR EFFECTIVE DISCOURSE:
TRANSNATIONAL PRACTICE OF COMMUNICATIVE PLANNING IN YONGTAI, CHINA**

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This research reflects the transnational application of communicative planning in Yongtai's Village Regeneration projects, arguing that the open and inclusive arena is deficient in fully employing communicative planning in the Chinese context. Although communicative planning is not extensively discussed in the Chinese academic discourse, the pressure for communicative actions in planning practice emerges in the past decade after the planning actions shift from dominantly tabula rasa expansion to more regeneration within limited boundaries. The fragmented interests and increasing complexity that this change brings motivates many local governments to require external experts to involve in all procedures of planning practice from consulting to implementation beyond planning proposals. The researchers grasp the chance of participating in Yongtai's Village Regeneration projects to build consensus among different stakeholders and channel shared actions in Fengluo, Zhaixia and Yeyang villages. However, despite the regular communication and mediation at distance and in site, the initially shared planning objectives and agreed implementing actions were substantially distorted in practice. This research analyses three aspects that are significantly different in this changed political and social context: the openness of public debates, the bridge between expertise and communication and the mode of local governance. The study of this micro, comprehensive planning practice contends that communicative actions are much needed to relieve the increasingly severe conflicts in the contemporary regeneration practice in China, but the shift of its institutional context requests a substantial fix to build effective consensus in navigating planning practice.

CULTURAL STAKING: TRANSITION OF THE CORE PUBLIC SPACE OF RURAL SETTLEMENTS

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Abundant traditional rural culture have been accumulated in rural communities in China. However, because of the change in productivity and production relations, the traditional rural social structure has been replaced by urban-rural dual social structure. The rural material space carrying traditional rural culture has rapidly declined due to the inability to meet the needs of modern villagers. Many studies proved that rural culture still has important social significance in contemporary rural communities but should be transformed. The government in China proposed the rural revitalization strategy, in which cultural revitalization is the soul. But in general, the theoretical research suitable for rural planning in China needs to be further in-depth, and the practical paradigm needs to be summarized. This paper points out that with the approach called Cultural Staking, starting from the core public space of rural communities as an acupoint can be an effective way to the village revitalization planning considering the background of social innovation. This research analyzes the cultural characteristics of rural communities, and finds that the most significant cultural spirit and social relationships are usually presented as the core public space. But as the old material space, the core public space should be transformed creatively to adapt to new social structure and functional needs on the base of the organic corresponding relationship of cultural, social and spatial aspects of rural communities. The practice in Shatan Village, Zhejiang Province, China shows the effect of a creative spatial restoration and regeneration of the core public space with the Cultural Staking approach. The theory and working methods of Cultural Staking have universal guiding significance for the protection and utilization of historical and cultural traditional villages, but localities should also revitalize culture according to local cultural identity.

A ZERO-WASTE COMMUNITY-BASED PLAN IN THE SIMETO VALLEY (IT): PREMISES, CHALLENGES AND PERSPECTIVES

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The Simeto Valley (Eastern Sicily, IT) has been the location for a decade-long action-research initiative carried out by a partnership between the University of Catania and a coalition of community groups today called the Simeto Participatory Presidium. The process has generated an innovative form of local inter-municipal shared governance with some impacts on institutional planning practices. It has produced a specific “contractual” form, calling into question some assumptions of the current Italian planning system while also rejecting the premises of a ‘neoliberal contract’, which is the current trend of most planning contractual experimentations. While this process has already reached a certain degree of innovation, there is still a long way to go for producing structural changes. This paper presents the specific features of the process conducted in the Simeto Valley, discussing its outcomes, potentials and pitfalls. We argue that action-research inspired community-based practices contribute achieving long-term innovations through an organized process of social learning, based on a constant reframing of goals, questions and the collective evaluation of results. Specifically, the paper focuses on a current phase of the process that is producing a community-based initiative called “Simeto Zero Waste and Circular Economy Plan”. Based on a collective evaluation of the previous phases of the process, the initiative is approaching the multifaceted and critical issue of waste management in Sicily as an opportunity for generating socially innovative practices while challenging structural transformations.

PA08 Theorizing urban change: complexity and ethics

Tijana Dabovic
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Planning interventions change people's lives. Planning is not simply an intellectual concern, but has profound ethical implications, especially when the consequences impact the socially disadvantaged and politically powerless. Ongoing processes of technologically driven urban change add a further dimension to this, structurally influencing social change. Planners face calls to transition toward cities that are 'smart', 'resilient', 'open' and 'agile', and the list is getting longer. Conversely, we inhabit an era where technocratic and profit-driven rationales dominate spatial interventions, leading to concerns around freedom, honesty, dignity, and democracy. In the face of increasing complexity, do we have at our disposal appropriate tools and theories to address these? We invite colleagues to reflect on the possibilities of territorializing ethical principles of urban citizenship. In doing so, we wish to emphasise the significance of social context, and the social nature of our lives, in structuring our moral perception. This highlights ethical dilemmas and threats which are overlooked or misunderstood if attention is too focussed on the individual. We especially welcome contributions addressing the following issues:

- What role can self-organization, based on shared ethics, play in transforming cities?
- How can interactions between complexity and ethics contribute to theory and practice?
- How, and at what scales, are ethical principles being co-opted into tools that influence urban change?
- Are there forgotten voices in planning history who might remind us how to insert ethics into contemporary planning systems?
- What is the planner's role in this?

DELIBERATIVE BUBBLES IN TOXIC PLANNING PROCESSES: THE AFFECTIVE POLITICS AND RELATIONAL GEOGRAPHIES OF A COMMUNITY PLANNING EFFORT

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This paper mobilizes philosopher Peter Sloterdijk's concept of 'bubbles' to investigate the purposeful production of semi-enclosed affective environments that serve to enroll actors as stakeholders in particular projects or endeavors. Through a close investigation of an attempt at constructive such a 'bubble' in the form of a community planning effort within an already politically infected planning process, the paper highlights the importance of developing a relational understanding of the functioning of such deliberative bubbles. This particularly includes an attentiveness to the interface between intense deliberative initiatives and the wider organizational and political contexts in which they unfold.

EVERYDAY POPULISM IN URBAN PLANNING – JUMPING ON THE BANDWAGON OF MEDIA-SEXY PROJECTS AND ‘EASY’ SOLUTIONS

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Right wing populist movements have recently been the subject of increased attention and to some extent affected party politics as well. However, populism is not solely restricted to populist movements or party politics. Rather, these has given rise to mainstreaming of populism, and today the populist rhetoric and dichotomous speech are emerging also in other fields (Palonen, 2017). This paper suggests that we should look more closely at everyday populism; the sort of populism that takes place in local level decision-making, with possible implications on planning. Do local politicians easily jump on the bandwagon of media-sexy development projects? How can a planner take a stand on a project that is rhetorically associated in the public discourse with shallow and stereotypical societal confrontations? Planning is much about dealing with complex issues, and it can be politically tempting to project simplistic readings of tricky and complicated problems. There are planning-theoretical approaches that offer an opportunity to examine the issue in depth. In her recent writings Chantal Mouffe calls for populism, though she also proposes a new way to define it (Mouffe 2016). According to her, it is about constructing the political by establishing a political frontier that divides society into two camps, appealing to the mobilization of the ‘underdog’ against ‘those in power’. However, this paper suggests that this can lead to a gap between the adversaries – in local politics just as well as in national or global ones – and creating such a gap can become politically more important than creating any visions for the future.

THE RIGHT TO HOUSE: FROM OCCUPATION TO TEMPORARY COLLECTIVE HOUSING IN TURIN. THE CASE OF VIA LA SALETTE.

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The case of “La Salette” temporary collective housing (Turin, Italy) problematises the relationship between conformative planning systems and urban practises. Since the occupation of an abandoned space for housing purpose in 2014 by around 80 migrants, the housing use “legalization” of an abandoned private building, was reached in 2018. Urban takeholders have been involved and activated, the space has been regenerated with a multidisciplinary approach and housing co-management and small informal economic activities have been set. It was possible by the simultaneous presence of inhabitants and works and by the works’ self-production. Specific pieces of rules were identified and articulated in a sort of technical and legal tool consistent with the current legal framework. The Italian planning system is defined as urbanism (EC, 1997) and conformative (Janin Rivolin, 2008, 2016, 2017): in response to a local community social need, not foreseen by the existing plan, the proponent of an eventual response to that need could not propose a solution, not included in the existing plan, although responding to a territorial development objective. The concept of interventions’ predetermination within conformative systems does not include the promotion of voluntary territorial development proposals, approved because of their contribution to development objectives. Predetermined interventions prevail on development objectives, so if territorial needs are not foreseen by the plan, responding by parts is necessary. In this case, the intervention was divided into parts attributable to preordained determinations, assembling a technical and juridical construct, resulting in an overlap of normative fragments belonging to the existing legislative apparatus. Nevertheless, this ad-hoc juxtaposition cannot ensure the automatic realization of further interventions on the same site. In conclusion, the inflexibility of conformative urbanism, and the production of a new rule for the realization of “unexpected” projects, with a smart mix of the current rules, are called into question.

CAN PRINCIPLES OF JUSTICE INFORM POLICY? AN OPERATIONALIZATION OF EGALITARIANISM, SUFFICIENTARIANISM AND PRIORITARIANISM FOR SPATIAL ISSUES IN THE CITY OF GRONINGEN

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Issues of justice and fairness are coming under increasing scrutiny in planning theory and practice. The growing prominence of these issues is tied to the rise of precarious living situations due to disproportionately high costs of housing, energy and transport, increasing environmental risks arising from climate change. The focus within these increasingly precarious living situations is often on the distribution of resources across space and time. These distributions of resources can be criticized from different moral stances (e.g. egalitarianism, sufficientarianism, prioritarianism). Their weakness is that they are inherently non-spatial. In this paper we aim to operationalize egalitarianism, sufficientarianism, prioritarianism for the distribution of three 'primary spatial goods', such as the access to public transport, access to public greenery and access to affordable housing. Whereas all inequalities are problematized in the first perspective, cases below a pre-defined threshold are problematized following the second stance. Following the third perspective, the lowest end of the distribution is problematized if it is overrepresented by a 'weak social group' (e.g. a lack of public transport is more problematic for persons with a high income). The analyses highlight that 1) a different degree of interventionism, and 2) a different location of interventions can be justified on the basis of the three before-mentioned moral stances. The currently dominant planning paradigms seem inadequate to decrease socio-spatial inequalities. Our results indicate that analyses based on different principles enlarge the discretionary room for policy makers, and allow them to explicate the distributional nature of their decisions.

TRANSFORMATIVE CAPACITIES: FROM INDIVIDUALS TO SYSTEMS IN THE CO-CREATION OF URBAN VALUES

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The paper elaborates a vision and a method developed in the context of MUV (Mobility Urban Values), an EU Horizon 2020 project (2017-2020) that intends to foster more sustainable mobility lifestyles, enhance local development and improve urban planning policies. MUV activities are co-designed to enable spatial and virtual social interaction in six different European neighborhoods in Amsterdam, Barcelona, Fundao, Ghent, Helsinki, and Palermo. In this paper, a framework of multiple lenses grounding on the theories about change – behavior change, social practice, and systemic perspectives – is combined for a new progressive transitional perspective to understanding MUV as a potential change agency. A critical scholarship angle allows elaborating on the transformative capacity of societal discourses within contextualized neighborhoods and their effects through participative methods of interpretation in six EU cities. The idea of change is here operationalized through an interpretation of the multi-level perspective (MLP) as an urban ecosystem which frames the macro-and-micro levels that intertwine and co-evolve together through the flow of societal ‘desired values’, the dynamic of stabilization of urban practice and potential urban governance strategies. The first part of this paper focuses on the MUV vision about change and the agency within this urban ecosystem. The framework points to the efforts to value change envisioned within co-creation activities with individuals, local communities, informal groups of citizens against the discursive landscape of societal desired values (sustainability, resilience, safety, inclusiveness). The conclusion presents the results of this process with a critical consideration of discursive re-scaling. Lessons from MUV draw on what planning for transitions require in terms of capacities: first a practical way to interpret values with local communities in view of regenerating a positive culture that reflect the identity of places; second the opportunities to integrate scale-linking perspectives to develop new capacities for action.

URBAN AGRICULTURE AND THE SOCIAL ROLE OF URBANISM. PLANNING AND ETHICS FOR COMMUNITIES AND TERRITORIES

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UN Habitat III and the 2030 Agenda for Sustainable Development have challenged scholars to reappraise the urban environment from the sustainability perspective. The study of urban form (urban morphology), as well as of resources and materials needed for cities to function (urban metabolism) are two specific areas which have potential to assess the urban environment and their projected development. Departing from such contributions this presentation, focus on the primary results of an ongoing research Project (SPLACH – Spatial Planning for Change), which aims to promote a sustainable urban transition of Lisbon Metropolitan Area (LMA), informed on a desirable food-based urbanism, with impact on the improvement of environmental conditions and people's lives. LMA concentrates about 3 million inhabitants, whom mostly occupy its peripheral residential areas, developed throughout 20th century. Many of these areas gave rise to relevant problems such as social isolation and car dependency, while others have witnessed a number of municipal and private initiatives to counteract such issues, including the promotion of urban agriculture. SPLACH Project has surveyed a number of case studies which aim to theorize planning and housing dynamics occurred in LMA while identifying their impacts on territorializing ethical principles grounded on urban agriculture initiatives. Specifically, we will question what specific issues have been identified in SPLACH case studies which deem to provide opportunities to rethink urban planning and urban form towards a more sustainable environment and promote the social role of urban planning.

BUILDING A 'THIRD LAND REVOLUTION.' AGRIBUSINESS URBANIZATION IN RURAL CHINA

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In 2014, the Chinese central government initiated a Third Land Revolution, a national development campaign enabling village governments to transfer rural land from local farmers to agribusinesses and tourism corporations. Unlike the First Land Revolution (Mao's rural collectivization) and the Second Land Revolution (Deng's rural de-collectivization), large-scale agriculture firms are now appropriating rural land nationwide and using it for extracting previously unimaginable profits. The control over farming land authorizes these private firms to rebuild thousands of rural villages as spaces for intensive food production and ecotourism consumption, while forcing the locals to abandon household farming and work the village land as waged labor. This paper traces these radical transformations in the built environment and social organization of the Chinese countryside: if demolitions and reconstructions serve for making rural villages profitable, what social structures derive from the spatial transformations of corporate villages? Existing scholarship on China's land appropriation ("land grabbing") has overlooked the great spatial transformations driven by the ongoing rural land corporatization. Based on extensive qualitative fieldwork in rural villages of Hunan Province, this paper will provide a theoretical and empirical base to this "agribusiness urbanization," in order to reveal the material aspects of this important change in the rural economy and society.

UNDERSTANDING ‘THE SYSTEM’ FROM BEYOND ‘THE SYSTEM’: THE ETHICAL AND REGULATORY CHALLENGES OF LOW IMPACT DEVELOPMENT IN ENGLAND.

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This paper explores issues and challenges around less mainstream forms of rural development, including those engaged in land-based livelihoods and low impact settlements, in the context of their relationship to the planning system in England. Within this, it discusses the experiences, options and reflections of people living either alone, within small family group or more communally with others in ways which are outside of or beyond the usual patterns of mainstream development and lifestyles, and may be challenged by the nature of the planning construct in place. The focus here is on rural dwellers due to the particular planning construct for this environment; one of the founding conventions of the modern planning system in England is a presumption against development in the open countryside, unless it meets specific and defined provisions related to agriculture and rural enterprise, the reuse of disused building, or the creation of a piece of exceptional architecture. Specifically, this project considers how these ‘Low-Impact’ (off-grid) settlements and development (LID)s can articulate both their own credibility and in turn provide meaningful and substantive critical opposition to decision-making systems which deny their legitimacy. Drawing primary research from interviews with ‘off-gridders’, the paper assesses firstly the ethical claims of LID as a credible way of life in contemporary society. Secondly, it discusses the implications of the way planning deals with and defines such developments, for a deeper insight into how this raises challenges about the purpose, practicalities and values inherent in the regulation of development in the English countryside. We argue that not only does LID pose as yet unanswered questions to the way the system defines, understandings and implements ideas of ‘sustainable development’, but it also challenges the implicit ethical basis on which planning operates.

DO WE NEED OR WANT TO SHARE? THE ROLE OF NON PROFIT SHARING PLATFORMS

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Tourism is an economic activity that must be rethought in order to respond to our fast society changing, as a result of its increasing mobility and interconnection needs, both of them facilitated by technological development. The new scenario, where traditional tourism is transcended by releasing certain static structures and changing patterns of consumption, is described by the escape from an increasingly homogenised and standardised activity towards a more intimate and responsible with the environment one. This new paradigm should enhance the value of cultural exchange by thinking glocally, what involves a more flexible structure when travelling by the time new markets are opened with the final purpose of procuring an optimum level of human and social development. In this context, the purpose of the current study is to discern which is the main reason that leads the traveller to use exchange platforms: an economic need resulting from an endemic impoverishment or, on the contrary, it's about a will resulting from a growing concern for environment including neighbourhoods.

PORSCHE CAYENNES AND OTHER INDICES. NARRATIVES ON SPACE AND THE GREEK CRISIS

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The developments in Greece since the outbreak of the economic crisis in 2010 arguably present a case of a socio-spatial system undergoing significant turmoil in every aspect. Intertwined changes manifest themselves on every scale, from the supra-national down to the emergence of new forms of spatial practices, activities and shops. Extreme poverty was a very rare condition prior to 2010. The emergence of various forms of shelter for the homeless, and the provision of food for those in need, sometimes in restaurant-type facilities, are strong signifiers of the crisis. Dialectically along with the developments in the economy and the society goes the construction of narratives by the state, political parties and the media. These narratives, always instrumental in shaping perceptions and adjusting behaviours, often verging on propaganda, vary according to 'author' and their temporary role (as, for example, in the opposition or the government). Some narratives use visual imagery or make reference to real objects attaining a symbolic status. This is the case with the Porsche Cayenne car. In 2011, many reports claimed that Greece had one of the highest rates of per capita Cayenne ownership. To name just one of the uses of this narrative, it was clearly implied that too many individuals were spending carelessly and this was an index of irresponsible behaviour that would justifiably lead to extreme austerity measures. Other narratives focus on commonplace cases of relying on semi-improvised and potentially dangerous ways of heating, as a consequence of poverty. An often recurring theme is the pawnshop, a kind of shop extremely rare to encounter before 2010, and the activities of the persons running the pawnshop business. The paper focuses on the relation between the instrumental narratives relating to the crisis, mainly those with a strong spatial or visual component, with the developments in spatial organization.

TOWARDS POST-HUMAN URBANISM

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The growth of multiculturalism is an unavoidable phenomenon in European cities as the result of immigration and increasing mobility of work. It is also increasingly an urban phenomenon, following the general trend of urbanisation. However, its role in urban planning is by no means self-evident or sufficiently addressed. In this paper, the method of the archaeology of knowledge is used to understand how 'rarity' in planning discourse is constructed, based on the traditional humanistic ethos or 'the cities for people'. The results often point to a systematic avoidance and even silence of the cultural issues, even though urbanity is otherwise cherished in the planning documents. An attempt is made to explain this observation with reference to the strong functionalistic tradition in the Nordic planning agenda and the tacitly adopted biopolitical definition of legitimate needs of the urban citizens. The Utopian ideology of a class-less planning for the 'public interest', with its biopolitical undertones of biologically determined features of the population, will eventually meet new demands for culturally oriented, specialized services and spatial practices that multiculturalism necessarily entails. This is confronted with the seemingly 'transparent' and generalizable planning ethos that has remained unquestioned, hidden by the emphasis of physical planning with respect to social and cultural 'soft' policies. This study is part of a multidisciplinary project BEMINE: Beyond MALPE Coordination, Integrative Envisioning, carried out at the Department of Architecture, Aalto University School of Arts, Design and Architecture.

INCREASING WOMEN'S ACCESS FOR WELL-BEING AFTER RESETTLEMENT: THE BELO MONTE HYDROPOWER DAM PROJECT

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Gender-blind policies and the lack of in-depth studies by Brazilian authorities and decision makers of local communities are a threat to women's adaptation after resettlement. In Altamira, a city located in the Brazilian Amazon, local riverine communities have been resettled from their homes alongside the river to an urban city due to the construction of Belo Monte dam. The gradual and dismantled distribution of families throughout the five different Collective Resettlement Units located in the outskirts of the city have impacted people's social connections, separating families and family members, disconnecting them from the river and distancing them from their livelihood, primary income resources, affecting their traditions. In addition, the patriarchal culture in Brazil is a source of limitation for these riverine women's independence. The shift has not only been on women's livelihood but it has also changed their understanding of what is their home and community.

SEX (ROLES) AND THE CITY

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In the last years a new wave of feminism arise, showing how the violence against women is still present in contemporary society. Violence against can be intended both as direct (domestic violence, harassment, ...) or structural (pay gap, less opportunity, less listening in the public arenas).The paper aim to show different aspects of structural violence affecting women, coming form urban environment. They can be recognized in more difficult in access to houses, to public spaces, to spaces of self-organization; in the preference given to private transports than to public ones in the mobility management of the cities; in the difficult to conciliate productive and reproductive activities; the lack of representativeness of women in the design and planning disciplines.The last issue is object of different international research in recent years, and can be one of the causes of the little attention payed by planners to gender issues: "how could women have genius, if it was denied them the possibility of a masterpiece, or even a piece?" (De Beauvoir, 1949).It is possible to add this second question: "How can women design spaces and cities for women, if it was denied them the possibility of design?"The paper gives an overview on the topic, try to answer to the question about the forgotten voices in planning history, and illustrates some reflections on "How would a non – sexist city be like?" (Hayden, 1980).

MANAGING RELIGIOUS MEGA-EVENT IN A MUNDANE URBAN COMMUNITY: THE CASE OF MUSLIM EID AL-FITR IN HUXI MOSQUE, SHANGHAI

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Accompanying Shanghai's opening-up and rising-up as a global city, both internal and international Muslim immigrants are rapidly increasing. With a large proportion of the irreligious population, the Chinese government's attitude to religion is neutral. As religious mega-events would require extended open space, the Muslim immigrants have to occupy some public spaces around the mosque to hold religious events, confronting the everyday life of the local residents in the surrounding community. Taking the Eid al-Fitr 2017 in Shanghai Huxi Mosque as an example, we investigated the religious mega-event when it took up the whole streets for a whole day, and interviewed 56 Muslims, 89 locals, and 9 administrators. The results show that the rigid top-down government-enforced management model cannot resolve contradictions between the two groups because different social groups (the Muslims and the local residents) have completely different spatial demands. Based on the interview with key informants and survey, preliminary findings suggest that a bottom-up model, for example, a street-based community comprised by residents, Muslims and neighborhood committees, may work better to manage this religious mega-event in a self-organized fashion. First, more channels should be created to express the Muslims' opinions regarding the planning and formulation of both mega-events and daily life. Second, a harmonious cultural atmosphere could be created for the Muslims group by organizing some unique local activities and cultural festivals or temporary markets to enhance mutual understanding between local residents and Muslims. Finally, establishing Muslim cultural community may play an important role in strengthening the understanding of religious culture to the surrounding communities and mitigate the misunderstanding and alienation between locals and Muslims. These findings will generate implications for policy-makers to manage religious mega-events more effectively in a mundane urban community in Shanghai, and other global cities with diverse ethnic groups.

PRODUCTION OF URBAN SPACE – AN ANALYTICAL FRAMEWORK TO DETERMINE URBAN CHANGE

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This paper discusses the analytical framework of the 'production of urban space' in order to investigate the change of urban spaces based on a long-term case study of the Viennese street market from 2008 until 2018. The case study shows the complex processes of productions of urban spaces and urban change. Beside the official urban renewal process, there are several actors involved, which have a high impact on the transformation of the city space. There is a broad discussion of participation in the realms of urban renewal recently. Therefore, it is necessary to evaluate and review these processes of urban change and the involved actors closely, especially because there is the officially written story of place-making by the city government and the yet untold story of local actors, which is explored in this study. Furthermore, the paper highlights migration as a resource of urban development and city marketing. To determine the multidimensional process of decision making and producing urban public spaces, it was necessary to combine both qualitative and quantitative research methods. Furthermore, historical and planning documents, beyond that reports of the media were analysed. The case study was based on a long series of participating observations including guideline qualitative interviews, following the principles of grounded theory combined with the methods of social space analysis. Moreover, a secondary analysis of spatial data conducted. In what follows, I make an argument for a synopsis and an extension of relational theories of space, to enquire the constitution and transformation of urban spaces and its methodological implications based on empirical findings. The general idea of this paper is that urban spaces are produced by actors framed in regulatory mechanisms at the macro-meso-micro level. These actors have different economic, social, cultural and symbolical resources and possibilities to take part in the process of decision-making.

GROUNDING THE PUBLIC INTEREST: A CIVIC RATIONALE FOR THE PLANNING PROFESSION

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Planning professionals act to manifest complex societal concepts into spatial and built reality, with these actions often conducted under the assumption of 'public interest'. The planning literature demonstrates that 'the public interest' remains a diversely interpreted justification for planning activities, with planners struggling to understand how such concepts directly contribute to planning outcomes. This paper outlines the weaknesses in current conceptions of public interest in planning, rendering it as diffuse, theoretical and malleable in practice. It discerns a dominant public interest rationale susceptible to neoliberal subversion. Recognising that representations of 'civic' within and outside planning embody a real, tangible, public interest, it calls for greater consideration of civic understanding in planning practice, particularly across three integrated strands: planning institutions, processes and design/materialism. This study is a contribution to the debate around planning's assumption of public interest, arguing that a multi-faceted approach that contextualises and extrapolates a real public interest is required to actually deliver on the professional ideals of planning.

PLANNING, THE PUBLIC INTEREST, AND HAPPINESS

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This paper considers whether the act of planning in the public interest also generates individual happiness. The concept of happiness is introduced in terms of philosophical underpinnings and in terms of how it might be evaluated. A basic distinction is made between happiness as hedonic well-being generated by positive feelings, and happiness as eudaimonic well-being generated by a sense of purpose and meaning that is related to Socratic thinking. The common measure of individual happiness is personal evaluation of social well-being, but this can be critiqued on several grounds, thus making more difficult any evaluation of the extent to which planning can contribute to happiness. This acknowledged, research findings on the main determinants of well-being are summarized. These include obvious factors such as income, health and other personal factors including sense of purpose, as well as external factors such as inequality and social capital. The paper then considers the basis of planning, as identified by public interest rationales such as addressing externalities and providing public goods, and the extent to which this might also be a basis for the provision of conditions for happiness. Conceptual problems in being able to do this include the wider 'public' focus of planning as against the mixture of individual and group foci in happiness outcomes, and the existence of multiple 'publics' in real world planning that make translations between planning and happiness problematic. Other problems include the focus of happiness conceptualisation in the present versus planning's emphasis on future outcomes, the mix of personal and external factors contributing to happiness, and potentially complex connections in which planning helps provide underlying conditions for happiness but which are taken for granted in assessments of happiness.

SERVING THE PUBLIC INTEREST? TOWARDS A GENEALOGY OF PRIVATE-SECTOR PLANNING EXPERTISE

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Planning theory has typically understood its object to be a primarily public activity. Planners have frequently been typified as public servants, working within bureaucratic structures and accountable to democratically-elected officials. At the last count, however, around 40% of members of the UK-based professional body for planners, the Royal Town Planning Institute (RTPI), worked in the private sector. The outsourcing of public service work has been a hallmark of neoliberal government over the past forty years. Critical scholarship associates such processes with the marketisation of state and society and a loss of public values and democratic accountability (e.g. Brown, 2015). Despite this, however, until recently there has been surprisingly little critical consideration of the privatization of planning expertise (though see Linovski, 2017; Raco, 2018; Zanotto, 2019). In this paper we draw on archival research in the UK to present a genealogical analysis of the role of the private sector in providing planning expertise over the post-war period. In doing so, the paper provides one of the first accounts of the historical roles of private sector expertise in the delivery of public planning, assessing the changing claims through which markets in public planning services have been made and remade. Viewing public and private not as fixed and immutable categories but instead as historically contingent outcomes of struggles over the ways in which the public interest is defined and realized (Geuss, 2001) enables us to trace the reorganization of expertise in urban planning over time. By problematizing and destabilizing prevailing understandings of the neoliberal present we open up a range of important questions about the historical, contemporary and possible future organisation of professional expertise in the delivery of public planning.

SCALE, HIERARCHY AND POLITICS: EXPLORING THE LINKS BETWEEN THE AGENCY OF PLANNERS AND THE ORGANISATION OF PLANNING

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Planning in England is widely held to be at a low point; planners perceive themselves to be constrained by the exercise of political and private power, reduced to tweaking around the edges, in the context of a centrally defined planning system perceived as highly dictatorial. Yet, there are still individuals and organisations who continue to intervene in a more meaningful way, finding opportunities to act in the pursuit of better places. This work attempts to explore the organisational factors that converge to facilitate this agency, in order to address how the space to act might be reclaimed. The work draws on the experiences of a diverse group of 40 planners, collected together through semi-structured interviews; some are mid-career, others have more than 25 years in the profession; some work in London, others in more far flung parts of Eastern England. They are similarly varied in their roles, ranging from enforcement, to development management and strategic planning. Their experiences are used to explore how a planner's ability to drive forward better places varies with the structure of the organisation that they work within. Key themes are explored around organisational culture, looking at how this is influenced by variations in the geographical scales at which planners work, the extent to which organisations are hierarchical, and the directness of relationships between planners and politicians. This allows conclusions to be drawn out addressing how structure and agency can interact (Giddens, 1984) to allow planners the space in which to 'exercise fearlessly and impartially their independent professional judgement' (RTPI, 2016, p.3), with the aim of creating better places for the future. References Giddens A., 1984. *The Constitution of Society*. Cambridge: Polity. Royal Town Planning Institute (RTPI), 2016. *Code of Professional Conduct*. London: Royal Town Planning Institute

PLANNERS AND THEIR STRATEGIC CHOICE OF ROLES – HOW PLANNERS ADAPT TO TRANSFORMATIVE PRACTICES

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According to Campbell (2002: 272) 'judgement is ... at the heart of what planners do, and in making distinctions about good and bad, better and worse, in relation to particular places, [planners] are constantly engaged in questions of values'. Therefore, planners follow professional codes of conduct, including institutional and individual norms, routines and attitudes. But how much autonomy and agency do urban planners actually have? Do planners have the scope for independent manoeuvres or are they in danger of having just an 'administrative role'? What are ethical dilemmas and threats that planners face? Based on a survey conducted in 611 small and medium-sized cities in Germany and 35 in-depth interviews with planners and politicians in seven of the small and medium-sized cities, our contribution focuses on how planners make judgements and decisions in their daily practice and how these practices reflect planning foundations of contemporary planning approaches. As the context for making judgements has changed from operating within highly institutionalized frameworks to collaborating in more informal and 'horizontal' settings with practitioners and citizens with multiple backgrounds and diverse stakes, we analyze if there still is a common and foundational basis in contemporary planning practices. Therefore, planners' daily practices and their various roles within the administrative organization, the political scene and their role in public society are anchored with their general understanding of planning and institutional as well as individual values that are affecting the decisions of the planners. By intersecting planning theory and the results of the empirical survey on practitioners' work, we hope to reflect on the debate on planning expertise and emerging forms of agency, to enable frameworks for future transformative practice to emerge, and to contribute to the theoretical discussion on planning ethics and transformative practices.

REBUILDING THE PLANNING SYSTEM: THE TRANSITION TOWARDS PROFESSIONAL ANTAGONISM IN THE UPHILL BATTLE OF MADRID NUEVO NORTE

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This paper explores the way some planners are evolving in their approach to public discussion. It takes as a case study Madrid Nuevo Norte (MNN). MNN exemplifies the sheer deterioration of urban planning and urban development in Spain. In 1994 the government decided to carry it out in partnership with a private developer. Its lack of action was coupled with a constant addition of adjacent land to the project reaching today 226 ha, with 75% of public land. Lacking relevant political opposition, criticism to the project has raised from residents and from some influential local planners. Planners became aware that addressing residents' claims would not significantly change key deficiencies of the project, including its inconsistency with the municipality attempts to decrease spatial segregation among the north and the south of the city. They have moved to an activist approach in which they provide factual evidence about the caveats of the concept, make use of legal opportunities to challenge it at the Court and promote public discussion. These planners' approach could be better characterised as professional activism. In this case, antagonism has taken an unexpected character: activists claim for better norms, for rebuilding the system of checks and balances of planning regulations dismantled by decades of neglect, and for the quality of the factual information discussed in public policies. They see their action as a contribution to improve the education of the public and to empower them to participate at the public debate (in the Deweyan sense). These planners do not claim any superiority to their knowledge or vocabulary; they accept uncertainty, and do not place themselves as closer to reality. The paper explores their relationship with the different theories of planning and places them in the pragmatic tradition that would build upon Rorty's view of the ironist.

STUDYING PLANNING AND EVERYDAY LIFE IN THE 21ST CENTURY

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The 1960s have been a period in which social scientists and planning theorists have widely engaged in connecting planning theory with praxis-theory and a critique of l'aménagement de territoire as a way of the capitalist system to spatially organize everyday life of (urban) inhabitants according to capitalisms' changing ways of territorial capital accumulation. In the field of urban studies after the turn to the new millenium, scholars have identified a rise in contributions that seek to update a critique of everyday life to the features of urban change of the 21st century. My contribution will delve on this rising body of literature, and how it has (more recently) informed planning theory and architecture theory approaches. Besides a relational and neomarxist point of departure, reconnecting planning theory to a critique of everyday life bears the potential to also include wider fields of theorizations beyond a critical anaylsis of capitalism, e.g. postcolonial planning theory, planning theory informed by postfoundational thought as well as contributions that retrace the role of the body and embodied space in the context of theorizing urban change.

COMMUNICATION THROUGH VISUALIZATION: THE PURPOSE, ROLE AND STYLE OF VISUALIZATIONS IN URBAN CONTEXT

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Visual representations in its all different forms help us to understand our cities and make it available for analysis. They increase our capacity of comprehension by making useful conceptual shortcuts in our understanding to have a glimpse of “what’s happening” in our cities. Throughout the history, urban planning discipline has looked at visuals in various different ways, giving little to no attention at all. Some theoreticians believed that it is probably better to abstain them because they can lead to serious conflict through their biased perspective of reality. Because visuals are neither objective nor science. Nevertheless, visuals are powerful tools and may be used to manipulate or lead the discussion in a certain direction, but they may also give voice to disadvantaged parts of society and the territory. Visualization is used to convey information to communicate a message. However, what we see is very much dependent on our knowledge, goals and expectations. What we can do is to try to boost the cognitive capabilities of the mind by paying attention to certain design principles. But we have to be very careful with the ethical principles throughout the creation phase. We need to re-examine the city and its attributes within, keep it open to further critical analysis. Especially with the new possibilities that the web allows us, effective visualizations have the potential to lead to interesting discoveries and collaborative creations. New systems and techniques are being developed constantly to meet the needs of a society increasingly dependent on data. NOTE: Urban Change in Time: www.ucit.or.at is going to be presented in the end, which is a web application created as a tool to serve for the PhD thesis where the abstract originates from.

DESIGN IN THE ANTHROPOCENE: A COSMOPOLITICAL PERSPECTIVE

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In recent years, design is undergoing a profound change, trying to address the widely debated topic of the Anthropocene. The shared awareness of man's responsibility for climate change and its effects has shaken the foundations of all fields and required a change in perspective. Against the modernist anthropocentric vision, reflections such as those of Latour show that the surrounding world is not a passive background, but rather a system of relationships, made of agents - human and non-human - each of them provided with an agency which is also political. This perspective also implies going beyond the traditional, restrictive notion of politics as "the give and take in an exclusive human club", towards what Stengers and Latour defined cosmopolitics, i.e., politics seen from the viewpoint of an "ontological pluralism" as a continuous negotiation, a practice of coexistence in which all the living and non-living entities participate. Such change of perspective has, clearly, a profound impact also on the very idea and practice of design. The shared awareness of architecture's ontological instability and heterogeneity is "subverting concepts, unsettling binaries, questioning received notions of agency and authorship, as well as troubling the discipline's authority" (DA COSTA MEYER, Esther, 2016. Architectural history in the Anthropocene: towards methodology. In: *The Journal of Architecture*, vol. 21, no. 8, p. 1206). What are called into question are the boundaries between nature and culture, inside and outside, entities and agencies traditionally seen as oppositional (human/animal, life/matter, organic/inorganic), as well as those defining traditionally autonomous fields of knowledge, that begin to cross-fertilize each other. How are designers trying to deal with this new awareness? How can design practices contribute to the unveiling and re-shaping of the co-existence of different entities, agencies and their interweaving?

ADAPTIVE URBANISM: TEN POINTS FOR A MANIFESTO

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Nowadays, Urbanism as a discipline and a professional practice has achieved a high level of complexity and, at the same time, a great level of bureaucracy, forgetting its target: the citizen. The contribution presents ten point for discussing the role of Urbanism on the path toward adaptivity.

SUSTAINABILITY TRANSITIONS AND THE SUBJECTIVITIES OF PLANNERS IN GERMANY: CAUGHT BETWEEN BUREAUCRACY AND POLITICS?

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The development of urban regions as well as rural areas in Germany is largely influenced by statutory spatial planning. This is a multi-tiered, nested system of comprehensive planning. The respective documents, which usually include texts and maps, are legally binding for public authorities. To varying degrees, such statutory plans may be complemented by informal planning instruments such as spatial visions and development strategies. Sustainability has been enshrined as a guiding principle in Germany's planning legislation since 1997. However, recent years have seen growing calls for more radical and far-reaching sustainability transitions of cities and regions. They refer to issues such as climate change, different forms of energy production and use, land consumption, biodiversity loss, air quality and public health, to name just some of the most salient topics. Yet how do planning officials in charge of devising spatial plans at the interface of public service and politics deal with these demands? To what extent do they understand themselves as agents of change? Which tensions, obstacles or even dilemmas do they experience when trying to promote sustainability through their work? We provide some tentative answers to these research questions based on evidence gleaned from narrative interviews (i.e. combinations of open and semi-structured interviews) with planners working at the regional level of spatial planning in Germany. The interviews are part of a research design based on poststructuralist theories of identity formation and Foucault's notions of subjectivation and technologies of the self. The findings reveal, inter alia, a spectrum of tensions, e.g. between planners' own sustainability ideals and the need to preserve professional neutrality, between different sustainability-related demands such as the protection of birds and the installation of wind turbines, and between political targets defined at state level and interests at local level.

PA09 Transition paths and urban futures

Peter Ache
Adriana Galderisi
Hendawy Mennatullah

Cities and territories are revealing an increasing fragility in the face of numerous and often interconnected challenges: from the impacts of climate change, to the growing migration flows from areas affected by conflicts, poverty or natural hazards. The growth of urban population and the ineffectiveness of the measures so far implemented to reverse current unsustainable development paths could further worsen this fragility. In the last decades, a number of visions of a more or less near future have been developed, shedding light on collective fears and hopes. The sociologist Ulrich Beck (1992) has envisaged a “risk society”, characterized by multiple risks, contending for the primacy of gravity. Science fiction has outlined apocalyptic visions of cities devastated by natural events, paralyzed by the fear of terroristic attacks or, on the opposite, dominated by pervasive technologies ensuring a total control. In all the cases, these visions do not seem to foreshadow a better place to live. Planners have long been accustomed to using metaphors that, as remarked by Secchi (2014), generally “appear in urban discourse, when the urban condition is transformed and shifting (...). This calls for new ways of description and thus for metaphors”. Hence, in a time of fast and unprecedented changes, this track invites scholars and practitioners to outline metaphors, ideas and projects foreshadowing possible transition paths towards alternative urban futures, by taking into account the likely evolution of key environmental, technological, political, social variables in the long term. In particular scholars and practitioners are encouraged to sketch out broad utopian views, to report and reflect on projects’ trying to develop different urban futures, to build up scenarios at different geographical scales envisioning possible transition paths towards more desirable futures, characterized by an improved capacity of cities and territories to tackle some of the main challenges already in place or emerging, with particular reference to:

- impacts of radical climate change;
- impacts of natural hazards;
- massive migrations;
- increase of inequalities;
- access to basic resources;
- pervasiveness of technologies;
- radical modifications in current geopolitical order.

ECONOMY, SOCIETY, SPACE AND INSTITUTIONS IN THE TRANSITION

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The process of transformation of the economy, society, space and institutions has been dealt with usually looking at each of them separately or in couples (eg.: the impact of economic change on society, of social change on the urban space, etc.). This paper holds that today, in a situation of transition, it is important to look at these processes of transformation simultaneously, to understand the co-evolution that they do produce reciprocally and to understand the direction of the multiple relations between them. I start from a statement proposed in an informal seminar by Willem Salet: "the economy and the society change very rapidly, the space adapt to these changes producing resistance and obduracy, the institutions make even a stronger resistance". In the paper therefore I try to describe some of the most relevant changes in the economy linked to the pervasive process of digitalisation, from new manufacturing to the platform economy, trying to understand the impact of these changes on society, space and institutions. Then I look to societal change with the demographic challenge, the polarisation process and the management of migration fluxes with their feed back on the economy, on spatial change and on the shattering of institutions. Finally in turn I look at urban and spatial transformations and to the institutional adaptation. The hypothesis that I propose for the discussion is that (urban) space and institutions in the last 30 years, have been playing only a passive role producing resistance to changes which have been guided by a non regulated economy and by a suffering society. The question I propose is if it is possible to reverse the direction of this relation and to start from the physical space and from institutions to deal with a number of problems that the current state of relations is producing.

WINDOWS UPON URBAN FUTURES

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Examining the nature of turns and paradigm changes in planning and society, this paper builds upon the basic thinking behind the book 'Windows Upon Planning History' (Routledge 2018). The 'Windows' book was asking how we interpret the world through the 'windows of our mind', and what practical consequences this has for us as professionals. It looked at different 'ways of seeing', changing perceptions and eye-openers which have influenced the processes of city making in modern and post-modern times. This paper extends the planning history thrust of the book to ask questions about current approaches to dealing with challenges such as myopic market-orientation and the deterioration of social and environmental conditions. It uses the windows metaphor as a device for exploring the value of alternative views (not alternative facts!), which may be as useful and productive as a stereoscopic view, even a multi-perspective view. As Nietzsche argued: 'The more eyes, different eyes, we can use to observe one thing, the more complete will our 'concept' of this thing, our 'objectivity', be. The purpose of such an approach lies in facilitating a dialogue that has the potential of going beyond mere confrontation and of thus making a contribution towards a new mode of planning.

NEW GENERATION ROBOTICS AND AUTOMATION: NEW FRONTIERS FOR PLANNING?

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There is growing interest in the economic and social impacts of new generation robotics and automation. Less attention has been paid to the spatial implications of drone use and logistics and by extension, the implications for city and regional planning. Current literature tends to focus on specific topics such as autonomous vehicles and smart cities, but understanding is limited and literature is fragmented. This paper builds on work in science and technology studies, and logistics, as well as exploratory research in Sub-Saharan Africa, in formulating a framework for examining the unfolding relationships between planning, automation and robotics. A key aim of the paper is to move beyond the analysis of separate domains such as autonomous vehicles to see a new generation of Robotics and Autonomous Systems (RAS) as a broader systemic process of spatial reordering that has profound implications for planners and planning.

UNDERSTANDING THE RELEVANCE OF TRANSCENDING DILEMMATIC CHOICES IN URBAN POLICY-MAKING: ENVISIONING VERSUS ADAPTING, GROWING VERSUS STABILIZING

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The theoretical part of this research is focused on presenting a double-dilemma facing contemporary cities. The first dilemma concerns the challenge imposed by soaring uncertainty about the future. Uncertainty can drive cities to embrace merely adaptive measures while losing their ability to collectively envision an aspirational future – a process that increases uncertainty further. However, focusing on the pursuit of a fixed shared vision can lead cities towards a dead-end while reducing their ability to address unpredictable problems. The second dilemma concerns the negative consequences imposed by the relentless pursuit of economic growth. Pro-growth policies are causing environmental impacts beyond the planetary regenerative capacity. It seems therefore needed to plan for stable urban economies while massively reducing their environmental impacts. However, if poorly performed, such a transition can lead societies to economic collapse. Urban planners are at the very core of this double-dilemma as cities are the primary arenas where these complex choices are being made today. The working hypothesis of the research is that urban policies resulting from policy-making processes aimed at transcending a dilemma are significantly more refined and insightful than urban policies resulting from one-sided policy-making processes. The empirical part of this research is focused on the Portuguese city of Porto. It explores how the abovementioned dilemmatic choices are being approached by local stakeholders, and which consequences they have for the nature of emerging urban policies. Preliminary results indicate that policy-making processes held in this city concerned with the dilemma envisioning versus adaptation are aimed at transcending the oppositional nature of such duality. The resulting urban policies are very sophisticated and even inspiring. Conversely, the policy-making processes concerned with the dilemma economic growth versus stabilization are fundamentally aimed at promoting growth. The resulting urban policies are less inspired and more divisive. These points will be explored through examples.

BREX CITY: CURRENT AND FUTURE URBANITIES OF THE UNITED KINGDOM/REPUBLIC OF IRELAND BORDER

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The political crisis produced by Brexit has brought focus on the territorial and spatial operation of the 499km long UK/Republic of Ireland border as a microcosm of the renegotiation of the territorial relationship between the EU and UK. The location of the UK/RoI border is the result of the internationalisation of former county boundaries. Its status reflects shifts in historic connectivity between the two sides of the border created from what was historically a single territory. From 1968-98 it was separated by a militarised, yet porous hard border. Since 1998 it has moved from being a controlled to an open border as a result of the Good Friday Agreement recreating a situation of seamless interdependency between settlements on either side. Occupation around the UK/RoI border reveals spatial utilisation, type, and patterns of movement that are highly particular to this place. A continuous loose and dispersed urbanism has emerged, actively embodying difference; between legal structures, tax regulations, building and urban codes, currency fluctuations and cultural values, united by freedom of movement. Unique building types and settlements where access and egress is only possible by passing through another state reflect a relationship with the border that objectively embodies the lived reality of territorial difference. This situation applies at scales from individual buildings to significant territorial areas, capable of accommodating large infrastructural elements or settlements. Through a process of critically reviewing the current border condition, identifying latencies and potentialities through enquiry by design, this paper proposes possible futures for this place. Brex City directly addresses the challenges, absolutes and ambiguities established by Brexit. It is a unique urban place embodying a range of possible futures, from seamless to frictionless to hard border, mirroring the inbuilt paradoxes and tensions of Brexit.

POLYCENTRICITY AS TRANSITION PATH PLANNING APPROACH FOR FUTURE URBAN POLES IN POST-CONFLICT ERA _ CASE STUDY: SYRIA

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Now relative stability has returned to large parts of Syria after eight years of civil war, many cities are preparing for a new future. Through spatial planning interventions and reconstruction projects they aim to restore urban life. One of the main challenges is the unbalanced urban growth that is partly caused by the settlement of IDPs (internally displaced persons) in the larger urban centers. However, many displaced persons have displayed a desire to return to their hometown. The absence of public services in abandoned cities might reduce the odds of refugees to return from locations where public services are accessible. In this transitional time, policy-makers and stakeholders must be prepared to respond to such challenges that might get complex and risky, and not just relying on the existing outdated planning and policy tools. There is an enormous need for adaptive and flexible approaches to deal with different future scenarios and to (re)direct (ongoing) projects towards better living conditions for current and future generations. This paper focuses on how to promote new urban concentrations as attractive cities for returnees; it considers the importance of building integrated regional growth poles, benefiting from the competitiveness of the unique features of each city in order to reduce the increased pressure on hosting cities. This paper evaluates the Syrian planning system and urban concentrations before and during the crisis, using Zipf's law. Furthermore, it proposes an alternative, polycentric approach to spatial planning in Syria by forecasting different residential patterns of returning refugees and IDPs; and discusses the adequate scale of polycentricity for an administratively decentralized system in Syria with top-down planning approach. We conclude with promoting potential future urban concentrations as an effective mean to control the present trends of urban growth, and a promising approach in this transitional phase in avoiding past planning mistakes.

SCENARIOS IN LOCAL LAND USE PLANNING IN SERBIA: POSSIBLE TOOL FOR IMPROVING ACCESS TO BASIC RESOURCES

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Planning in Serbia is strongly determined by the transition to a capitalist society, lingering for almost twenty years. The transition period has opened a series of new opportunities, but it has also caused multiple problems and uncertainty in the evolution of the key environmental, technological, political, social and economic variables faced by individuals and communities at all territorial levels. However, problems such as the growing inequality, the loss of legitimacy and declining governance and planning capacity, migration, environmental degradation and restricted access to basic resources are particularly prominent at the local level. At the same time, opportunities are (re)created at the same level for greater involvement of citizens in decision-making and the consideration of spatial development as an integrated category, as well as individual property rights over land. In this respect, one of the ways to ensure better land use planning could be use of scenario method, which enables us to define, analyze and evaluate more easily the general and particular issues, variables and variants of spatial development through greater participation, with the aim of determining future interventions in space and making informed reactions in case of crisis or new opportunities. The paper discusses the implementation of scenario method in land use planning, with special regard to its influence on the long-term availability of the basic resources in the territory of the Ivanjica Municipality (Serbia). The main question is whether this method can fulfil this purpose in the context of strong political and economic influences, the domination of a national interest, the delegitimization of planning and its declining capacity, as well as a slow technological development. The purpose of the paper is to identify and present the advantages of scenario method, while seeking to diminish the risks associated with its use towards its better recognition by stakeholders and continuous implementation.

PARALLEL CITY - PRISHTINA / KOSOVO

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By dissolving the Autonomy of '74 Milosevic reduced the status of the autonomous province to "little more than municipalities.. As Kosovo entered in a phase of a classical occupation after '89, Prishtina took the leading role in reorganization of public life for Albanians. The denial of the right to the language uses in public institutions went vis a vis the process of exclusion. While the CITY TURNS TO be a HOUSE for Serbs, for Albanians was the other way around, a HOUSE TURNS out TO be A CITY. To be clearer on this let's explain this reversal of the city and the house. The main city boulevard known as the only public backbone of the city for Albanians was turned into a transit route – serving only to go to a certain point for a certain reason. This meant that for the two different ethnic groups the center and the city itself became a different place. There was no public room for Albanians any more in the city. This way everything what the center and city in general provided for years, for Albanians during '90s dispersed into pieces all over the city into the private houses in the edge areas. For them the house became a metaphor for the city. A house became a school, a restaurant, a promotion place, an office, art gallery, a hospital and what not, and a home at the same time. This reversal and merge of private and public, of closed and open, intimacy and transparency affected again the housing typology on one side and the cultural mentality on the other side. The paper will explore the production of a city on top of the existing city as a way of survival and new social and political organization during the '90s in Kosovo

LITHUANIA AT THE CROSSROADS: EXPERIENCE FROM THE 'MAKING' OF A HOLISTIC NATIONAL SPATIAL PLAN

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For the past decades, Lithuania has been facing various challenges, including a massive emigration, shrinking towns and cities as well as a rapidly changing demographic, social and economic structure of the society. Inevitably, such dynamics produced a 'spatial imprint' in both, urban and rural areas. At the same time, different levels of governance attempt to catch up with such an accelerated development, lacking alignment, values and collectively agreed directions. Due to these pressing and complex challenges, a very recent process has been initiated by the Ministry of the Environment, aiming to move the existing national strategic planning approach to the next level and to develop an active, inclusive Lithuanian Comprehensive Spatial Plan. The plan and the process behind it, are expected to set a new, transformative and innovative direction, addressing the future of the entire territory of the Lithuanian Republic, bringing all sectoral strategies into alignment. At the spotlight of the ongoing discussions are the definition of the nation-wide values, ambitions and vision, determining the future roles and identities of existing urban centers and potentially redefining their relationship with suburban and rural 'backlands'. The proposed contribution will share the experience, insights and the new methodologies being applied in this process, including the discussion of challenges and potentials encountered along the way.

IMAGINING NEW FUTURES OR REUSING OLD STORIES? CASE OF HELSINKI-TALLINN CROSS-BORDER REGION

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The power of metaphors and persuasive storytelling has been emphasised both in the fields of strategic spatial planning and future studies. Thogmorton (2018) emphasises the need to take storytelling seriously and urges to carefully examine the way storytelling works in the public realm. Future studies have been examining scenario stories and metaphors that are used by futurists for sketching scenarios or for reaching a common understanding (Kuusi et al., 2016). However, our anticipation of future is very much based on history and narratives often crafted based on past events. Tarasti (2016) even emphasises that some think that nothing new can happen unless it has been tested once. Others feel that human mind is creative and new things can happen. The capability to imagine new trajectories has been emphasised as especially relevant for planners. According to Albrechts (2005), planning needs creativity to imagine and construct (structurally) different futures. This paper discusses the use of metaphors and storytelling through the case study of Helsinki-Tallinn cross-border region in Northern-Europe. The close future relationship between these two capital cities has been a topic for lively discussion for over a century, resulting in countless visions and scenario stories. This paper examines the development and use of these stories of the past to reveal how new metaphors have emerged in the face of fast changes and major challenges. Additionally, it presents a recent set of scenario stories developed for a specific future planning decision to discuss if and how past stories should be integrated into future scenarios to inspire transformation and hope.

THE FUTURE OF HUMANITARIAN CAMPS

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The world is currently witnessing the highest levels of displacement on record. An unprecedented 68.5 million people have been forced from home due to natural disasters, disease outbreaks, conflicts, a combination of these or other causes. Many of these people end up being hosted for variable extents of time in humanitarian camps. Despite a call from relevant UN agencies for a shift in policy to find alternatives, particularly exploring the urban integration of displaced populations, the number of people living in camps has been increasing by over half million per year since 2014 (IDMC 2018), with about 79% of the population displaced to rural areas living in camps (UNHCR 2018). Camps are conceived as means to temporarily deliver aid, but often end up lasting many years and hosting a population many times larger than what is optimal. Even though camps can display urban characteristics in their own right, or acquire them due to their contiguity with cities, planners play a limited role in informing decisions regarding them (UN-Habitat 2017). As camp relocation of crisis-affected populations is projected to increase in connection with conflicts and climate change, the paper will review the evidence regarding the usage of planning approaches in camp co-ordination and camp management (CCCM) by UN agencies and Humanitarian Clusters' organisations. The paper will explore how the current CCCM spatial policies can address a future scenario where camps play a significant role in driving urbanisation and manage global migration flows, as well as the conceptual, practical and political barriers to the usage of spatial planning expertise in this field. The paper aims at making evidence-based recommendations to decision-makers who wish to consider the medium and long-term spatial planning implications of setting up a humanitarian camp and aim to deliver sustainable development objectives for host and displaced communities.

LANDING - HOW TEMPORARY HOSPITALITY CHALLENGES URBAN SPACES AND POLICIES

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Within the framework of recent socio-demographic changes, migratory flows have gained a crucial role in the European context, challenging territories and cities, opening up renewed questions for urban governance. Along the migrant trajectory, the paper focuses on migrants' landing, or first arrival, in the city and on first reception dynamics, addressing a phase preceding settlement and rather regarding populations with a temporary perspective in the relation to the territory and who are not recognized (yet) as ordinary citizens. Urban migration studies have mainly focused on immigrants and settlement dynamics, rather than on migrants; nevertheless, first arrival is already affecting many European areas and will keep doing so, if not through a project, through improvisation. The work considers the case of Milan, which in Italy has particularly experienced the temporary dimension of first arrival, being until 2015 a transit area and then quickly turning into an arrival city. Assuming the background of existing policies, the work draws on a qualitative observation of Milanese first reception, with specific attention to hospitality "practices", broadly defined. The observed scenarios show an oversimplified answer to the conditions of temporary populations, often translated in "exceptional" reception spaces and emergency-based policies. On the other hand, some actors and practices seem to provide a deeper understanding of certain conditions, suggesting new points of view on first reception and highlighting alternative paths. In a context of ongoing policies and rapid socio-demographic changes, practices therefore are conceived as a "seismograph" of such changes and a crucial tool to understand them. The work argues the urgency of a renewed and more complex definition of landing migrants' condition and the relevance of existing practices as a powerful mean to challenge ordinary urban governance tools. Questioning the common understanding of landing may be the first move to imagine the transition towards alternative urban futures and structurally receptive cities.

CONCEPTUALIZING THE 'SPATIAL STATUS' OF IMMIGRANT GROUPS: THE FUTURE CHALLENGE OF PLANNING IN WESTERN CITIES

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The integration of immigrants into host cities is related not only to employment, health and education systems but also to spatial realms, mainly housing and living environments. However, while scholars in other disciplines conceptualize the legal, cultural, social, and political status of immigrant groups, the planning literature still lacks theories regarding the overall spatial conditions of immigrants and the role of planning in this context. This paper aims to conceptualize the spatial conditions, referred to here as the spatial status, of immigrant groups through the lens of planning. This approach allows us to comprehend the spatial conditions and interrelationships between immigrant groups and their host societies and to assess the contribution of planning practices to these conditions. Based on the findings, the paper suggests ways that planning interventions can improve immigrants' spatial status. Building on Laclau and Mouffe's (2014) and Rancière's (2010), this paper conceptualizes spatial status as a discursive social reality that reflects the differentiated position of a group within a system of social and ethnic relations with regard to the dominant consensus in the spatial planning context. This consensus determines what is 'proper' and 'improper' in terms of spatial planning policies and what and who is included and/or excluded: we/others, citizens/aliens, privileged/unprivileged, legal/illegal, majority/immigrant, etc. Therefore, spatial consensus reflects differential distributions of resources, allocations, qualities, access, and 'rights' among different groups. Specifically, some groups have a privileged position, and others, such as immigrant groups, are distanced and deprived. This framework suggests that the three logics of difference, equivalence, and fantasmatic, articulate the spatial status of immigrant groups. The framework of spatial status allows us to assess the spatial conditions of immigrants and determine what planning practices and policies are needed to transcend the antagonism towards immigrants and change their spatial situation.

SUSPENDED TERRITORIES AND WINDOWS OF OPPORTUNITIES AFTER CENTRAL ITALY EARTHQUAKE OF 2016.

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Nowadays cities are experiencing an unprecedented rate of growth, most of peripheral rural regions are facing shrinking phenomena. While globalization promotes strong economic concentrations in a few urban centers, peripheral regions are negatively affected by decreasing population and impending impoverishment, due to the lack of policy and the failure to develop and maintain rural economies. Although natural disasters accelerate these trends, the shock created by these unexpected events may generate a “window of opportunity”, linked both to risk-reduction processes and to transition paths towards more desirable futures. Earthquakes, more than other natural disasters, destabilize local systems and reveal the vulnerability of the environment; these disasters lead to an introduction of “state of exception”, in which a whole set of temporal regimes is created to exit from the emergency management phase (short-and medium-term) and lead to recovery and reconstruction of the build environment (long-term). This review aims to discuss tendencies in post-disaster management in the central Apennines after 2016 earthquake, since this shrinking rural region is slowly leaving the emergency phase and it’s starting to plan the reconstruction in the medium-long term. According to the UNISDR Sendai Framework for Disaster Risk Reduction, the reconstruction phase is a critical opportunity to “Building Back Better”. In order to achieve this priority, we suggest new scenarios based on a multi-scalar approach and on rural-urban linkages and interactions. This is a new kind of chance for the rural areas to valuing the importance of the landscape and the environment. The creation of clusters of highly efficient multifunctional agriculture and production of common public goods it is seen as an opportunity to create future ecosystems and new types of cultural production.

REVEALING THE INJUSTICES OF HYDROSOCIAL EXTREMES IN CONTEMPORARY CITIES

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Cities are increasingly affected by hydrological extremes and their resulting disasters. Human interventions for alleviating droughts and floods have mostly materialized in large water infrastructure, environmental policies, urban development and planning. Yet, costs and benefits of these interventions are often not fairly distributed. Moreover, their actual outcomes can be different from their intended purposes. Given the magnitude of current environmental changes and cities increasing fragility, it becomes urgent to reflect upon the way hydrological risks are produced and unfairly distributed among urban environments and the implications for urban futures. Recent attempts to explain risk production through mathematical models, or quantitative studies, have not sufficiently considered the heterogeneity of human beings, nor the power asymmetries and socio-political structures characterizing urban spaces and processes. Furthermore, justice scholars did not comprehensively explore how hydrological risks also reproduce power imbalances and affect some urban dwellers more than others. This work aims to complement quantitative studies of socio-hydrological processes and contribute to the urban justice agenda, by historically and spatially retracing the production of hydrological risks and uncovering the way in which those risks unfold within and across urban contexts. We develop our argument by presenting the case of Athens and Cape Town. Both cities have been dramatically affected by floods and droughts, and significantly altered by water infrastructure and urban sprawl. We thus explore the socio-political structures and processes that influenced the hydrological regime and triggered such extremes. Each city exhibits different geography of risks, which this study seeks to explain and criticize. While uncovering social and power geometries that affect the spatial distribution of hydrological risks, this work emphasizes issues of equity and justice in the field of natural hazards. As such, it provides policy relevant research to inform future environmental policies and urban transformation.

BUILDING THE CITY OF TOMORROW THROUGH THE EXPLORATORY PROJECT: WHAT IS THE USE OF PROSPECTIVE AND INNOVATIVE CODESIGN APPROACHES TO COMPLEMENT URBAN PLANNING ROUTINES?

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Technological changes and emerging new social concerns signal the advent of new economic innovation and social inclusion challenges, in addition to the transition to an ecological and smart society. These changes question urban planners' routines (Nelson and Winter, 1982) which are likely to be reviewed. They indeed have not been able to solve the challenges of the last decades (urban sprawl, overuse of the private car, degradation of living environment, etc.). They clearly call for a review of planning processes, especially in urban projects, to explore the potential of new paradigms (Le Masson and al., 2017). Some private or public companies have achieved this challenge by developing tools from innovative design theories with convincing results. One of these methodological tools, Diagnostic-Knowledge-Concept-Proposition (DKCP) (Hatchuel and Weil, 2003), was used to broaden the possibilities of a territory in Montreal (Canada). Elected officials wished to adopt a planning vision for the next 20 years. The use of this tool required the review of the identity of certain urban objects (types of housing, workplaces, entertainment and mobility) at odds with known paradigms. Some observations emerge from the use of the DKCP method: 1) The introduction of a necessary "deterritorialization" at the beginning of the process. Failing this, spatial constraints act as cognitive fixations, thus limiting expansive thought. 2) Disciplinary decompartmentalization to integrate a diversity of knowledge and disciplines (engineering, health sciences, arts, agribusiness, etc.). These allow to rethink the identity of projects and develop new routines among planners. 3) Participative urban planning in which codesign prevails to allow to "expand" knowledge mobilized during the upstream phases of the urban project. Transposing this method into European and North American cities could help to reposition the role of the planner as a designer of future desirable urban environments.

URBAN TRANSFORMATION ACTIONS: EVIDENCE FROM THE GREATER THESSALONIKI AREA, GREECE AND THE CONTRIBUTION OF EU URBAN POLICY

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Urban areas of Greece are faced with old and newly emerging problems triggered by the impacts of wider risks such as those of climate change and the economic crisis. This is particularly the case with the two city regions of the country, namely Athens and Thessaloniki. Despite the fact that the institutional framework and the rhetoric of spatial planning and development have adopted the principle of sustainability, its incorporation into urban practice remains a challenge. On the other hand, resilience has only recently appeared in the relevant strategies of the two central municipalities. Therefore, there is an urgent need for municipalities in these areas to undertake transformation actions in order to cope with contemporary threats caused by natural hazards and the economic crisis, as well as to improve their environmental and energy performance and promote social cohesion. At the same time, the EU urban policy has a strong influence on the interventions implemented in the country's urban areas by means of its various policies, cohesion policy above all. Several municipalities participate in the Covenant of Mayors network while others have initiated their Integrated Territorial Investment Programmes for Sustainable Urban Development. There are also applications in the context of programmes such as URBACT, LIFE and INTERREG. This paper will examine the potentialities for transformation actions stemming from EU urban policy for urban areas of Greece. Starting with an effort to outline the content and character of transformation actions, it focuses on the Greater Thessaloniki Area in order to find and analyze relevant actions. It then goes in more depth in selected municipalities of the area and examines the potentialities of these actions for a long-term impact on urban resilience and sustainability.

REBUILDING NEIGHBOURHOODS: A RESEARCH-BASED VISION FOR PATHWAYS TO SUSTAINABILITY

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While people move to cities in ever greater numbers, urbanization does not automatically provide for livable and prosperous cities in the longer term. We want cities to be energy efficient and non-fossil, less wasteful and more circular, socially inclusive rather than divisive, and with reduced and improved mobility. These are great ambitions for urban futures in themselves, but a formidable challenge if taken together, particularly at the metropolitan scale. This paper revisits the neighbourhood as the appropriate scale and arena to stage and build urban futures. The neighbourhood is small enough to be tangible, yet big enough to implement policy schemes that make a difference. We seek to provide a new perspective on what the neighbourhood could be, to inspire urbanites and give policymakers the instruments to realize future districts. The paper thus presents a counterargument to traditionally pessimistic depictions of future cities: it conveys a message of collective hope rather than fear. Moreover, the counterargument builds on extensive research into neighbourhood development in Europe and North America in particular, namely an institutional analysis of (1) a series of vignettes of ambitious neighbourhoods and (2) three 'white ravens'—neighbourhoods that offer successful outcomes despite seemingly unfavourable conditions at the outset. By reporting on the nitty-gritty of contractual, financial, and regulatory aspects in the 'neighbourhoods of the future' that are selected for analysis, the paper discusses crucial factors for transition paths that have received little attention in scholarship on urban futures. The empirical findings feed into a scenario toward future neighbourhoods that embrace transitions. In it, we particularly connect to the context of the Netherlands, arguing that it is possible to create neighbourhoods that meet social and ecological sustainability needs. However, the imagination of Dutch city makers requires upheaval.

RURAL TRANSFORMATION IN CHINA 'S DEVELOPED AREAS UNDER THE INFLUENCE OF ENVIRONMENTAL POLICIES: CONTRASTIVE STUDY ON YU VILLAGE AND DAXI VILLAGE IN ANJI COUNTY, ZHEJIANG PROVINCE

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China is a typical developing country with dual economic structure in urban and rural areas, and most of the villages are long-term backward. Villages in the developed areas mainly depend on the industry but face different degrees of ecological pollution. Therefore, the local government successively introduced environmental protection policies to guide the transformation of rural development. Anji County, Zhejiang Province, is the first Ecological County in China and also the birthplace and demonstration area of The Beautiful Countryside Policy. Based on the Environmental Kuznets Curve (EKC) theory and the field research in Anji's villages, this paper summarizes two main routes, namely Government's leading development route represented by Yu Village and Market's leading development route represented by Daxi Village respectively. To understand the similarities and differences in two transformation paths, we interviewed 48 key informants including government officials, private enterprise owners, and small business owners, etc, and we've also surveyed on 91 local residents. Preliminary findings reveal that the environmental policies affect the development process of Yu and Daxi villages in varying degrees, which directly or indirectly led to the phenomena of "Second Economic Boom" in this area. However, the two have the opposite advantages in driving government spending and private investment, therefore, show obvious differences in the evolvement of rural material space, economic space, social space. Finally, on the premise of ecological protection, we also offered discussion on the cooperation mechanism by the government and local market in revitalizing rural villages in an urbanizing China.

UNDERSTANDING THE URBANITE-ORIENTED PERFORMANCE OF ECOSYSTEM SERVICE IN PERI-URBAN AREAS AND ITS IMPLICATIONS FOR SPATIAL PLANNING: THE CASE OF SHANGHAI, CHINA

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Peri-urban area is the transitional territory between rural and urban areas and the most diverse area that the ecosystem confronts the urban development. It is probably one of the fastest growing areas across the world, especially in developing countries, among which China is recognized as one of the most important contributor. Extant research document peri-urban area not only as the most dynamic and growing territories, but also the territories haunted by urban sprawl, environmental pollution, social segregation, etc. Shanghai is one of the most important megacity in Yangtze River Delta in Eastern China with a span of large peri-urban areas. Taking Shanghai as an example, this research first evaluates the performance of ecosystem system (ES), including cultural services, supporting services, regulating services and provisioning services, in terms of how they meet the multiple needs of urbanites, rather than in equivalent value or biomass carbon. Multiple sources of data, including land-cover data, socioeconomic data and LBS data (cell phone positioning data) are employed to calculate how much ES meet different urbanite needs in the unit of townships in peri-urban Shanghai. Further, instead of adding up the four types of ES together, this research adopts a cluster analysis to classify the typologies of ES in each township as they differ in the four dimensions of ES. Finally, this research will discuss how Spatial Planning can contribute to optimize the urbanite-oriented performance of ecosystem service in different types of peri-urban areas. These findings will be consolidated to theorize the peri-urbanization process in megacities, informing efficient planning strategies, planning techniques and policy tools to manage urban-rural development in peri-urban area of Mega-cities in China and other Developing countries.

THE STRATEGIC DILEMMA OF AN OPEN AND CLOSED APPROACH OF TRANSITIONAL CHANGE. COMPARING THREE TRANSITION PATHS TO SUSTAINABILITY IN THE NETHERLANDS.

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The paper aims to make two contributions to the literature on planning and transitions. First, it analyses transitional change as an open and closed process. The policy challenges we face are ‘wicked problems’ with changing and unforeseen uncertainties, multiplicity of political values, and complex institutional systems. Dealing with these kind of challenges requires an open approach. Yet, in spite of the wickedness of the issues at stake, policymakers tend to treat transitional change as a closed process: in fact as a large project with fixed goals, road-maps, time-tables, and strategies to reduce uncertainty. The paper argues that treating these wicked issues as a closed process is not a matter of ignorance but the result of institutional mechanisms that push policymakers towards a closed approach. Examples of these institutional mechanisms could be electoral pressures for politicians to ‘score’, key investors demanding certainty, ‘technological fixes’ as the dominant mode of problem solution, and general notions of knowability and manageability in society. Second, the paper analyses how being pressured to take a closed approach leads to the exclusion of crucial aspects of transitional change, in particular the matter of social justice. It argues that, whereas some transition processes exclude social justice issues, it is better to include them in order to design an open and viable transition strategy. These issues are demonstrated by a comparative analysis of three transition paths to sustainability in the Netherlands: climate and energy, circular economy, agriculture and food. The analysis demonstrates the influence of different institutional mechanisms that push towards a closed approach, how this results in excluding social justice issues, and identifies strategies to incorporate the issue of social justice. The paper outlines the strategic dilemma’s in using an open and closed approach of transitional change, and concludes with strategies on the regional and urban level.

THE OPEN CITY. AN ANTINOMY FOR ORIENTING THE NEED OF SECURITY

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Climate Change is impacting every time more severely on urban systems affecting the modern institutions both locally and globally. Besides the direct impacts, that we recognize in the data about the average Earth temperature and the intensity of climatic events, we are just starting to face the indirect impacts. Global migrations, conflicts for the control of water and food, the composition of geological and climatic catastrophe (as in Central Italy on January the 18th 2017), are everyday more to be expected. We have to consider the Climate Change as a global ongoing catastrophe (referring to René Thom definition of catastrophe). Planning urban safety for this complex phenomena is necessarily the theme on which we have to orient the replanning of the cities. In this urgency we have a really high danger to avoid: to confuse the need of security in urban design with a need of orient the city planning in the direction of the security. We risk to do in some ways the same error done in second modernity when we rebuild the city as a monoculture for the labour needs. Also, applying Thom definition, we really don't know how Climate Change will transform our governmentality and institutions. Richard Sennet uses the lemma "Open city" to oppose a vision of security as the aim of the research and design about the city of the XXI century. We can consider the word Open in the Heidegger's Sein und Zeit definition as the willingness and the preparedness to face what is going to be. The paper will try to explore this lemma as an antinomy for avoiding the risk of a dystopian horizon of control and splitting, that, fractioning social capital, could in the end become a multiplier in local long-term unforeseen risks.

FROM ENVISIONING TO IMPLEMENTATION: THREE TRANSITION PATHWAYS TO THREE URBAN FUTURES?

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This paper compares and contrasts the strategic spatial planning processes in Hong Kong, Singapore and Shenzhen, from envisioning to implementation. All three cities adopt a mode of top-down envisioning though increasingly the Singaporean government has realized the importance of an 'all nation' involvement in terms of developing future scenarios for the development of the city-state. Key development issues in all three cities are identified primarily by the government through a more or less 'black-box' operation, though in the case of Singapore, research findings play an important role in modifying and calibrating policy intervention. Planning options and policy interventions in Shenzhen have been heavily influenced by higher level policies and directions, as well as a local context where rules and regulations may not have the same status as those in Hong Kong and Singapore. Influence exerted by higher level government is increasingly felt in Hong Kong though the city has continued to privilege the role of the market in all planning processes. The situation in Singapore is different because the city-state has developed a joint-up government culture that facilitates plan formulation and implementation. As a result, examination of the three cities' strategic spatial plans shows that Hong Kong tends to be less prepared in terms of combating climate change and tackling socio-economic disparity; whereas Shenzhen has been very active in reinventing itself, at least on paper, as China's ecological low carbon city though it has been rather silent on the plight of its sizable marginalised migrant population. Singapore through its focus on long-term strategic planning and practical research culture, seems to be most ready to prepare its citizens to face a brave new world of new technologies and uncertain climatic conditions.

REGENERATION PROJECTS OF MODERN UTOPIAS. MILTON KEYNES AND ALMERE: TWO ON-GOING TRANSITION EXPERIENCES FOR A NEW URBAN QUESTION

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The contribution aims to critically present two experiences of new towns' regeneration projects: Almere in The Netherlands and Milton Keynes in the United Kingdom. The interest toward these experiences is related to the main features that differentiate new towns from other traditional cities: to being characterized by unitary projects, built by a visions and a specific relation between "space and society", developed within a defined period of times and linked to the modernistic projects or to specific urban cultures. The crucial interest in particular is to observe how these cities are facing today new urban issues, even strongly changed from those related to their original planning and design vision. For example: - the need to rethink a system of sustainable mobility (while i.e. Milton Keynes was built on a grid mainly devoted to private transport); - the growing diversification of their inhabitants, with an evolution from "satellite cities" for a local middle or working class to preferred destination for new immigrants families; - the changes from unitary intervention to places of self-construction and flexible actions. Moreover, the ecological and environmental issues represent in these news towns one of the most urgent topic, with the management of large open spaces, green and parking areas that were at the basis of the original projects and must be now re-conceived: for example in Milton Keynes the management of the large amount of green & parking spaces is problematic issue due to the lack of municipal funds. Observing these plans and projects of regeneration is significant to reflect about the changing paradigm of urban planning today and how cities - even characterized by strong separation and functional differentiation as well as modern architectural and urban principles - are facing them.

ROLES, LIMITS AND POSSIBILITIES OF THE ORGANIC METAPHORS

Magnabosco G.

IUAV

Today, more and more often, architects and urban planners resort to concepts and figures inspired by biology to deal with environmental emergencies and issues of scarcity of resources. Terms like adaptation and metabolism refer to analogies between the functioning of cities and the behavior of living beings. They have been used throughout history to identify complex urban forms and materials, to make fundamental rationalities understandable, thus introducing new concepts that would otherwise be difficult to understand. The abstract aims to investigate the ways, potentials and limits of organic metaphor in urban planning, retracing its long history through the paradigmatic projects that have marked the evolutionary process, analyzing which cultural, philosophical and scientific aspects have influenced its evolution in the course of the centuries. After a brief dissertation that will try to highlight the evolution of the use of organic metaphor in the history of modern urban planning, the paper will observe three ways - material, immaterial, procedural - in which the organic metaphor acts today, highlighting the progressive transition from physical aspects to metaphysical generators of rationality highlighted by metaphors that describe the city meant as an organism. Moreover, the paper wants to propose a critique on how often architectural, urbanistic and cultural currents that have used these metaphors, have misinterpreted the function of a figure of speech to transfer from one science to another their common descriptive characteristics, falling victim to the metaphor itself, transforming the function purely linguistics and the ability to create an unprecedented image of a concept, firstly a design and process method, and then become a dogma that is often scientifically invalidating. According to these premises, one wonders in what terms the organic metaphor can still today play a role in the thinking and production and modification of the constructed space.

PA10 Climate proof cities and resilient societies

Kaliopi Sapountzaki
Eugenio Morello
Thomas Verbeek

Heritage recently has become a new focus for social and economic development. At the same time, the emergence of landscape as a new social and institutional stake signs the turn from urban design and planning as a functional task towards practices able to take into account subjective perceptions as well. Both heritage and landscape are extremely important as long-term cultural and material memories, but also something, that is constantly altered, adjusted and interpreted by the contemporaries. From this perspective, they are both a social construct. While they exist as a physical object, referring to them carries different meanings and values to individuals and different groups of people. The track explores the ways in which massive changes, often unintended (financial globalization, ecological crises, mass movements of people, socio-economic and political changes) influence heritage and landscape perceptions with reference to preservation policies, economic development and regeneration programmes in challenging situations supporting transition. What kind of projects and results can we expect in urban design and planning? The track invites papers and presentations referring to the following sub-themes:

- the role of urban design in coping with environmental and social transition
- rediscovering heritage as an inventory of long-term resilient practices
- landscape as an effective indicator of socio-economic transition
- how dealing with landscape transition is changing knowledge, concepts, tools, and skills in planning
- the point about heritage-based development: how it re-shapes territories, local communities, economic perspectives
- how transformation can incorporate environmental and social resiliency

FLOOD: CAN MIAMI LEARN FROM VENEZIA (OR THE OPPOSITE)

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On the one hand, “la Serenissima”, allegedly the most beautiful city in the world. A millenary city, which saw its heyday between XIII and XV centuries. On the other “the Magic City”, famous for leisure and pleasure (some call it “Vice City”), born in the late nineteenth century from the encounter of two American pioneers. Apparently, they have nothing in common. The former is an old lady, declining in the Adriatic Sea, the later, an enfant terrible, booming in the the Caribbean sea. Yet they share a lot in common. They are both situated in lagoon areas - not a natural habitat for humans, challenging for constructions, mobility, fresh water supply and waste water disposal. They rely heavily on tourism and port activity for their economy. And, they find themselves at the frontline of climate change. Venezia has always been confronted to flooding. “Acqua Alta” which happens twice a year, with the combination of king tides and south winds, is part of the Venitian tradition and culture. Yet, this condition has been worsening, due to over extraction from aquifers, which caused the city to subside, and to sea level rise. In contrast, flooding isn’t part of Miamians culture and tradition. In recent years, however, with climate change bringing about higher rainfalls and storm surges, and causing sea level to rise, Miami had been experiencing more and more floods. Indeed, both cities are highly jeopardised by climate change effects. They must prepare for them, adapt to them or mitigate them. After developing on the differences and similarities between Venezia and Miami, this article proposes to investigate what answers these so different and yet so similar cities come with to address climate change effects, and to question what they could learn from each other.

LAND POLICY TOOLS IN FLOOD RISK GOVERNANCE: THE DIFFERENTIATED EXPERIENCES ARISING FROM THE BASINS OF THE RIVERS EVROS (GREECE) AND SCHELDT (BELGIUM)

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Land policy as a complementary domain to spatial planning and as an all-encompassing practice, has been providing (among others) a wide variety of instruments to proactively and reactively deal with disasters and promote resilient territories. Historical experiences related to periods of post disaster recovery (from the World War II, earthquakes, fires, floods) have revealed the importance of the land policy system as well as the institutional structures that determine the flexibility and the limits of public intervention on (private) property rights. The operation of expropriation and compensation mechanisms, the cadastral registration systems, land re-allocation provisions and the distribution of land development rights have proved to be highly critical in disaster management cycle, and principally, during the recovery, the reconstruction and the prevention-mitigation phases. What is interesting in this respect is the way the aforementioned tools and mechanisms have developed historically under accentuated demands posed by crisis or disaster conditions and are implemented in different institutional vis a vis spatial planning contexts aiming to foster resilient communities. Set in this context, the aim of this presentation is to examine the effectiveness of land policy instruments in two distinct settings of flood risk management: the Greek region of the River Evros, and the Scheldt River in Belgium. This comparative approach could allow indentifying the different obstacles and potentials -as shared experiences- that could lead to the formation of an integrated land and safety-resilience strategy.

NATURE-BASED FLOOD RISK MANAGEMENT ON PRIVATE LAND

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Although technical and engineering methods and measures are still prevailing in flood risk management, nature-based solutions become increasingly popular. However, the frequency, variability and scale of their implementation vary among Europe. The current trend towards nature based solutions results both from an increasing questioning and rejection of traditional (“grey”) infrastructure and actual or assumed benefits of nature-based solutions. In the current research funding landscape, nature-based solutions seem to be regarded as panacea for many environmental issues. Nature-based measures have two interrelated issues in common: First, basically almost all such measures require more land than traditional grey-infrastructure. Second, the land that nature-based solutions need is often not owned by public stakeholders, but by private landowners. Ultimately, land is an essential and inevitable ingredient for the implementation of nature based solutions to mitigate and adapt to water-related risks. Making this land available respectively getting land user implementing the measures is thus one of the key challenges of implementing measures to mitigate or adapt to water-related risks. If land management for nature-based solutions is not properly addressed and scaled up to the level of the catchment (or aquifer) nature-based solutions for flood risk management remain ineffective and inefficient. So, nature-based solutions are favored in flood risk management. These measures require more – and mostly privately owned – land, and more diverse stakeholder involvement than traditional (grey) engineering approaches. This also implies that there are challenges related to different disciplines. Therefore, in this contribution presents findings from a major book project, in which different case studies are presented which develop, demonstrate or deploy innovative systemic and yet locally attuned nature-based solutions.

THE “ETERNAL FLOOD” OF THE SEVESO RIVER (MILAN): MAPPING LOCAL INSTITUTIONAL ACTIONS TO EXPLORE INTRA-FLOODS REORGANISATION PROCESSES

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Despite the increasing fame of (urban) resilience, which is almost unanimously identified as an inherently positive guiding principle in the (flood) risk reduction policy field, limited attention is paid to the dynamics through which risk reduction is - eventually - co-produced in practice by actors embedded in complex, polycentric governance structures. The proposed paper attempts to reflect upon these mechanisms by looking at the case of the Seveso flooding, which has recurrently affected the northern neighbourhoods of Milan (Italy) over the last decades. After a short overview of the spatial and historical context of the Seveso flooding, the paper describes different and diverging ways of framing the problem provided by local policymakers, experts and residents. Second, it reviews and maps actions that institutional actors at different scales carried out over the last twenty years in the attempt to enhance risk reduction, support flood preparedness and improve the adaptive and coping capacity of affected actors in the context observed. The review considers actions developed in relevant fields (e.g. spatial planning, river management, emergency management), and referring to different phases of the risk management cycle. Based on the results, the paper identifies drivers to action, as well as dynamics affecting (both positively and negatively) the capacity of involved institutional actors to support flood risk reduction. Peculiar attention is provided to political, institutional and organisational barriers and enablers affecting the capacity of institutional actors to learn, decide and act in the face of wicked risk-related problems. Results are discussed to identify relevant dimensions that may allow for the observation of urban flood resilience building processes also in other contexts.

GETTING THE HOMEOWNERS IN: GETTING THE HOMEOWNER IN: A MULTI-STAKEHOLDER ANALYSIS ON HOMEOWNER INCENTIVES IN FLOOD RISK MANAGEMENT

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Flood risk management (FRM) is traditionally regarded a governmental responsibility, and as such, many public authorities across Europe are putting effort to prevent their cities from flooding. However, this proves to be quite a challenge, as often land in flood-prone areas is privately owned. Hence, homeowners have a crucial role in flood risk reduction as well. In order to make homeowners aware of their responsibility and to activate them to take measures themselves, new instruments are being developed, such as tailor-made flood risk information or a floodlabel, that indicates flood risks and risk-reducing measures for households. However, to make the above mentioned instruments effective it would be as ineffective to exclusively focus on homeowners, without any reference to other actors in business, public authorities and civic agents, or to other entities and changing institutions in action. Instead, they need to be embedded in current FRM governance and contextual governance arrangements need to be designed around them. Therefore, this paper conducts a multi-stakeholder analysis of governmental and market actors in FRM, and in particular the relations between stakeholders, instruments in the institutional settings of Austria, Belgium and the Netherlands. It analyses what existing FRM mechanisms such as recovery and insurance could be potentially linked to the above mentioned new instruments. Additionally, it is discussed how the relations between stakeholders, instruments in the institutional settings contribute to new instruments and its governance arrangements for homeowners in FRM. A literature analysis provides insights on the roles of diverse stakeholders in FRM and their regulative perspectives, and is complemented by additional interviews among local policy makers and market actors to explain the more normative and cognitive parts of the institutional system in FRM. The analysis reveals friction between current governance arrangements and the implementation of new instruments.

THE ESTABLISHED FRAMEWORK FOR THE REGIONAL FLOOD PROTECTION STANDARDS

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The traditional structural flood control methods cannot fully react to the changes in the hydrological environment, which is caused by the rapid development of urbanization and global climate change. In recent years, many countries have high regards to the urban stormwater management, proposing regional flood protection standards (hereinafter "protection standards") through structural and non-structural methods to prevent the regional catastrophic flood. Some of the important facilities in Taiwan currently set protection standards; however, there is still a lack of guidance and policy towards the regional area. The research targets the "established framework for flood protection standards" by first defining the theoretical basis of protection standards and second collecting foreign countries' methods and principles. Lastly, by analyzing the pros and cons in addition to the use restrictions, the study proposes a constructed framework of protection standards suitable for regional Taiwan to operate and evaluates it through the illustrated area. Based on foreign case studies and Taiwan's current situation, the study selected the method of maximizing efficiency as a basis, presenting the protection standard framework through cost benefit analysis and thus utilizing Dali River basin as operational demonstration region. According to the research analysis, the economic efficiency is the most significant if the protection standard of the experimented area is set to 5 year return period, followed by the 10 year and then the 2 year return period. Finally, this research's workflow, procedure, and findings can be prospectively utilized as a reference in future studies and planning.

A COMPARATIVE ANALYSIS OF LOCAL CLIMATE CHANGE ADAPTATION PLANS FOR NATURAL DISASTER RISK REDUCTION IN SOUTH KOREA

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As abnormal weather phenomena due to climate change globally continues, the frequency of natural disasters and human and economic losses from floods, typhoon, heatwaves and heavy snow are constantly increasing in South Korea. For the last ten years (2008~2017), the total disaster damage cost was expected to be about \$3 billion in South Korea. In response, South Korea established climate change adaptation plans based on the Low Carbon and Green Growth Act enacted in 2010. Local governments adopted detailed implementation strategies to mitigate and adapt climate change based on water management, energy, health and natural disaster management since 2011. This study compared 218 local climate change adaptation plans regarding natural disaster reduction strategies. Using content analysis, this study evaluated natural disaster reduction strategies based on natural disaster types and the stage of disaster management. Moreover, this study examined the regional differences in priorities of natural disaster risk reduction strategies to implement through spatial analysis. The result of the analysis shows that the local climate change adaptation plans are mainly focused on the improvement and reinforcement of physical structures to prevent damage from typhoon and heavy rain in South Korea. This study is expected to provide keys and knowledge for basic local governments to establish the next climate change adaptation implementation plan.

LIKE A FURIOUS BULL – DISASTER RISK MITIGATION IN ALPINE REGIONS IN AUSTRIA

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In the year 2005 the “Stubnerbach” a usually small stream broke through the Austrian alpine village Pfunds like a furious bull resulting in a giant mudslide. This heavy weather disaster caused a terrible damage. The flood destroyed the district Stuben almost completely, 40 houses were damaged and 400 persons had to be evacuated from their homes. In alpine regions natural events like e.g. floods, mudslides, avalanches and rockfalls are of significant importance. Due to the increase of living spaces and fast growing tourism the demand for building land is growing and the pressure to push forward to new areas is rising. A wrong assessment of risks is fatal in a disaster situation. Therefore the Austrian province Tyrol started to develop hazard zone plans for mountain torrents and avalanches in the 1970s. These hazard zone plans are part of the zoning maps with the consequence that in strongly endangered areas the zoning of building land is not possible and in endangered areas building is only allowed with special conditions (e.g. strengthened walls to counteract the pressure of avalanches). The disaster events of the last 10-20 years have shown that big events have advanced beyond the designated hazard zone areas and buildings outside of considered endangered areas were destroyed also. This has led not only to modification of the criteria where building activity is possible and therefore a reduction of building land but also in some areas to the necessity to build protection structures in already built-up residential areas. This development poses new challenges to planning in alpine regions especially in the field of communication and the positive connotation of build protection structures by additional functions as e.g. recreational facilities.

RISK ASSESSMENT OF HEAVY SNOWFALL CONSIDERING CLIMATE CHANGE: FOCUSING ON DAMAGE TO ROADS AND BUILDINGS

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As the amount of snow and clouds is increasing due to climate change, the frequency and severity of damages due to snowfall is also increasing. In Korea, while studies have focused on the high temperature phenomenon and wind/flood disasters, little research has been conducted on heavy snowfall using various approaches. Therefore, this study examines both current and future heavy snowfall risks and high-risk areas in terms of damages to roads and buildings. The analysis was conducted for entire local jurisdictions(Si/Gun/Gu) in South Korea, and data from 1986 to 2014 were used. The current risk assessment was on the year 2015 and the future risk assessment was divided into the short-term future(2030s), the mid-term future(2050s) and the long-term future(2080s). The current heavy snowfall risk is assessed based on past reported data using the Bayesian inference, while the future risk reflects snow cover data calculated for climate change scenarios. The current risks are high in some areas near the coasts of Gangwon-do, Jeollanam-do, and Chungcheongnam-do. In the future, heavy snowfall risk will expand over time to southern and inland regions of the Korean peninsula. The risk assessment results using the probability statistics model and spatial information can be used as the basis for the customized risk management strategy considering the characteristic of the region.

TWO DECADES OF PLANNING FOR EARTHQUAKE RESILIENCE IN ISTANBUL

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Istanbul is a mega city of 15 million people facing various planning challenges arising from its unique geography and geology, rapid pace of growth, and historical development patterns. As the economic heart of the Ottoman Empire and the Republic of Turkey for centuries it has experienced tremendous population growth and accompanied unplanned development at times on vulnerable land. The most active strike-slip fault in Europe and Asia Minor, The North Anatolian Fault Zone, runs 20 km south of Istanbul threatening this mega city with one of its most significant disasters. This chapter overviews and evaluates resilience planning to earthquakes in Istanbul including the drivers of action/change, the role of national and international institutions, and the planning process. It particularly focuses on the transformation of the comprehensive 'Istanbul Model' risk management system, Earthquake Master Plan of Istanbul (EMPI), into the internationally financed mega public infrastructure project: Istanbul Seismic Risk Mitigation and Emergency Preparedness Project (ISMEP) and the consequences of this shift. Through its examination of the formation of the ISMEP project, this paper looks at the contradictions between planning theory and practice in the form of a political plan that incorporates essential elements of resilience versus the persisting modes of interaction between international and national institutions.

URBAN RESILIENCE TO DISASTERS: LEARNING FROM TURKISH URBAN REGENERATION EXPERIENCES

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Due to continuous increase of world urban population and urbanization rates, cities are confronting many challenges and problems as over-consumption of the resources, the impacts of global warming, climate change and natural disasters. With the increased concentrations of people and commodities in cities, risks and vulnerabilities are also increasing. This has resulted in the development of new visions for cities to overcome the adverse impacts like achieving disaster resilience or becoming a resilient city (UNISDR, 2012). Resilience notion, by covering coping and adapting capacities in multiple aspects of ecological, social, economic, community and governance, also help to connect disaster risk management and envisioning sustainability within cities with several public policies and community-based movements (Cutter, 2014). Disaster resilience is described as a set of actions for preventing the possible losses and reducing risks while increasing the capacity to recover when facing any disturbances like disasters (Johnson & Blackburn, 2014; UNISDR, 2017). In this respect, resilience thinking in urban planning helps to understand the capacities, vulnerabilities, risks, to connect multiple aspects with each other and to build or enhance capacity in a systematic way (Eraydin & Taşan-Kok, 2013). This research seeks to identify the relationship between urban regeneration policies and disaster resilience by using the Turkish Law no.6306 “Transformation of Areas Under Disaster Risk”. For this reason, the law, regulations and data collected from the interviews conducted with the institutions involved in the decision-making processes and statistical data about implementations were analysed by using urban resilience to disasters framework. The Turkish urban regeneration experiences reflect that the policy instruments of the Law like “risky areas, risky buildings and reserve areas” are as a way of disaster risk mitigation including protective, preventive and transformative measures which contributes to the reduction of vulnerabilities, addressing different dimension of resilience yet with several limitations and challenges.

BUILDING KNOWLEDGE IN THE RECONSTRUCTION PROCESS: THE SAFER HOUSE CONSTRUCTION GUIDELINES IN MALAWI

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In 2009, Malawi was hit by an earthquake that left the northern areas of the country, including the Karonga and Chitipa districts, severely damaged. In response to the earthquake, the government prepared an initial set of guidelines, the Safer House Construction guidelines, and in 2014 a tender was issued to review these guidelines. The main gaps found in the existing guidelines were the lack of a multi-hazard approach, lack of a clear target and lack of dissemination. This paper describes the process of preparing the new guidelines by considering the different conditions found in Malawi, the involvement of different stakeholders in the task and the main goals that the guidelines aim to achieve. The guidelines were prepared through co-production of knowledge, developed through surveys, focused discussion, content review and participatory workshops that involved stakeholders including universities, professional bodies, training centres, non-governmental organizations and community-based organizations as partners. The findings of the work recognized the importance of raising awareness of the necessity to identify deficiencies in buildings, to be addressed at the household level, as well as to invest in the education sectors in order to encourage a new generation of professionals employed in the building sectors who are knowledgeable of the materials, construction details and hazards.

COOPERATIVE BRIDGES: THE ROLE OF RISK PERCEPTION IN CONSTRUCTION OF RESILIENT COMMUNITIES

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This paper discusses the necessity of developing approaches to urban and regional planning and management for climate proof and resilient cities that incorporate local populations' perception of risks associated to climate change. As well known, public risk perception related to possible consequences of climate change is usually considered of overriding importance because it plays an important role in shaping climate policy and generating support for initiatives for adaptation and mitigation. In contrast to such a perspective, our paper argues that to play a relevant role in dealing with climate change resilient communities, risk perception should be considered and used differently: specifically, it should be considered as a key to knowledge integration which is crucial to envision and learn collectively how to produce more just and resilient socio-ecological systems. Following this idea, and drawing on the cultural theory of risk developed by Mary Douglas, we have analyzed the perception of risks associated to climate change -such as floods and desertification- involving some communities situated in different Italian regions with the goal of identifying recurring categories of cognition and action that could help knowledge integration. Through analyses of content of interviews, scientific and political documents, and narratives developed on networks, the study has highlighted the existence of recurring categories in the perception of risk that, in our opinion, could help to link knowledge and action beyond the different local contexts considered. Our contribution concludes by discussing and stating that these categories, that we define cooperative bridges could, actually help if not to integrate but at least to connections between different knowledge structures that promote forms of co-assessment and management of risks associated to climate change beyond conflicts. For this reason, the use of these categories can be decisive in the constitution of resilient assemblages between different actor's cognition and action structures.

LIVING NEXT TO A PETROCHEMICAL PLANT: A TRADE-OFF BETWEEN ENVIRONMENTAL RISK AND ECONOMIC AFFLUENCE?

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While the increasingly visible impact of climate change is leading to widespread protest, and the nuclear power debate flares up regularly, other technology-based environmental risks only receive localized attention. An interesting example is the petrochemical industry, which has historically clustered in large petrochemical complexes, increasing cumulative local pollution and accident risks but also generating substantial local economic benefits. These complex realities make it difficult to identify culprits and solutions for industrial pollution, with a potential dual conception of fear among residents, i.e. for environmental contamination on the one hand, and for a relocation of activities and socio-economic catastrophe on the other. Worldwide, some petrochemical complexes cause obvious environmental injustices, leading to protest and even closure of plants (e.g. in China). As for other petrochemical complexes, e.g. in Antwerp (Belgium), fence-line communities seem to peacefully live together with their petrochemical neighbours. An interesting question is why residents are accepting of this industry. Is it because they think the environmental and health impacts are negligible, because they have trust in environmental regulations and the prevailing risk management, or rather because they are economically dependent on the industry or don't dare to speak out? To answer these questions, in Spring 2019 a residents' survey is carried out in two fence-line communities of the world's second largest petrochemical cluster in Antwerp, with questions on risk perception, appreciation of economic benefits, knowledge, and trust in companies and authorities. The results will help explain how risk perception is formed and how people deal with risk in their daily lives. The findings can help planners and environmental experts who have to find a right balance between economic importance and environmental burdens, but will also open up the environmental justice debate on what is an acceptable risk and who decides on it.

NONSTRUCTURAL FLOOD MITIGATION STRATEGY PROMOTES ACCEPTANCE ANALYSIS- A CASE STUDY OF THREE COASTAL TOWNS IN PINGTUNG COUNTY, TAIWAN

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At this time when the disaster impact from climate change is exacerbating, countries all over the world begin to take various measures to mitigate disasters. However, the disaster alleviation measures used in different countries are very diverse, and are not all applicable to Taiwan. In addition, some of these measures can pose a negative impact on people's rights, which may result in public protests and in turn cause the waste of social resources. As a result, there are still many difficulties in practical implementation. The acceptance of mitigation strategies by people may be influenced by factors such as environmental awareness, the degree of determination of disaster risk, or the perception of disasters as fatalism. Therefore, this research based on the diversity of mitigation strategies and the diverse background of local people. Firstly, the strategy nonstructural of mitigation is summed up in the case of flood-prone areas abroad. Second, combining the consist of case method, fuzzy theory. multiple regressive analysis, stated preference and revealed preference. To explore the similarities and differences between the government and the public, as well as between and township governments, on the understanding of mitigation strategies. And take the economy as the indicator, the hazard perception as the evaluation quantity, the foreign county social innovation adjustment strategy means to further understand the influence factor that affects the people to the non-structural mitigation strategy acceptance degree. As a reference for the implementation of non-structural mitigation strategy in coastal flood-prone areas in the future.

CLIMATE JUSTICE AND INTEGRATED FLOODING RISK ASSESSMENT AND MANAGEMENT: A FRAMEWORK AND CASE STUDIES IN USA AND TAIWAN

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Climate justice reveals inequitable coping capacity to climate change impacts among socially vulnerable groups. As extreme events have become more frequent and intense under climate change, increased flooding risks have threatened communities around the world, and the hardest hits are the socially vulnerable populations. How can planners assess climate justice and manage integrated risks? What is the role of planners for addressing climate justice and enhancing resilience of vulnerable communities? Climate justice and risk assessment are aligned to integrate exposure to climate change associated hazards (ecological vulnerability), sensitivity (social vulnerability) and adaptability (technological vulnerability) assessment (Cheng 2016). The framework was applied to case studies in Michigan, USA, and Tainan, Taiwan. Employing Geographical Information Systems, climate justice hotspot in three cities were identified in the Huron River watershed, Michigan, USA. Surveys and interviews gauging their risk perceptions and institutional capacity towards climate change adaptation revealed that Ypsilanti is the most climate unjust because of a lack of resources to act on climate change. Rende District was identified as the most flood-prone districts in Tainan, Taiwan, with a growing aging population of 65 years old and older. A series of interviews were conducted with district leaders and residents and demonstrated a range of adaptive capacity among the elderly varying by the level of physical constraints, medical needs, status of living alone, and the arrangement of dwelling unit. Additionally, the leadership to mobilize community-based risk management integrating smart technology and citizen science has enhanced their coping capacity. Two case studies implied that planners can bridge the gaps between calculated and perceived risks by applying both quantitative and qualitative assessment in order to address climate justice in local communities. Finally, the community-engaged climate change adaptation with the strength of local leadership and stewardship can ensure the long term sustainability and resilience of the community.

COMPREHENDING HOMEOWNERS' PERCEPTION OF THEIR RESPONSIBILITIES IN FLOOD RISK ADAPTATION

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Floods are increasingly causing damage to private residential buildings. Efforts to minimise these damages prompted a transition, towards a larger role of residents instead of solely governmental-led flood risk management projects. The impact of climate change and governmental fiscal constraints have led to an increasing focus on individuals to become more responsible for their own flood risk. The growing ambition of resilient communities requires that homeowners directly engage in flood risk adaptation. This involves active communication with homeowners and identifying ways to encourage them to take individual action. The perceived responsibility of homeowners is particularly of importance here, and is assumed to be low in both England and the Netherlands. A divergence in the understanding of division of responsibility between government and homeowners causes limitations and hampers effective flood risk management. Considering a homeowners' perspective, empirical research will analyse their understanding of individual and government responsibilities for flood risk adaptation. Interviews with residents of flood prone neighbourhoods in England and the Netherlands establishes an international comparison of homeowners' understanding of their responsibilities. Results indicate that in general, all homeowners expect a certain level of protection from the government. However, the awareness of what responsibility homeowners can take themselves is low. This provides a window of opportunity for more homeowner involvement in flood risk adaptation. Currently, there is a gap between the objectives of governmental organisations based on including homeowners, and the homeowner's perspective on their own responsibilities relating to flood risk. Moreover, the added value of comprehending what homeowners understand and misunderstand will afford lessons for better targeted communication, triggering flood risk adaptation and the improvement of urban flood resilience.

RISE OF CITIZEN ACTION: WORKING TOWARDS LOCAL FLOOD RESILIENCE IN ENGLAND AND THE NETHERLANDS

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Flooding is a growing problem in urban areas globally and is expected to worsen due to climate change and continuing inappropriate urban development. A transition towards flood resilience has seen greater attention being given to social and spatial flood risk management (FRM) measures in contrast to the previous dominance of traditional large scale engineering solutions. This transition towards flood resilience has seen a broadening of the circle of involved actors with traditional FRM experts seeking to engage with non-traditional FRM actors, such as citizens and communities. Consequently, a more prominent role for citizens and communities to take action and undertake advocacy in order to make their local areas more flood resilient has been identified. This paper explores this emerging role of citizens and community initiatives in flood resilience activities in order to better understand the role of socio-spatial planning and the planner themselves in planning for flood resilient societies. Data from urban areas in the Upper Calder Valley (England) and from Arnhem (The Netherlands) is used to illustrate the roles and actions of citizens in contributing to flood resilient urban areas. Data was collected through semi-structured interviews, policy document analysis, media report analysis, GIS mapping, and participatory mapping. Citizen contributions to planning for flood resilience and their relationships with planners varied with evidence of engineering, ecological and evolutionary perspectives of flood resilience. However, both countries showed evidence of citizens organising themselves and engaging in self-governance during flood situations (flood hubs in the Upper Calder Valley) and in developing flood resilience post-flood (flood groups in the Upper Calder Valley and community initiatives in Arnhem). This exploration of the emerging role of citizens and how their actions contribute to flood resilience has repercussions for both academics and practitioners in understanding the role of planning in making flood resilient societies.

URBAN GREEN SPACES IN TRANSITION: URBAN SOCIAL-ECOLOGICAL RESILIENCE IN THE REGION FRANKFURT RHINE-MAIN—A REVIEW

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This study emphasizes the significance of urban green spaces in urban planning practice through literature and policy analyses of the studied case, the Frankfurt Rhine-Main region. Urban green spaces as natural resources provide their surroundings with a cooling effect and pervious surfaces and, are therefore considered as essential components of adaptation to main climate-related urban hazards—namely floods, droughts, and heat waves. At the same time, urban green spaces are spatial resources for urban densification, a key planning instrument employed against urban sprawl. These competing functions of space bring about an urban land-use conflict in many growing metropolitan regions around the world. The Frankfurt Rhine-Main region, with its increased frequency, randomness, and severity of climate hazards and peaking rates of housing demand, is no exception to this trend. In this study, the literature review is guided by a conceptual framework which assigns (i) the urban land-use competition as the point of departure and (ii) the concepts of economic development and environmental protection as points of entry to urban social-ecological resilience. In parallel to literature review, the policy analysis is conducted by following an adapted version of DPSIR (Drivers-Pressures-States-Impacts-Responses) framework which takes different levels and scales of administration into consideration. An outcome thus far has been the limitation that is caused by the eclectic nature of the resilience concept. Although resilience, as a theory of social-ecological system property, is already studied extensively, it still needs to be unpacked within policy in order to be operationalized in practice. This work looks at the context-specific links among theory, policy, and practice and shows that resilience is most purposeful when it is approached rather as an integral process to urban planning practices than an end destination.

BOSTON'S SEARCH FOR RESILIENCE

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In the US, resiliency-planning approaches have been mainly divided between “ecological” and “engineering” advocates. While the formers have been searching for the most innovative high-tech solutions protecting urban areas and enabling these to return to their “normal” state after natural catastrophes, the latters have been trying to generate naturally-oriented strategies restoring former ecological conditions to accommodate the effects of those changes and creating new “normal” conditions. In the Boston Metro Area resiliency planning is a paramount concern. Institutional planning strategies have been mostly inspired by the “engineering resiliency” and “ecological resiliency” approaches. These trends in planning practice have been paralleled by a complementary trend in academic research favoring dynamic modeling aimed at forecasting future natural events. Acknowledging that humans are the primary cause of global environmental challenges, there is still a strong need for research on what substantial changes in people’s value systems and behaviors are needed to deeply enhance the resiliency of our cities. This research project will present preliminary findings of a case study research aimed at answering the following questions: How is planning for resilience conceptualized and implemented in the Boston Metro Area? Who gains and who loses from potential and implemented projects for resilience and under which circumstances? What type of research is needed to maximize the transformative power of planning in the face of global environmental challenges? Preliminary findings suggest that while mainstream planning still maintains a “return-to-normal” model, there is an increasing awareness of the limits of these planning practices, especially within social structures and groups that are not accountable for decision-making. This paper reflects on those findings and suggests the need of planning approaches aimed at reshaping value-rationality in decision-making. It discusses the possibilities for collaboration between institutional and non-institutional agencies to work on planning strategies coping with the unpredictable.

STRATEGIES FOR ENHANCING URBAN RESILIENCE: A COMPARISON BETWEEN ON-GOING EXPERIENCES IN ITALY AND GREECE

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Nowadays cities are widely considered as the main actors in the challenge against climate change and related risks: they play a twofold role, acting both as generators of climate-related hazards and as vulnerable targets to their impacts. Although the issue of climate change has long been addressed on a global scale, the key-role of cities, required to translate global objectives and strategies into specific measures at local scale as well as to carry out tailored to-the site actions aimed to address climate impacts, is nowadays widely acknowledged. Local strategies, despite involving local authorities, are often pushed by international initiatives. This contribution will focus on the 100 Resilient Cities initiative, by the Rockefeller Foundation, which aims at financially support cities in developing and implementing strategies capable to increase urban resilience in the face of multiple stress factors, including climate change. Particularly, based on a comparative analysis of 2 selected case studies, Rome and Athens, we will analyze their resilience strategies, from a climate change perspective, by comparing their resilience profile as well as their goals and objectives, the governance of the resilience building processes (actors involved, engagement of local communities, etc.) and the type of proposed measures with a focus on climate mitigation and adaptation measures. The comparative analysis will be specifically addressed to deepen the following key questions:- Are the tools developed and provided by the Rockefeller foundation (the 'City Resilience Framework' and the City Resilient Index) effectively tailored to the peculiarities of different urban contexts?- Which is the level of integration/mainstreaming of the proposed measures to counterbalance CC with existing or on-going comprehensive and/or climate devoted plans?- Do the examined initiatives contribute to increase local awareness about resilience issues, despite the pushing role of international organizations? do they lead to an empowerment of local institutions and, especially, of local communities?

HOW TO CLIMATE PROOF URBAN ENVIRONMENTS: THE MANTUA CITY PLANNING PROCESS

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Addressing climate change adaptation and disaster resiliency in urban areas is gaining increasing attention from the international community. While spatial planning is widely recognized as one of the most effective tools to pursue adaptation and risk-management in urban areas, local municipalities are struggling to successfully translate these principles in effective planning tools. The aim of this paper is to present the experience of the City of Mantua, which has innovated in its approach to developing its own Urban Adaptation Plan (UAP). In an effort to deploy an integrated approach to address the effects of climate change which most threaten the city and its territory, the Administration tasked IUAV's PlanningClimateChangeLab with developing guidelines for their climate proof transition. To mainstream this transition to the local planning tools, a multilevel governance perspective has been followed in developing and applying the methodology that guided the planning process. The first phase of research correlated climatic assessment with local stakeholder knowledge to highlight the main climate-related issues; namely: UHI, drought, windstorms, and flooding. In-depth analysis of the current governance tools was used to help the Municipality understand how to incorporate a list of tailored risk management and prevention strategies in its planning tools. To illustrate the project feasibility, a representative group of neighbourhoods was used to produce an indicative masterplan. This demonstrated the various strategies and actions that can be used to pragmatically adapt the urban environment. The guidelines produced will enable the Municipality of Mantua to make use of appropriate local planning tools when defining an UAP. The large scale objective of this methodology is to trace a path for the other local municipalities that will develop an UAP - according to the current regulatory framework - considering an integrated view on multi-hazard scenarios and addressing adaptation in their local planning tools.

CLIMATE ADAPTATION GOVERNANCE IN MELBOURNE – STRATEGIES FOR HEAT RESILIENT CITY AND NEIGHBORHOOD DEVELOPMENT

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In consequence of climate change, extreme weather events like urban heat have become a growing challenge in many countries, also in Australia. The case study of the metropolis Melbourne explores how Australian cities deal with the heat risk. Against the background of climate adaptation governance exemplary strategies are identified and reflected considering current climate conditions, the urban fabric of Australian cities and city development politics in Australia. Of all extreme events, which are attributed to climate change, heat is most dangerous for human life (Coates et al., 2014). The correlation between morbidity, mortality and heat waves has been documented profoundly (u.a. State of Victoria, 2009; Robine et al., 2007), prognoses for Australia indicate that the number of heat related fatalities will be rising further on and explicitly till 2030 and 2050. This concerns especially Melbourne and Brisbane (PWC, 2011). Furthermore, this correlates with the prognosis that the average number of days above 35 degrees per year will climb from nine days in 2014 to 11-13 days in 2030 and 15-26 days in 2070 (Victorian Auditor-General, 2014). With respect to environmental justice spatial disparities pose a specific challenge for city politics (Loughnan et al., 2013). Studies have pointed out that as a result of social disparities tenants in social housing, the homeless and other low-income households suffer from a higher mortality rate. One reason is their lower capability for taking precautions against heat, e.g. air conditioning or cooling (Englart, 2015). With the heat catastrophe of the 'Black Saturday' in 2009, in Melbourne a process of rethinking began and the risks of heat and dryness were perceived more seriously. This led to a new strategy of disaster risk management resp. climate adaptation governance, provided under the framework of the Melbourne Resilience-Strategy, recognizing those risks as fundamental for urban planning.

LIVING LABS AND CO-CREATION PROCESSES: EMERGING INNOVATIVE PLANNING INSTRUMENTS

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The challenges to which cities, regions and nations are exposed to as a result of wicked problems such as climate change, energy transition, planning of healthy living environments and smart mobility are expected to increase in coming years. In this context, it becomes obvious that there is a need for the planning field to shift from reactive and traditional top-down planning approaches towards new, adaptive and integrated planning approaches based on cooperation, experimentation, adaptability, innovation and learning. One way to address these challenges and to potentially deliver more effective and sustainable solutions is by tailoring interventions and developing localized solutions. To ensure that interventions are tailored to the specific context and are well aligned to the sometimes contradictory interests of various stakeholders, experimental approaches set in real-life contexts and based on co-creation processes, such as living labs, have been suggested as potential effective planning instruments. To date, scientific literature on living labs has mostly focused on processes related to product development and innovation in technology related fields while the relationship to the spatial domain remains hardly addressed. More recently, studies also discussed the concept of living lab with regards to the spatial domain, but mostly in a descriptive manner. Less attention has been given to the conceptual and methodological aspects of running a living lab and to the conditions and mechanisms that enable co-creation processes implying also the reconciliation of the different stakeholders' interests. The paper analyses the state of the art of research on living labs and co-creation practices with regard to the planning field and discusses conditions that enable co-creation and lead to and stimulate innovation and co-creativity. The presented results are part of a larger study into the underlying mechanisms of co-creation aimed at formulating recommendations on how to effectively implement living labs in the planning practice.

MUNICIPAL CLIMATE JUSTICE, IN ACTION AND INACTION

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Concerns that issues of inequality, climate justice, and emancipatory change are neglected in planning for urban resilience are widespread in the urban geography and planning literatures (Sanchez et al, 2018). Much of this work is theoretical, concentrates its analyses at the level of text or discourse (for example, on city plans), or focuses on grassroots movements. Less common are studies which examine effort by city governments to implement explicitly 'climate just' urban policy, and the ways in which different actors contest such policy during the practice and process of policy making. This paper reports on action research in which the author worked with a large Western European city government to implement 'climate just' urban resilience policy. The city in question has a long history of radical urban policy, its Mayor was elected on a platform of environmental and social justice, and key senior officials were keen to implement what they saw as a radical programme. But how did some elites, as well as different publics, seek to maintain the political status quo during the policy process? What practices and strategies did city officials use to counter these challenges? And, what can we learn from this experience about how successful municipal 'climate just' resilience policies and strategies might be developed in the future?References Sanchez, A. X. Heijden, J. Osmond, P. 2018. The City Politics of an Urban Age: Urban Resilience Conceptualisations and Policies. Palgrave Communications. 2 (25) p1-p12.

BEYOND BARRIERS: EXPLORING THE FUTURES OF CLIMATE INFRASTRUCTURE ON THE VENETIAN LAGOON

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Government agencies have spent the last fifteen years constructing the Experimental Electromechanical Module floodgates (MOSE) in the inlets from the Adriatic Sea to the Venetian Lagoon. These floodgates have been engineered to protect the historic city of Venice from sea level rise and flooding events. At the same time MOSE represents just one technological solution for the climate resiliency of Venice and its surrounding islands--in the face of additional varied and complex socio-environmental threats. The future of these islands is intimately tied to the health of the surrounding lagoon environment, which also supports access to a major port and industrial zone (Porto Marghera) as well as a nearshore fishing fleet. Broader threats include subsidence, infrastructure degradation, the pressures of mass tourism, and a decline in the resident population on the islands of the lagoon. MOSE's construction site at the Malamocco inlet represents a district scale space to respond to these forces. A team of Massachusetts Institute of Technology students present new visions for this transitional site, using site and environmental systems planning to further resilience and restoration on the site and in the greater lagoon. The project explores the best uses of this land to serve the residents of Pellestrina and the larger socio-economic development for the lagoon islands, while ensuring that these options bolster residents' ability to respond to urban disaster risk.

EXPLORING THE EFFECTS OF BUILT ENVIRONMENT ON REMOTELY SENSED PM2.5 CONCENTRATION IN URBANIZED AREAS

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Haze pollution has seriously threaten public health in China, and PM2.5 mainly originates from urban activities. In addition to controlling vehicle ownership and setting up traffic restrictions, more attention should be paid to built environment. Due to complex and mixed factors influencing air pollution, the influence of built environment on PM2.5 pollution on a city level still remains unclear. To fill the knowledge gap, this paper explored the association between a full-fledge dimension of built environment and 1KM*1KM spatial pattern of PM2.5 concentration from remote sensing in the center of Wuhan. There is a significant spatial autocorrelation for PM2.5 concentrations in urban areas, and spatial regressions are used to explore the association between air pollution and built environment. The paper identified the correlations between PM2.5 concentration and land cover, land use and urban form, respectively, and the proportion of building area, FAR, building density, and road density have a large influence on PM2.5 concentration. The areas of the most densely buildings are associated with much higher PM2.5 exposure levels than less dense areas, and building morphology may play a significant role in the pollutant dispersion around the building. It is necessary to seek a balance of density for megacities in China, and a polycentric urban structure may help to mediate high population density in downtown areas to reduce traffic emissions and exposures to air pollution. The results not only expand our understanding of the importance of built environment on PM2.5 concentration but also provide policy implications for urban planning and urban renewal.

THE VALUE OF DIGITAL MAPPING FOR DESIGNING HUMAN COMFORT IN THE URBAN ENVIRONMENT

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Climate change increases intensity and frequency of heat waves in urban areas, and flooding caused by intense rainfall, thus strongly endangering human comfort and health. This could cause serious implications on the most vulnerable populations. However, cities are not evenly exposed and vulnerable to hazards, hence it is necessary to identify hotspots of high exposure and vulnerability. Besides, in a context of rapidly changing socio-economic, environmental and climate conditions, it is necessary to understand and monitor the impact of hazards in terms of intensity and frequency over time. Hence, providing a continuous spatial planning support system is essential for achieving a site- and time-specific strategy. The wide availability of digital information on environmental variables and remotely sensed data at high spatial and temporal resolution allows accurate mapping, predictions and to support risk assessment analysis. In fact, a risk assessment, based on the mapping of hazards, exposure, and vulnerability, is crucial to identify critical areas. Such information can support the assessment in the mitigation and adaptation planning for enhancing cities' resilience as well as for supporting climate design for improving human comfort in cities. The aim is to emphasize the digital mapping as a powerful tool to support the identification of critical urban hotspots and define effective strategies and actions. Starting from a recent application of climate mapping for the Metropolitan City of Milan, we consider how this technical information can be transferred, accepted and applied for defining strategies within the upcoming Metropolitan Territorial Plan and other local plans. In particular, high temperatures and pluvial flooding potential have been mapped and the capability to identify critical areas has been assessed. A continuous updating of maps is proposed in order to monitor trends. All this information is made user-friendly in order to be integrated in planning practices and decision making procedures.

"PRECISION ENVIRONMENTAL PLANNING": STATE OF THE ART AND POSSIBLE APPLICATIONS

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For several years ecological and environmental issues have become a priority in all global political agendas. The transformations due to climate change oblige us to rethink our development model, stimulating us to look for new solutions able to decrease its negative effects. In these fields, urban planning plays an important role equipping itself with innovative tools, technologies and methods which, thanks to ICT, can contribute to increasing its effectiveness. The paper aims to report the studies that the interdisciplinary research group has conducted in this direction, with particular reference to the new technologies applied to mitigate climate change. In the first part of the paper, we will introduce the main concept of "Precision Environmental Planning", a methodology borrowed from agricultural sciences to analyse the ecological conditions of small portions of the city. In the second part, we will describe the methods and tools used today to acquire data, in order to outline a state of the art that highlights their strengths and weaknesses. Finally, we will describe the progress of the prototype that the research group is trying to achieve, in order to be able to apply the methodology of " Precision Environmental Planning " on defined urban areas.

RESEARCH ON THE CONSTRUCTION OF "SPONGE CAMPUS" FROM THE PERSPECTIVE OF LOW IMPACT DEVELOPMENT——A CASE STUDY OF JIANGPU CAMPUS OF NANJING TECH UNIVERSITY

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The rapid development of cities has caused serious damage to the urban ecological environment and has caused great changes in the global climate. In recent years, floods have occurred frequently in China, water quality has decreased, and water supply has been tight. Sponge city planning and construction have been carried out in many cities. As an important part of the city, the waterlogging problem of universities should also be paid attention to. Taking Jiangpu Campus of Nanjing Tech University as an example, through field investigation, we found that there are 9 locations with serious water accumulation on campus, 4 locations with different water accumulation degree were analyzed and selected. The causes of water accumulation were analyzed by controlling variables (including green space scale, green space density, terrain height difference, permeable pavement area, drainage facilities, etc.). Among them, we selected two indices include green space scale and distribution, using FRAGSTATS3.3 software, to describe the characteristics of green space patch landscape of 4 locations in detail. The analysis shows that the causes of waterlogging in the campus include large relief of terrain, low permeable pavement rate in some areas, lack of "stagnation" links in river course "cut-off bending and straightening" and lack of network of water system. Based on the study of 6 classical cases in China and abroad, including Sunoron Landscape Laboratory, Central Plaza in Southwest Residential District of MIT, Shengyin College of Tsinghua University, etc. Eight measures for building the campus as a "sponge campus" are put forward from two aspects of construction technology and management, in order to alleviate campus waterlogging, improve water environment quality and increase water recycling.

FROM CLIMATE MITIGATION TO ADAPTATION: AUTHORITARIAN FACTIONALISM AND THE CONSTRUCTION OF THE SPONGE CITY IN URBANIZING CHINA

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During the past decade, the development of urban projects to respond to the effects of global climate change has increasingly become fashionable for environmental governance in different parts of the world, including fast-industrializing economies such as China. And yet, investigations by critical scholars into the issue have seldom paid attention to the variegated geo-political economies that underpinned cities' responses to climate change. This research interrogates why Chinese municipalities have recently moved away from climate mitigation toward adaptation by focusing on the shifting national political imperatives that shape their motivations. The research identifies an intriguing process whereby the adoption and practice of climate adaptive strategies are influenced within loci by political agendas tailored around the emergence of Party factionalism. In these terms, the ideas and strategies of urban sustainability put in place by Chinese local officials are derived directly from shifting political priorities. The case study employed in this article—the Guangzhou Municipal Government turning toward climate protection—reveals how urban responses to climate change are the products of political agenda seeking power consolidation via the transformation of the urban environment. Following the wider developmental imperatives set by the country's central Party leadership, the Guangzhou Municipality interprets sustainability as ecological modernization and formulates climate strategies in not only economic but also political terms. This research demonstrates how cities in developing countries capitalize on climate responses by building an urban platform to preserve political institutions, and concludes that urban responses to climate change are processes of urban environmental development informed by both market analysis and political and social considerations.

CLIMATE CHANGE, SEA LEVEL RISE AND REDESIGNING CITIES: THE CASE OF THESSALONIKI

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Climate change is no longer a long distance possibility but a reality, expressed through extreme events and phenomena. Urban areas, being particularly vulnerable to climate change, give prominence to resilience as a key concept in integrated urban planning. Resilience, however, does not necessarily mean confrontation with nature in order to face the already occurring phenomena. Besides preventing, it means the management and mitigation of the impacts in a symbiotic way with nature. One of the emerging phenomena is the rise of sea level, mostly threatening island and coastal areas with major physical and socio-economic repercussions. For this reason, planners (in cooperation with other specialties) are called to provide possible solutions and device policies to make cities and communities resilient in the overall context. This paper attempts to determine some basic principles in this direction, discussing the logics of domination over nature (defensive/ aggressive approaches) and adaptation, harmonization, integration and coexistence. The wider area of Thessaloniki, which is a high risk area in relation to the phenomenon of sea level rise in Greece, is taken as an example. To face the possible rise of sea level up to the estimated level by 2100, Thessaloniki's seafront is divided into various sub-sections and different methods for each sub-section are suggested. This approach may serve as a guide to an environmentally friendly and symbiotic treatment of the phenomenon (beyond the necessary mitigation measures that are necessary at international level, as they have been imprinted in international treaties, such as the latest Paris Agreement).

STUDY ON COUNTERMEASURES AND SPATIAL POTENTIAL OF CHINA'S COASTAL CITIES IN RESPONSE TO FLOOD AND HEATWEAVE HAZARDS

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Global warming has caused frequent occurrences of various extreme events. Coastal cities are facing a series of severe flood hazards led especially by rising of sea level and threats caused by severe heat island effects and extreme heat weaves. This paper first summarizes the shortage of planning actions in coping with extreme climate of flood and extreme heat weave hazards faced by coastal cities in China. Then, it sorts out the application technologies and policies of international cities in mitigating and adapting to flood and heat weave hazards, and focuses on the main problems solved by applied technologies and the technical indicators involved (including space requirements, technical costs, etc.). Then, the authors try to summerizing a set of technical countermeasures and policy references applicable to coastal cities to solve flood and heat weave hazards. According to the research above, the technical strategy applicable to Shanghai is selected. In terms of the spatial requirements for the built environment of the city, the spatial distribution of the most serious flood and heat weave hazards in Shanghai urban central area and the application of mitigation, adaptation to flood and heat weave hazards are identified. Through the identification of quantitative techniques, statistics on the spatial potential distribution of Shanghai's central urban areas to deal with two types of extreme climate hazards are achieved. Based on studies above, technical and policy recommendations for Shanghai's central urban areas to mitigate and adapt to two types of extreme climate disasters are proposed at last.

THE TRANSITION OF SPATIAL PLANNING INSTRUMENTS IN FLOOD RESILIENCE AND CLIMATE ADAPTION: GUANGZHOU CASE IN THE PEARL RIVER DELTA, CHINA

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Flood hazards, exaggerated by climate change, have long been recognised as a considerable threat to coastal and deltaic areas. Even though many scholars and practitioners argue that planning can and should be involved in dealing with this problem by incorporating the notion of adaptation to climate change into spatial policies and plans, implementing this remains extremely challenging in practice. This paper attributes this difficulty to a lack of suitable instruments available to planning organisations. This research explores how Guangzhou, a delta city which wins the second rank of flood vulnerability globally, transforms its spatial planning instruments so as to cope with flood risk. The study aims to investigate the impacts of this transition on the planning practice and to identify potential obstacles for it. This is achieved by examining the typical planning practises in relation to flood affairs at the municipal level in Guangzhou after the 2000s. The analysis focuses on three aspects: planning scale, enforcement, and sequence of decision making. It, firstly, indicates a change from projects and infrastructure based detailed plans in districts and blocks to a comprehensive plan at the municipal scale, which can be used to promote municipal and sub-municipal level implementation. Secondly, the change entails mainstreaming flood risk in spatial plans, from an optional choice to a mandatory behaviour with strategic ambitions and strict rules. The decision-making process is, thus, supposed to be changed in this context. Planning for flood risk comes to the fore, in parallel with economic planning, as opposed to previous practice where planners would leave flood risk management to hydraulic engineers after the economic plan had been implemented. Still, major institutional, regulatory and governance challenges for operationalisation of this transition remain.

STRATEGIC DELTA PLANNING AS APPROACH TO ADDRESS THREATS AND UNCERTAINTIES OF CLIMATE CHANGE: SPATIAL ADAPTION PLANNING IN THE NETHERLANDS

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Climate change possess risks and uncertainties to cities and societies. Delta regions are especially vulnerable for the effects of climate change, due to their geographical position and the fact that they are often densely populated. A planning approach to adaptively deal with the effects of climate change is strategic delta planning. Strategic delta plans are expressions of strategic choices made at delta level to prepare and adapt to climate change scenarios. Strategic delta planning processes include the Dutch Delta Plan, Mekong Delta Plan, the Bangladesh Delta Plan, and the Myanmar Delta plan. Strategic delta plans require integrative planning (surpassing sectoral planning) and a multi-level approach. An important element in strategic delta planning are actor coalitions that shape, support, reject and negotiate proposed plans and strategies. Learning is a critical element in understanding the formation of consent and the boundaries for reaching consent. To enhance continuous learning, experimentation and participation requires flexible and adaptive implementation arrangements. In this study we aim to assess whether and how flexible and adaptive implementation arrangements do exist in the both the planning and implementation phase of strategic delta plans. Empirically, this paper focusses on the spatial adaptation policy in the Netherlands. Spatial adaption is part of the Dutch strategic delta plan, and is implemented on a project-based level, with over 100 local projects. Qualitative interviews are conducted that how social learning and experiences in pilot projects shape and reinforce strategic choices on spatial adaption at delta-level.

BOUNDARY SPANNING FOR FLOOD RISK GOVERNANCE IN THE PEARL RIVER DELTA MEGACITIES: THE CASES OF GUANGZHOU AND HONG KONG

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In the recent decades, the cities at the Pearl River Delta (PRD) have been experiencing a tremendous expansion, leading to emergence of one of the most populous and dynamic urban regions. However, these rapidly expanding cities located in a low-lying delta area also face increasing flood risk due to a combination of anthropogenic and natural factors. While this growing risk is increasingly tangible and recognised by urban practitioners, the PRD cities are not equally advanced in terms of establishing climate adaptation and strategic planning policies to address this problem through spatial adaptation. We innovate by combining boundary spanning theory with institutionalism to investigate the limitations of flood and planning governance system in two PRD coastal megacities, Hong Kong and Guangzhou and recommends ways to overcome them. Through the prism of institutions (e.g. planning system), ideas (e.g. dominant values in planning) and interests (e.g. rational choice-driven strategic behaviour of the actors involved), the paper assesses how contextual institutional factors affect the scope for spanning horizontal, vertical and temporal boundaries. As recognised in the flood risk management literature, such boundary spanning is necessary to effectively address the challenge of spatial adaptation to the growing flood risk, as it entails, for instance collaborating between policy sectors (horizontal boundaries), across levels of government (vertical boundaries) and between short-term and long-term planning agendas (temporal boundaries). Our findings, based on interviews with the key stakeholders and document analysis, show that due to institutional lock-ins and conflicting policy goals, horizontal boundary spanning remains hindered in both cases, despite emerging policy innovations. The responsibilities of institutions in both cities remain blurred, planning for growth ignores flood and climate risk issues, and urban expansion into vulnerable areas continues. Important differences, however, exist in terms of vertical boundary spanning, pointing to different policy implications for each of the cities.

RESILIENT PLANNING OF CHINESE DELTA CITIES UNDER CLIMATE CHANGE

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Contemporary cities and territories are facing significant challenges of natural disasters due to climate change impacts. Urbanized deltas represent some of the most vibrant and diverse ecosystems. However, its unique conditions of low altitude, land subsidence, and rapid urbanization make it more vulnerable when being subject to risks such as tide, storm surge, rainstorm, etc. caused by climate change. Firstly, this article reviews recent studies on theories and practice of city and regional resilience, and analyzes the spatial implications of it. Secondly, it analyzes the geographical characteristics, regional urban system, economic and social correlation, multi-scaled life cycle, and so on of China Yangtze River Delta cities. On the basis of this, it puts forward several problems in resilience planning practices faced by the Delta area. Thirdly, it proposes that general resilience development objective of delta cities is to promote their ability to deal with climate change. Some strategies including basic principles and steps of resilience planning such as plurality and diversified infrastructure, redundancy and multi-scaled networking, self-organized and self-renewal region / neighborhood / architecture / landscape layout are put forwarded. Lastly, the key thoughts in the China Yangtze River Delta Cities resilience planning are systematically exploring uncertainties related to future trends and disruptive events, thinking through the impacts of each sector on other sectors and the area as a whole, and making joint visions and identifying strategic projects not only among public actors but also with private and civic actors.

CONVENING REGIONAL CLIMATE COLLABORATIVES: A CROSS-COMPARISON OF US CASES

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Collaboration has been increasingly used to address complex regional problems that cross political boundaries and jurisdictions. The roles, approaches and implementation issues associated with collaboration strategies and networks have been widely discussed in the research literature (Forester, 2013; Healey, 1997; Innes & Booher, 2009; Koppenjan, 2008; Margerum, 2011). There has been less analysis of the approaches and deliberations associated with convening collaborative efforts. Some researchers have identified common processes and issues associated with convening (Carlson, 1999; Margerum, 2011), but have not explored in detail the process of gathering diverse stakeholders prior to the formal launch of a collaboration effort. This paper explores the issues, dialogue and framing of collaborative efforts before the formal launch of a stakeholder-based collaboration effort. We analyze this issue through a cross case comparison of fifteen climate change mitigation and adaptation actions plans. These action plans were initiated by local governments across the United States, due to the absence of state and federal leadership. However, the cases include a range of political settings, contexts, and resilience issues. Based on document review and stakeholder interviews, we compare and contrast the history of backroom deliberations and framing debates that eventually resulted in a collaborative effort. In particular, we focus on the (1) key terminology and concepts that allowed participants to convene a collaborative effort; (2) the role of intermediaries and leaders in gathering participants; and (3) the key qualities of the forum that enticed leaders to participate. The research findings help address a gap in the research literature about the dynamics of convening and provide specific strategies for how local governments can convene politically difficult issues such as climate change adaptation.

CLIMATE CHANGE IMPACTS IN THREE REGIONS OF GREECE: INTERCONNECTIONS WITH REGIONAL PUBLIC PERCEPTIONS AND PLANNING POLICIES

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Greece is a country with different climatic zones owing to the diversity of its geographical and topographical features. Coastal locations feature primarily a Mediterranean climate with mild, wet winters and hot, dry summers, while the mountainous areas of the country feature an Alpine climate. Moreover, the Pindus mountain range creates an additional climatic division as areas to the west of the range experience a wetter on average climate than those lying to the east (because of the rain shadow effect). Consequently, current and future Climate Changes (CC) those related to average annual temperature or rainfall and frequency, duration and intensity of extreme temperature and rainfall events as well as flood and drought events vary significantly from one region to another. Owing to this diversity combined with human and economic geography particularities of the regions, their systems and activities suffering CC impacts and public perceptions on CC also vary. The critical query is whether regional planning policies meet the specific for each region climatic challenges. The present work studies and compares three administrative Regions of Greece, namely Sterea Ellada, Thessaly and Peloponnese through the lens of CC impacts and policies. Comparison refers in particular to CC trends, CC major impacts (current and anticipated) on the social, economic and physical environment, perceptions of people and the accountable authorities, as well as planning policies integrating or not appropriate mitigation and adaptation measures. The authors test their fundamental assumption that outdated regional plans and climate-blind regional policies are impossible to meet the challenges arising from newly appearing climatic contexts featuring new or intensified climatic and meteorological hazards and vulnerabilities. Methodology is based on statistical data analyses of climatic variables, reports on sectoral and regional breakdown of CC impacts in Greece, regional planning policy documents and survey data on public opinion.

PLANNING AND ARCHITECTURE FOR CLIMATE ADAPTATION: THE EXPERIENCES OF THE “STRUCTURE-TERRITORIES” IN LOW AND HIGH DENSITY CITY

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The paper reflects on the awareness that climate adaptation planning becomes more effective when it is dealt with a local context. This approach focuses on the relationship between vulnerability, adaptation and urban regeneration processes in territories of a low and high density. It refers to new balances of the urban ecosystem in the two case studies. The experiences highlight fields of experimentation of new forms of the urban project that take into account the peculiarities of each territory starting from economic, infrastructural and social point of view. Unawareness in urban growth choices is exposing cities to the adverse effects of climate change; the evolution of frequency and intensity of some phenomena such as urban floods, heat islands, land consumption and desertification increase the level of risk to which they are exposed. Some urban areas are experimenting new ways of cooperation between public and private stakeholders which, although belonging to two different situations of low and high settlement density, are dealing with the issue of resilience and adaptation in both fields urban planning and architecture. The experiences of these different contexts, spread urban forms in Sardinia and high settlement density in the city of Tunis, reflect on how to rethink the structure of the city through adaptive urban strategies such as the design dispositive of “Structure Territory”. This planning approach aims to promote the adoption of new design solutions that satisfy the contemporary needs of inhabitants and, at the same time, are oriented towards the nature-based solutions. The “Structure Territory” is linked to the process-oriented approach, so any project can be a tool that significantly contributes to advance the level of knowledge and awareness of inhabitants, improving the ability of the response of the urban planning processes to the concept of climate coherence.

FROM THE VIEWPOINT OF ECOSYSTEM SERVICE : A STUDY OF FUNCTIONAL REGIONALIZATION IN CHIAYI CITY, TAIWAN

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In order to achieve the sustainable development goals on the spatial development of Taiwan's future land space, we need to comprehensive and systematic analysis of environmental resources. After the implementation of the National Territory Planning Act, all land is divided into four districts that are National Territorial Preservation district, Agricultural Development District, City-Country Development District, and Marine Resources District, with subsequent each county (city) need to according to the National Territory Planning Act, and propose their county (city) land planning. This study tried to explore the ecosystem service of Chiayi county area, and quantification of ecosystem services. Then applying k-means cluster analysis to mapping bundles of ecosystem services. An understanding of the location and characteristic of different bundles of ecosystem services, may take us a step further to mapping systems that have direct policy and decision-making relevance for sustainable resource management and land use planning.

RESILIENT TOURISM DESTINATION: CHALLENGES AND OPPORTUNITIES IN THE CASE STUDY OF QUEENSTOWN CITY, NEW ZEALAND

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This paper investigates the ability to use resilience assessment to assess the sustainability of a complex all year tourism destination facing climate change challenges and socio-political pressures. As tourism is one of the main activities that affect our cities. This paper undertakes a resilience assessment using Queenstown as a case study in the New Zealand context. This case study was selected due to its importance to the NZ tourism industry /economy, the growing development pressures on the socio-ecological systems affecting the human/non-human interactions in consideration to the ecological sensitivity of the destination, and the management challenges facing the governance of such complex destination, especially as Queenstown considered one of the few destinations in New Zealand context that have all year round booming tourism activity with its associated pressures. Mixed research methods were used through indicators, and document analysis to perform a preliminary resilience assessment about the status of socio-ecological resilience in the selected case study. A proposed assessment mechanism was created comprising resilience theory using Holling's adaptive cycle, a panarchy model, and a tourism model using Butler tourism life cycle. Based on the socio-ecological and tourism systems were placed on different stages in these models, explaining systems status, exploring its future scenarios and identifying its potential thresholds. The findings showed that although the usefulness of such an assessment tool which is based on the different capacities of socio-ecological resilience. However, the results showed as well the challenges facing the usage of resilience theory to assess the sustainability of a tourism destinations such as the ambiguity in defining resilience in complex systems, the lack of appropriate resilient strategies for the city to cope with environmental and socio-economic changes, the lack of appropriate definition of locally developed benchmarks and bottom lines that adapt with the speciality of the local context.

DO DEVOLVED POWERS LEAD TO LOWER CARBON FOOTPRINTS? THE GOVERNANCE AND DELIVERY OF SUSTAINABLE DEVELOPMENT IN GREATER MANCHESTER

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This paper explores the effects of recent devolution deals in England on sustainable development by using Greater Manchester as a case study. The Conservative government has been committed to a devolution programme that continues to devolve more powers and responsibilities from central to local governments to stimulate sustainable growth. However, there has yet to be a thorough analysis of the extent to which the devolution deals that have been agreed so far have informed, influenced and leveraged sustainable development at the local scale. The present research fills this gap by exploring how the Greater Manchester Combined Authority (GMCA) has been using these deals to govern and deliver sustainable development. We argue that the good practice found in Greater Manchester to reconcile climate change and sustainability issues with economic growth and local authority working demonstrates that devolution can contribute to the sustainable development agenda at the local scale, if a transparent and well-thought out delivery strategy, backed up by strong political leadership and commitment, is put in place. This paper contributes to the ongoing debates on the effects of English devolution, as well as examining the governance of sustainable development in Manchester and elsewhere. The GMCA case is a good place to start thinking about the challenges of governing and delivering sustainable development at the local scale in the times of austerity, and to identify the ways that these challenges might be overcome. The next step for this research will be to expand the geographical remit to include other CAs in England, thus building a better understanding of the effects of devolution deals on sustainable development at the local scale.

ERRATIC CLIMATE CHANGE PLANNING: THE GOLD COAST'S ALTERNATING TRANSITION

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Planning the future spatial development of coastal cities is a challenge that has become even more difficult due to the impacts of climate change, governing institutions that were not designed to address such wicked problems, and the reluctance of some right-wing governments to respond. The Gold Coast, Australia, provides a case in point. The city is highly vulnerable to the impacts of climate change having been hard hit by storms, floods, heatwaves, and droughts over decades. The governing system for the region is part of a complex three tiered hierarchy involving national (Commonwealth), state (Queensland), and local governments (City of Gold Coast). Governments periodically swing between a right-wing Coalition (of the Liberal and National parties) and the left-wing Labor party (sometimes with the support of the Greens party). In the period 2007-2012 all levels of Australian government had started to take the first steps in addressing the challenges posed by the need to adapt to the impacts of climate change. The shift to right-wing governments during the period 2012-15, however, saw many climate plans and policies and plans reversed due to the combined effects of: gaps in the three tiered system of government; the ideology of the right-wing parties in power; powerful economic interests; electoral politics; fears of legal liability; and, the unique features of the Gold Coast. Since 2015 there has been a divergence with the state-based Queensland Labor government moving back into the climate change adaptation space but the national Coalition government still refusing to act. The science is clear: climate change is happening, the impacts are serious, and low-lying coastal settlements like the Gold Coast are highly vulnerable to its effects. The constant policy and planning reversals over the last decade, however, have made consistent long-term planning and investment in building resilience very difficult.

INTEGRATE ADAPTATION TO CLIMATE CHANGE IN REGIONAL AND LOCAL POLICIES: THE EXPERIENCE OF THE LIFE MASTER ADAPT PROJECT

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The present contribution aims to present the activities and the first results of the European project LIFE MASTER ADAPT. The project aims to respond to the negative impacts of climate change through the identification, verification and dissemination of multi-level governance tools to support local and regional authorities in the process of integrating adaptation into sectoral policies. In order to be effective, regional policies need to be developed at the local level, combining and integrating top-down and bottom-up approaches. The project aims to address the needs of groups of towns or cities that share the same vulnerabilities and whose administrations have a similar capacity to respond to climate. Master Adapt also wants to provide a common methodology to support Metropolitan Areas and aggregation of Municipalities to identify the main priorities for intervention and, in particular, to draw up guidelines for the adaptation in urban areas. This activity will be accompanied by the mainstream process for the design and implementation of regional adaptation strategies through the coordination between the different levels of local government (State, Regions and Local Authorities) and the "horizontal" coordination between the different policies (territorial, landscape, agricultural, environmental, civil protection). Thanks to the methodology and tools that will be processed, the approach of MASTER ADAPT will be highly transferable and replicable in other areas, Regions and Cities, as an instrument for integrating adaptation to climate change across Europe.

IMPLEMENTING THE COVENANT OF MAYORS IN EUROPEAN CITIES: STATE OF THE ART AND OPEN CHALLENGES TEN YEARS AFTER THE LAUNCH OF THE INITIATIVE

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The Covenant of Mayors (CoM) is an ambitious initiative of the EU which aims at strengthening the role of cities in the implementation of the 20-20-20 climate-energy package. Agreed by city councils on a voluntary basis, this commitment becomes effective after a formal elaboration of specific Sustainable Energy Action Plans (SEAPs). Through such tools, local authorities define a set of priority measures to reach the reduction target in CO₂ emissions (-20%) by 2020. Ten years after its launch, it is pivotal to assess the state of the art of the implementation of the initiative at the European scale. In the SEAPs' planning process, especially the implementation phase, regular activities of monitoring and reporting are considered of absolute importance and are expressly requested by the European Commission (EC). Nevertheless, according to the ongoing scientific debates, the often incomplete monitoring reports elaborated by cities are unlikely to ensure an effective evaluation (both in itinere and ex post) of the investment costs, the achieved targets and, perhaps even more desirable, of the economic benefits associated to the implementation of the plans. The aim of this contribution is twofold. Looking specifically at the actions planned and actually realized by European cities within their SEAPs, it seeks firstly to provide a picture of the state-of-the art of their implementation through official data provided by the EC's Joint Research Centre (the office which supports technically and scientifically the CoM's signatories, and eventually approves their plans). Secondly, drawing on the framework of the «implementation research» and an extensive literature review, it aims at exploring the open challenges (financial, legislative, technical, governance, but also in terms of monitoring and evaluation) which need to be addressed to ensure their effective implementation, and to avoid the general risk that these plans remain mere tools of a «symbolic policy».

HARMONIZING CLIMATE CHANGE MITIGATION AND ADAPTATION IN TRANSPORTATION AND LAND-USE PLANNING IN CALIFORNIA CITIES

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The goal of this paper is to identify municipal transportation and land-use (TLU) policies and programs that support both climate mitigation and climate adaptation goals—so called “integrated actions”—as well as to identify state actions that can support cities planning integrated actions to address climate change. The value of integrated actions has recently become widely acknowledged; current research emphasizes the importance of integrating mitigation and adaptation in order to develop cost-effective strategies to combat climate change and protect vulnerable communities. The overarching question to be addressed by this study is: how can California maximize the opportunities for local governments to adopt TLU programs and policies that reduce transportation GHG emissions while simultaneously enhancing community resiliency to climate change impacts? We answered this question by conducting research in three major phases: a comprehensive review of the literature; a content analysis of 23 municipal climate action plans (CAPs) and other related documents; and interviews with municipal and state administrators involved in the CAP processes. We found that despite the theoretical benefits of integrated actions, planners have found them hard to develop in practice for a variety of reasons. One problem is that both local and state governments have often addressed mitigation and adaptation in separate plans, and also sometimes prioritized one over another. The result can be major conflicts between mitigation and adaptation strategies. For example, encouraging high densities in urban areas can reduce vehicle miles traveled, and thus mitigate transportation emissions. However, densely-built environments risk making communities less resilient: communities with less open space may face higher flooding risks and be more likely to suffer from an urban heat island effect. As a conclusion, without a clear, coordinated effort to combine adaptation and mitigation goals into a holistic vision, mitigation strategies can potentially undermine adaptation goals and vice versa.

APPROACHES TO CLIMATE VULNERABILITY, ENERGY INFRASTRUCTURES AND INEQUALITY IN SPATIAL PLANNING

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Global temperature is on the rise. Simultaneously, different parts of the world experience extreme weather events. Energy insecurity – defined as an inability to adequately meet basic household energy needs – is worsen under the multifaceted risks of climate-change. Regardless of the difficulty to measure energy insecurity, it is clear that the source of the problem lies at the interplay between housing conditions, accessibility to infrastructure and the ability to pay. While exposure levels to extreme conditions defines individual vulnerability, physical housing/infrastructure conditions may determine the ability of communities and neighborhoods to face climate-related risks. And, despite the fact that off-grid communities are becoming increasingly rare, large amounts of people are still living with inadequate connection to the electricity/gas grid. Inability to secure basic energy needs is common in both rural and urban areas especially among residents of informal housing. In this research we look at two cases of urban and per-urban informalities, and their two communities: the Bedouins in Israel and the Roma in Romania. Despite the different national contexts, the two communities share similar characteristics, predominantly, a planning approach that is based on forced urbanization and denial of land ownership rights. Under a highly intricate mix of historical, ethical and legal conditions, the challenges of planning the “unplannable” as Roy (2005) put it, include, among other things, an existing high levels of energy poverty, and ultimately – energy injustice. In conjunction with qualitative field-work in both locations, our study share the questions raised in this track, and asks how can energy justice and spatial justice be integrated in planning resilient urban and peri-urban places? How can planning contribute to resilience of communities living under extreme energy poverty? Finally, we are interested in the theoretical and practical articulation of ‘flexibility’ in spatial and urban planning, considering the challenges of informality.

EXPLANATORY EXPLORATION OF THE IMPACT OF URBAN BUILT ENVIRONMENT ON WATER SUPPLY NETWORK UNDER THE GUIDANCE OF RESILIENT CITY SPATIAL PLANNING

Xie Z., He L., Dai S.

Tongji University

The city increasingly relies on lifeline system, which directly affects the normal operation of urban functions. Godschalk (2003) has proposed that resilient cities are composed of networked social communities and lifeline systems. As one of the most important lifeline system, the safety of water supply system has become an important aspect affecting urban resilience. Nowadays, the analysis of failure factors of water supply network are mostly considered from the aspects of pipe network structure or material characteristics, natural environment factors, emergencies and so on. Few studies analyze the impact of built environment on underground water supply network from the perspective of spatial planning. Through the spatial analysis of water supply network accidents in Hongkou District of Shanghai in the past 20 years, we find that there is a certain degree of spatial agglomeration in the occurrence of water supply network accidents, and the reasons to a large extent point to the different built environment which will have different frequencies and intensities of pipeline network usage. Therefore, we assume that this influence relationship exists. Though the machine learning method, We preliminary found that the probability of water supply network accidents is negatively correlated with land use type richness, positively correlated with land development intensity and road traffic volume. Our research is continuing. Through this study, we hope to find out the impact of different elements of built environment on water supply networks, and try to explore the reasons behind it. So as to provide optimization suggestions for the spatial planning of water supply network, reduce the accident rate of water supply network and increase urban resilience.

PA11 Urban metabolism and circular economy

Mendel Giezen
Matelda Reho
Danielle McCarthy

Cities are complex systems that are always in movement and transition: patterns of flows, physical environment, social conditions, and evolution of practices. Over the last centuries, their development has had a great impact on the environment through their extraction of resources and the associated additions in the form of greenhouse gasses, air and water pollution, land degradation and biodiversity loss. In light of the recent IPCC reports about climate change, there is an urgent need to address this issue of resource usage as it is a key factor in promoting climate change adaptation and mitigation, environmental health and social justice. In the last few years the concepts of urban metabolism and circular economy are increasingly in use to aid planners in understanding and addressing the complexity of the city and the relation between the city and environmental resources. Urban metabolism can be defined as the processing of inflows and outflows of resources and energy within the city. These flows are determined by a combination of (1) the physical needs of a city and its infrastructure, (2) the opportunities and limitations that the natural and geo-physical environment poses to the provision of these needs, and (3) the socioeconomic and political processes and power structures within the city. Understanding these conditions determining both supply and demand of resources is crucial to achieve more efficient and sustainable urban systems. The key issues we would like to explore in this track are:

- What are the advantages and opportunities to using these approaches of urban metabolism and circular economy? And what are their limitations and shortcomings and how to overcome these?
- How can these concepts be used or integrated in urban management and planning?
- What are the innovative tools and methods to manage and plan the resource issues, through spatial and environmental planning?
- How can we learn from new practices and experiences through bottom-up approaches to rethink the urban/environment relation?
- Food, water, energy and ecological diversity are fundamental for the functioning of cities and life in general. How can they be managed and planned to achieve resilience, social justice and urban health?

This track aims to address these and similar issues by considering theoretically and empirically grounded papers, and by collectively exploring the usability of the urban metabolism and circular economy concepts in spatial planning.

CIRCULAR ECONOMY IN URBAN PROJECTS: THE CONTRIBUTION OF LIFE CYCLE ASSESSMENT TOOLS

Appendino F.^[1], Roux C.^[3], Saadé M.^[3], Peuportier B.^[2]

^[1]*Ecole d'Urbanisme de Paris*, ^[2]*MINES ParisTech, PSL Research University*, ^[3]*Ecole des Ingénieurs de la Ville de Paris*

Over the last decade, the concept of circular economy has gained momentum among practitioners, politicians and scholars, with the promise to achieve sustainability goals (Geissdoerfer et al. 2017). However, there is still a need to demonstrate and assess its positive environmental impacts (Bocken et al. 2017; Haupt and Zschokke 2016). With respect to the building sector, circular economy is still a relatively new topic (Leising et al. 2018; Adams et al. 2017). Current research tends to focus mostly on the macro-scale (cities or eco-parks) and micro-scale (manufactured products or construction materials) (Pomponi And Moncaster 2017). Nevertheless, the built environment, often neglected, is expected to play a crucial role, due to its high contribution to various environmental impacts. In this perspective, this paper aims to contribute to this growing area of research by reviewing four case studies of “circular neighbourhood” projects in Europe. First, a conceptual framework analysis is defined and applied to the cases. Second, circular economy initiatives and actions are identified and classified, using interviews and document analysis. Third, the use of assessment tools within these circular economy projects is investigated. Results show a diverse representation of the circular economy paradigm and a limited role of the assessment tools. Starting from these first results, the last part of the paper demonstrates that it would be appropriate to evaluate circular neighbourhood projects thanks to life cycle assessment tools. In the authors’ opinion, it would improve the environmental relevance of circular economy practice and strategies. The research contributes to the field by outlining emergent cases and identifying areas for further research.

THE IMPLEMENTATION OF METABOLIC IMPACT ASSESSMENT IN STRATEGIC URBAN PLANNING: REFLECTIONS ON A TESTBED WORKSHOP WITH URBAN PLANNERS

Batista L., Lopes M., Pinho P.

University of Porto - Faculty of Engineering, Dept. Civil Engineering, Division of Spatial and Environmental Planning - Portugal - Porto

The MIA project – Metabolic Impact Assessment: from concept to practice – has as main objective the operationalization of the urban metabolism concept, through simplified modelling techniques coupled with the devising of a plug-in solution to incorporate the MIA approach into Strategic Environmental Assessment (SEA). The idea of producing an instrument like MIA aims to respond to the urban planners and decision makers' need for a substantive methodologic approach to improve low carbon transition, supporting better planning choices, and taking into account the metabolic impact of planning alternatives. This research project has been developed along two complementary pathways: first, by proposing a user-friendly methodology to assess the metabolic impacts of urban plans and, secondly, by proposing a procedural solution to integrate this innovative instrument into the planning process, through one of its well-known assessment tools, the SEA. This presentation intends: i) to resume the MIA tool and the proposed integration into SEA, emphasising the main benefits for strategic urban planning, in the framework of local climate change mitigation strategies; ii) to present the applications of MIA to a couple of case-studies of urban plans (urban development plans and detailed plans), in the city of Lisbon, which had been previously subject to SEA; iii) to identify the added value of such MIA applications to decision making processes, by comparison with previous SEA exercises; iv) to present the feedback of urban planners from the Lisbon Municipality Planning Department confronted with these research results, exploring their contributions to improve the MIA concept and practice, in order to make it as useful and user friendly as possible. The presentation concludes with a critical view about the real potential of this tool and the proposed plugin solution in the framework of the Portuguese planning system.

SHIFTING INFRASTRUCTURE LANDSCAPES IN A CIRCULAR ECONOMY: AN INSTITUTIONAL WORK ANALYSIS OF THE WATER AND ENERGY SECTOR

Giezen M.

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Under pressure by the transition towards a circular economy, the infrastructure landscape is changing. Using Institutional Work as an analytical lens, this article analyses the work actors do to change and adapt institutional structures. In this process of restructuring, the research shows that there are four dominant types of institutional work: Enabling, Constructing Identities, Constructing Normative Networks, and Changing Normative Associations. The increasing fragmentation of infrastructure as well as the increasing connections made between different flows forces organisations to readjust their internal institutions as well as those that guide their interactions with their surroundings such as other organisational actors as well as citizens. Circularity requires a restructuring of infrastructure governance in order to adapt to the increasing flux caused by decentralised technologies and the need for integration of different systems. Additionally, the actors associated with energy and water infrastructure are responding accordingly.

URBAN METABOLISM AND THE CIRCULAR ECONOMY - A CAPITAL APPROACH

Hunt P.

University New South Wales

As the global human population increases, we are shifting toward more concentrated urbanization. Urban settlements require sufficient stock of man-made capital in the form of infrastructure and accommodation to meet the growing population needs. Demand for man-made capital increases with the rate of urban metabolism. Traditionally we have predominately operated under a linear flow economy, utilizing abundant natural capital stocks to meet societal needs. The linear flow approach utilizes natural resources in the production of man-made capital but depletes the stock of natural capital through extraction of non-renewable resources and pollution that limits the regenerative flow capacity. Humanity has reached a position where we must utilize the stock of natural capital more efficiently to ensure that replenishment of stock can occur. A circular economy is an inclusive approach, as it relies on integrated systems that feedback into the capital process. The circular economy has the capacity to allow dynamic flows to regenerate rather than deplete natural capital stock.

Opportunities for the circular economy

- Improved positive flows to natural capital to satisfy resource demands from urbanization
- Ensuring the efficient use of scarce natural resources
- Utilizing human capital (knowledge and technology) to provide substitutes for natural capital to meet societal needs

Limitations

- Positive flow benefits must outweigh the negative flow consequences.
- If the metabolic rate is faster than the regenerative process, the benefit from the natural capital positive flow will not be realized.

From an urban planning perspective, an understanding of the dynamic positive and negative flows is necessary to realize the benefits from the circular economy approach. An appreciation of the circular economy is required to ensure that the stock and flows of capital can meet the metabolic rate of urbanism. The circular economy provides an opportunity to transition from the linear economy to satisfy sustainable development objectives.

WHAT MAKES THE DIFFERENCES OF URBAN ENERGY CONSUMPTION - A PROSPECTIVE OF URBAN FORM OF TAIWAN CASES

Chen Y., Lee L.

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It is revealed that the population urbanization has over 50% of the world since 2008, and also results in the increase of urban scale based on the World Bank data. In recent years, the issue of climate change has caught global attention and has been regarded as an important issue in contemporary social and economic development. Meanwhile, countries are paying more and more attention to the investment in renewable energy. Nowadays, social development has gradually turned to reducing the direction of energy consumption. Reducing greenhouse gases has become a challenge for all countries. However, city development is very local environment related, so that cities in different environment characteristics would result in different urban form of development. It is needless to say the importance to analyze the correlation between urban development characteristics and energy consumption. In this study, we collect the empirical data in Taiwan at city/county municipality level to calculate the energy consumption, and also include important factors related to urban energy consumption. We establish econometric models so that the energy consumption can be systematically analyzed. The results would be used to help on the understanding of cities in different areas with different environment and to help on the urban policy evaluation.

CONTRAST AND COEXISTENCE IN THE TRADITIONAL MANUFACTURING CLUSTERS. THE METAMORPHOSIS OF THE PEDEMONTANA INTERMEDIATE TERRITORY.

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The Pedemontana territory has surpassed various "seasons of manufacture", that determined its different representations: "nebulosa di proto-industrie" (Lanzani, 1993), "territory of widespread industrialization" (Bagnasco, 1977 e Fuà, 1983), "Backbone of Made in Italy" (Gurisatti, 2001). Today, in this special transition phase, the Pedemontana needs an (re)-overall interpretation of the manufacturing spaces. Even if we can still recognize it as part of the most interesting Italian economic areas, we are unable, as urbanists, to understand its complex transformation, related to the wide investments amount adopted, their transience and their implications on the territory and the environmental contradictions they are manifesting. After the structural crisis, interesting coexistences but also important and hardly controllable contrasts are manifesting, mostly due to the combination on the territory between different clusters' evolving levels and their relationship with other types of economies. Some clusters are continuing to grow. They understood how the proximity between diversified and specific industrial base concerned inside a metropolitan space, allows new complex products to be invented and the economy to grow in the long run (Hausmann, 2011). Others ones have instead suffered a setback, related firstly to the exhaustion of resources that drew from the adjacent mountain environment, secondly to the lack local and adequate competences and skills. For these types of clusters sometimes emerge a "third road" related to the "creative craftsmanship and cultural industry for the development of a different economic model more inclined towards forms of experiential tourism" (Tosi, 2018). The paper tries to stress questions: - Which kind of new manufacturing space geography is identified? - What new flows of people, materials and energy are emerging in this territory? Is it emerging a urban project able to valorize the "urban metabolism" issues? - Are words and slogans widely used, like "sustainability" and "circular economy" really traceable in the transformation of the productive system?

RESEARCH ON THE FRAMEWORK OF INTEGRATED URBAN WATER SYSTEM PLANNING BASED ON WATER CIRCULATION THEORY

Liu F., Dai S.

tongji University

The city is a complex system, and the relationship between the city and the natural environment is very close, especially the interaction between water resources and water environment becomes more complicated in the city system. In recent years, there have been more and more researches on urban metabolism and circular economy. This paper will use the concept of water circulation and water metabolism to carry out water system planning research. The research believes that the urban water system is an important part of the urban complex system. It is the coupling system of the natural water circulation, the social water circulation and urban space. The social water circulation system follows the social process of water intake, water use, wastewater treatment and sewage discharge. The natural water circulation system follows the natural processes of rainfall, evaporation, runoff, and infiltration. In the natural discharge of urban rainwater, there will be more social processes. According to the theory of water circulation, the study divides the urban water system into rainfall, river system, water supply system, urban water demand system, sewage treatment, water reuse, and rainwater discharge system. Based on the study of the relationship between traditional urban water-related planning and Integrated water system planning, the theoretical framework of urban water circulation system planning is proposed. The planning Framework consists of the following modules: planning target determination, standardized investigation, and demand forecasting, supply-demand equilibrium analysis, infrastructure network layout, planning scheme comprehensive evaluation. At the same time, this paper proposes some planning strategies as rationalizing the mechanism, protecting the ecology, controlling the total water consumption, adjusting the water supply structure, improving the water use efficiency, connecting the infrastructure system, and improving the operating standards of the infrastructure.

RETHINKING URBAN METABOLISM APPROACHES: THE MIA FRAMEWORK

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Choosing between different development alternatives is one of the quintessential tasks of the planning process. Its effectiveness, especially towards the promotion of low carbon cities, is strongly dependent on the tools and methods used to properly inform it. Urban metabolism, by matching the operation of an urban system to an ecosystem, captures through an integrated perspective the different urban needs and urban development impacts on cities. While useful to measure the efficiency and the impacts of the broader urban operation, current urban metabolism approaches treat the city as a homogeneous entity, lacking any sort of spatialization capability. As urban areas usually develop through minor increments across diverse territories, there is a need for a tool that is able to quantify the metabolic impact of these small-scale changes. This led to the development of the MIA framework, a land use based tool targeted to the measurement of the individual metabolic contributions of a typology of sixteen different land uses within the components of water, energy, materials and waste. This presentation intends to: i) describe the structure of the MIA framework ii) prove its usefulness in the evaluation of four urbanization plans in the city of Lisbon, Portugal; iii) identify possible paths for the evolution of this framework and its potential for different evaluation scenarios.

THE GOVERNANCE OF THE CIRCULAR ECONOMY: INSIGHTS FROM THE VENETO REGION

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Over the last decade, the notion of circular economy progressively emerged all over Europe. It can be defined as “the reducing, reusing and recycling activities conducted in the process of production, circulation and consumption” (Ghisellini et al. 2015), but also as “a system that is designed to be restorative and regenerative” (Charonis 2012). It is a popular approach towards green economy and sustainability (Geissdoerfer et al. 2016). Circular economy systems are being developed in many countries and contexts, particularly China. There is a growing literature on the various dimensions of the circular economy from many disciplinary perspectives, including planning (Murray et al. 2016). However, little attention has been paid to its governance. What is the impact of some variables related to governance, such as actors, actor configurations, institutional levels, policy sectors, policy instruments, compliance processes and the ensuing kind of collective action, on the development of the circular economy? Are some of these variables more important than the others? Through which causal mechanisms do they intervene? To answer these questions, we analyze from four cases from the Veneto Region in the food and building sectors. Unlike most of the literature, instead of focusing on the peculiarities of each case, we chose to focus on what they have in common and the interaction of these key variables with the planning and institutional space of the region. The insights were collected through participant observation in the framework of a transdisciplinary collaborative research project.

BRINGING WASTE TO THE FOREGROUND OF CITIES. TOWARDS THE SUSTAINABILITY TRANSITION MANAGEMENT IN PERI-URBAN NAPLES (ITALY)

Berruti G., Palestino M.F.

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Circular economy, one of the pillars of sustainability transitions promoted by EU, suggests new visions of how the urban should be lived and, as a consequence, managed. These visions depend on metaphors such as urban metabolism, that not only helps imaging and organising strategies for the transition process, but also implies completely rethinking the governance model consistent with it. Achieving such transitions will demand deep changes in dominant practices, policies and ways of thinking, which will in turn call for new knowledge by ordinary people and different responsibilities by institutions. In this perspective, while the production of solid waste is ongoing to be reduced through innovative practices in which flows are reviewed as resources, former industrial, military, rural or infrastructural areas are more difficult to be included in a closed loop production cycle. Such wastelands, often assembled to shape wastescapes (REPAiR 2017), need to be completely re-imaged as a precondition for their sustainability transition. Assuming the metaphor of urban metabolism as a device to address the transition, urban regions have to be reinterpreted as complex ecosystems, in which turning the definition of “neglected area” into “wasteland” becomes a tactic for generating alternative policies and practices. The recent urban turn in transition governance is the framework for analysing the metabolism of waste through a heuristic approach. In exploring how the transition is affecting social actors, decision models, formal and informal practices in the urban region of Naples, the paper will focus on how turning wastelands into resources has the double potential to rehabilitate urban spaces and challenge the governance model in use. References REPAiR 2017. Introduction to Methodology for Integrated Spatial, Material Flow and Social Analyses REPAiR Deliverable 3.1. EU Commission Participant Portal: Brussels, Belgium.

DATA CENTER AND THE CITY: A POTENTIAL FOR URBAN SYNERGIES

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The amount of surface allocated for Data centers (DC) have evolved from dedicated rooms inside existing buildings to dedicated buildings inside the city, taking more space. Therefore, DC industry has become more visible competing for land in the built environment and at the same time being one of the biggest energy consumers of our time as it has represented in the past years 2% of the overall energy consumption in the EU annually and expected to increase up to 4% by 2020. The investment landscape for the DC industry in Europe is currently under transformation as more DC companies are getting established in Scandinavian countries; but still the Data center capacity (m² and MW) in these regions has not yet capitalized in the same way as DC heritage locations in central Europe. Nevertheless, the renewable energy as hydropower and efficient cooling solutions that are provided in the north, among other reasons, are attracting increasingly DC companies seeking to meet their environmental goals at the lowest cost. However, this raises questions on how the land (m²) and energy (MW) demand for new DCs can be met with equity in the local context. While some governments facilitate land management procedures to build new DC facilities in order to attract more investors, there has been little attention on how these facilities could support circular activities within the local community able to assimilate waste (e.g: reuse of DC waste-heat for urban farming). This research analyses, through a case study approach, several cities in Northern Sweden to understand the disconnection of the DC infrastructure in relation with the city's morphology and metabolism. The purpose is to examine the weak links and identify possible synergic urban scenarios to reach the DC resource demand with equity regarding environmental, economic and especially social sustainability at a local scale.

TOWARDS A CIRCULAR ADAPTIVE REUSE CANVAS OF CULTURAL HERITAGE

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This paper aims to develop a first proposal for an innovative business model for adaptive reuse of cultural heritage in the perspective of circular economy. Adaptive reuse of cultural heritage is considered today as key in implementation of sustainable development in urban context CHCfE Consortium (2015); Labadi & Logan (2016); Larsen and Logan (2018), and in particular from the perspective of circular economy (Gravagnuolo et al. 2017 and 2019). The article addresses first the theoretical aspects comparing and discussing the literature on circular economy and its applications Kirchherr et al. (2017) Reike et al. (2017), then suggests an innovative business model which can cope with specific issues of governance and financing. Based on adapted models canvas from Ellen MacArthur Foundation, and the Flourishing Business Model, which take into consideration the multi-dimensional and multi-actors context of sustainable and circular economy, the paper analyzes the different sections of this innovative Business Circular Model (How, What, Who, Why) (Upward and Jones 2015).

RETHINKING ORGANIC WASTE STREAMS AS METABOLIC DRIVERS FOR IMPROVING URBAN SUSTAINABILITY AND AGROECOLOGICAL PRACTICES

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Restoring the nutrient cycles, and assuming their centrality for sustainable management of agro-environmental resources at local level, are key aspects for amending the ‘metabolic rift’ that has been historically triggered by the emergence of capitalistic socio-spatial organization, and that is currently reproduced and further deepened under neoliberal urbanization processes. This paper aims to explore how organic waste streams can be reorganized and reconnected with urban and periurban agriculture, enabling the proactive role of farmers and food growers in soil nutrient cycling, and reshaping urban metabolism towards more regenerative and resourceful models. In particular, we look at composting practices as meaningful entry points for inquiring the relations between urban metabolism and agroecological practices. The paper builds on some initial insights offered by the case studies of London and Venice, bringing to light which kind of soil nutrition and land management practices are currently prevailing among food growers in these contexts, which connections are established between food production and food waste, to which extent compost from organic waste is valued (and eventually claimed) as an essential asset for nutrient cycling, how access and control on resources can be facilitated and empowered, and finally how the pattern of urban waste streams can be rethought for enabling place-based metabolic ecologies, considering environmental and social justice issues. Unpacking these aspects allows to understand better how metabolic processes are related to (and embedded into) specific practices of labor located in time and place, and to expand the urban metabolism analytical framework in order to move beyond the ‘black box’ effects from which suffer many quantitative approaches strictly focused on material flows.

MAKING CITIES CIRCULAR: EXPERIENCES FROM THE LIVING LAB HAMBURG-ALTONA

Obersteg A.

HafenCity University Hamburg - Urban Planning - Germany - Hamburg

This paper is produced in the frame of the Horizon 2020 Project REPAiR (REsource Management in Peri-urban Areas: Going Beyond Urban Metabolism). The paper raises the question in how far a living lab approach can support the development towards more circular cities. The focus of the paper lies on the results of the governance analysis and the work in the peri-urban living lab PULL in the case study area of Hamburg in the first 2,5 years of the project., The governance analysis included a variety of institutions and actors as well as instruments affecting the urban metabolism and taking into account both urban planning as well as waste management. Using the snowball method the governance analysis also set the ground for building up a network of actors that became involved in the work of the PULL, involving planning, management of public spaces, waste management, housing companies, civil society (NGOs, zero waste activists). The PULL so far has worked in the following steps:- Identification of problems in the field of urban metabolism and circular economy with stakeholders - Analysis of problems different urban typologies (large housing estates, dense 19th century quarters, single housing areas, new densely built urban developments).- Identification of challenges of implementing the concepts of urban metabolism and circular economy in concrete planning reality and management of urban spaces (types of waste waste separation and collection, offers for re-use, upcycling, waste prevention).- Development of first ideas for solutions- Connection of urban planning with activities from the civil society (zero waste activists), usage of public strategies on district level (climate action plan) The paper concludes with discussing the research question and an outlook identifying further reaching research aspects with regard to governing the urban metabolism in the field of urban planning and waste management.

PA12 Housing, gentrification and socio-spatial dynamics

Gavin Parker
Laura Colini
Yvonne Franz

Cities are complex systems that are always in movement and transition: patterns of flows, physical environment, social conditions, and evolution of practices. Over the last centuries, their development has had a great impact on the environment through their extraction of resources and the associated additions in the form of greenhouse gasses, air and water pollution, land degradation and biodiversity loss. In light of the recent IPCC reports about climate change, there is an urgent need to address this issue of resource usage as it is a key factor in promoting climate change adaptation and mitigation, environmental health and social justice. In the last few years the concepts of urban metabolism and circular economy are increasingly in use to aid planners in understanding and addressing the complexity of the city and the relation between the city and environmental resources. Urban metabolism can be defined as the processing of inflows and outflows of resources and energy within the city. These flows are determined by a combination of (1) the physical needs of a city and its infrastructure, (2) the opportunities and limitations that the natural and geo-physical environment poses to the provision of these needs, and (3) the socioeconomic and political processes and power structures within the city. Understanding these conditions determining both supply and demand of resources is crucial to achieve more efficient and sustainable urban systems. The key issues we would like to explore in this track are:

- What are the advantages and opportunities to using these approaches of urban metabolism and circular economy? And what are their limitations and shortcomings and how to overcome these?
- How can these concepts be used or integrated in urban management and planning?
- What are the innovative tools and methods to manage and plan the resource issues, through spatial and environmental planning?
- How can we learn from new practices and experiences through bottom-up approaches to rethink the urban/environment relation?
- Food, water, energy and ecological diversity are fundamental for the functioning of cities and life in general. How can they be managed and planned to achieve resilience, social justice and urban health?

This track aims to address these and similar issues by considering theoretically and empirically grounded papers, and by collectively exploring the usability of the urban metabolism and circular economy concepts in spatial planning.

ANALYSING SOCIO-SPATIAL TRANSFORMATIONS IN TOURIST NEIGHBOURHOODS: A CLUSTERING APPROACH

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This paper aims to evaluate the urban transformations caused by the high tourism growth, namely by the short-term rental accommodation, in historical tourist neighbourhoods. Using a tourist district in Lisbon (Portugal) city centre, this paper uses a cluster analysis to identify socio-spatial transformations. The Alfama neighbourhood (Lisbon) is selected due to its unique historical and community characteristics and for being currently under tourism growth pressure. The analysis of transformations in the neighborhood employs a set of quantitative data, namely population, housing, building occupation, tourist and short-term rental accommodation and building rehabilitation data. The first step is the development of a multivariate analysis followed by a cluster analysis, to identify and categorize the different patterns of urban transformation in Alfama. The main concerns of future urban transformations are highlighted. The results confirm the relevance of the intense urban rehabilitation in the spatial transformation. Its relationship with the tourism activity is evidenced through the increase of building rehabilitation licenses to hotels and buildings for short-term rental. The cluster analysis allows the identification of five different patterns, with different levels of transformation. Some of the key findings are that, while some totally vacant and degraded buildings are rehabilitated, and therefore the effects of tourism growth are positive, the central core of the neighborhood shows clear signs of gentrification. Actually, the existing touristic dwellings have the capacity to accommodate a number of visitors almost identical to the resident population - 50% of tourists to 50% of residents. However, it is expected that the phenomenon of gentrification continues to grow strongly. Finally, it is demonstrated the relevance of this clustering approach to understand the socio-spatial dynamics and subsequently its relevance to the definition of a housing policy. This analysis can be extremely relevant for other cities, where tourism is growing, and are experiencing urban transformations.

EVALUATING THE IMPLEMENTATION OF THE CITY OF TORONTO'S "HOUSING NOW PROGRAM

Amborski D.

Ryerson University

The objective of this paper is to evaluate approaches for the Implementation of the city of Toronto's new "Housing Now" program. This recently approved program is being implemented by the city's Affordable Housing Office. In an effort to address the City's affordable housing problem and the lack of purpose-built rental accommodation, this program is planning to build mixed income projects that will include a significant component of affordable units, 30%, and will include purpose built rental as well as ownership units. The mix of unit type may vary by site. It will also lever funding from the Federal Government's new National Housing Strategy. In the program, eleven surplus city owned sites, located close to transit, have been identified and made available to the City's Affordable Housing Office for the purpose of building mixed income communities with a significant affordable housing component. These neighbourhoods are to be developed by private developers who acquire development rights through a ninety-nine-year land lease on the properties. The implementation faces a number of challenges including how to ensure that the units are kept affordable for 99 years, how to structure the leases to attract private or non-profit developers to bid on and undertake the projects, how to define affordable (rental and ownership), how to determine the appropriate unit mix to meet the affordable and unit type targets and still attract bidders, and how it might be necessary to package sites together to make all of them financially viable while also meeting the program targets. The paper will build upon work from a client-based studio project on this topic that I am supervising with the City Affordable Housing Office as the client.

FINANCIALISATION AND THE CONTRADICTIONS OF MAINSTREAM HOUSING POLICIES

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Although several new approaches for a progressive, equitable housing provision are currently being discussed in academia as well as in professional and in activist circles, public opinion is still dominated by the belief that only the construction of a large number of units will help to counterbalance the housing question. According to this perspective, construction costs and land prices should be lowered; contractors should have more incentives and better conditions to build. Despite the fact that private developers build overpriced housing, which is only available to the wealthy, established housing approaches have not changed their reliance on private housing developments. Yet, there are only a few systematic studies that address the contradictions of such – supposedly reformist – mainstream policies. Using the example of a new housing development in Berlin, the paper shows how financialized developers aggravate the housing question instead of contributing to its solution. In recent years, a number of developers have emerged in Germany that finance their enterprises through alternative finance vehicles – as stock companies or institutional funds. Through such financing models, increasing land prices trigger capital growth of the companies and allow them to attract even more equity, which is in turn used as revenues or for larger investments. This capacity of financialized developers to turn land price increases to their own benefit, as well as their financial primacy displaces other kinds of investors, and makes any intention to create affordable housing increasingly difficult. They are, furthermore, the winners of zoning regulations that allow for a higher density in order to increase housing provision. The paper addresses these widespread misunderstandings in housing policy by exposing dilemmas of planning by the realization of – even progressive – housing policies, and asserts the necessity to pay more attention to financialisation processes in the aims for alternative housing policies.

HOW TO PROMOTE AFFORDABLE HOUSING? STRATEGIES AND THE SUCCESS CASE OF BRAGA MUNICIPALITY, PORTUGAL

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Braga is a medium-size municipality that managed to promote a high stock of housing in the last four decades, both resulting in affordable housing and a great increase in urban population (contradicting the nation trend). As a result, in recent years Braga became the most populated municipality outside metropolitan areas of Lisbon and Porto. The intensive urban growth resulted from a combination of factors, such as political will (municipality under strong leadership during 30 years), Minho University progress and industry attractiveness. Remarkably, literature about Braga urban growth process in recent years is almost inexistent. On the planning level there was a clear strategy to increase the number of housing units and incentive for private projects of land subdivision (equivalent to private-led plans under Portuguese law). The impressive number of 1.500 subdivisions were granted between 1970 and 2019. Other municipal housing projects, such as Agrinha, Fajal and Vale de Lamações contributed significantly to the rise of the housing stock and, by consequence, its affordability. This paper intends to give an institutional insight of Braga growing process, focusing on major housing projects and land subdivisions. The recent mapping of land subdivisions and municipal housing projects allows an interesting and unique geographic perspective over the city growth. Relevant documentation from municipal archives was analyzed to better understand the planning strategy of past decades. Conclusions show that municipality ability to stock land and put in place housing projects was a key factor in keeping housing affordable and attracting young population. Therefore, the success case of Braga has important lessons for academics, local administration officers and other political decision makers in promoting affordable housing.

FORMER MILITARY SITES REDEVELOPMENT TOWARDS LIVEABLE PLACES STARTING FROM THE ART. 26 OF THE 2014 DECREE “UNLOCKED ITALY”

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The proposal analyzes and indicates an alternative mean and model of supplying homes and creating liveable places starting from the former military installations in Italy. After the 1989 Berlin Wall fall and, consequently, the end of Cold War in 1991, in Europe started to appear this particular kind of abandoned space. Particularly, Italy has developed legislation overlapping without intervention on the military premises' new use in urban planning instruments. The methodology is the following. First, the work aims at reconstructing briefly the theme of military abandonment in Italy, clarifying the difficulties to put into operation the legislation on ex-military zones to be regenerated in a context of neoliberalisation and urban austerity. Specifically, the attention will be focused on the article 26 of the Decree “Unlocked Italy” (Law 11/11/2014, n.164) that intend to pursue social housing and self-recovery initiative for military assets. Second, and consequently, a state of the art regarding every asset included in this process (a dozen) will be uploaded in order to demonstrate if the re-use responds to the goals of creating new affordable housing in connection with urban planning instruments. Third, a specific case study included in this process will be analyzed, the ancient Arsenal located in the capital city of Pavia (Lombardia Region). In the beginning, the new development aimed at the creation of an area of centrality, but after a number of local citizens' actions in resisting to put it into operation, nowadays a new kind of project seems to enable the provision and accessibility of adequate housing for vulnerable groups. In the frame of the former military sites' difficult re-use in Italy, this analysis will demonstrate how the military real-estate properties management can effectively lead to non-market driven housing development without creating forms of socio-spatial segregation processes.

A STUDY ON SATISFACTION OF HOUSING ENVIRONMENT IN TAIWAN

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Own housing has been generations culture for a long period in Taiwan. However, in order to own a housing, a household may end up giving up some requests for the internal/external environment under the highest housing price. Therefore, this article will conduct bivariate analysis for heterogeneity in terms of satisfaction for internal/external housing environment. The aimed of this study is to understand the difference between heterogeneity between young adults and older adults. The results has shown that: (I) in terms of satisfaction for internal housing environment for young adults, housing tenure under lease has a lower satisfaction and has a significantly heterogeneous influence; in terms of satisfaction for external housing environment, the convenience of medical service and education bring about a higher satisfaction and has a significantly heterogeneous influence. (II) in terms of satisfaction for internal housing environment for older adults, housing tenure under ownership has a higher satisfaction and has a significantly heterogeneous influence; in terms of satisfaction for external housing environment, the convenience of shopping and school district bring about higher satisfaction and has a significantly heterogeneous influence. In other words, housing tenure is still the main factor in influencing housing satisfaction, households of young adults will be more unsatisfied under lease while households of older adults will be more satisfied under the ownership; in terms of satisfaction for external housing environment, and some slight differences exist between the two generations.

RELATIONSHIP BETWEEN FLOOR PLAN OF SHARED HOUSING AND BEHAVIOR OF THE RESIDENTS

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One of the notable features in the demographic changes of developed countries is the rapid growth of aging population and one-person households (Yeung and Cheung, 2015). As an alternative to the increasing residential demand of one-person households, demand for shared housing is increasing. While handful of studies have examined the relationship between cohousing plan and behaviors or emotion of residents (Glass, 2013), there is little evidence how shared housing plan affect psychological and behavioral aspects of shared housing residents. The purpose of the study is to develop typology of floor plan of shared housing and examine how the plan affect behavioral and emotional aspects of shared housing. Ultimately, we intend to find the most appropriate floor plan that promotes social interactions between residents. For this purpose, we conducted stratified random sampling and selected 334 residents lived in the shared houses. The survey questionnaire included socioeconomic characteristics of residents, social interactions, residential satisfactions, receptivity to social mixture and self-rated psychological health. We classified type of shared housing plan into detached, concentrated and module types. Exploratory analysis results showed that floor plan of shared housing significantly influenced on residential satisfaction and receptivity to social mixture. In contrast, the floor plan was not significantly associated with frequency of encountering and duration of space use. Shared housing resident reported slightly better self-rated psychological health than those who live in other types of housing. For further analysis, we will conduct more sophisticated analysis while socio-demographic factors are controlled. Given the increasing residential demand for one-person households, the Korean government announced a plan to supply shared housing to young single-person households in urban regeneration areas. Our study is one of the first studies that examined the relationship between floor plan of shared housing and behavior of the residents.

HOUSING POLICIES BEYOND NUMBERS: A COMPARATIVE STUDY IN PORTUGAL AND ITALY

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The present communication aims to analyse how housing is organized in Portugal and Italy, with particular attention to recent housing policies. It is intended to describe and examine the following dimensions: a) discuss the legislative solutions adopted in the last years to solve the housing needs; b) show the epistemological difference for the concept of “social housing”; c) compare the institutional variations, namely, the relevance of the local, regional and central levels. Despite Portugal and Italy have the same percentage of social housing and some common characteristics of Southern Europe countries, they are diverse in the way to deal with social housing. The present communication wants to make it clear with a research question focusing on what similarities and differences are present in comparative housing policies among Portugal and Italy. For such purpose, the methodology is organized in this way: i) bibliographic review; ii) analysis of the principal statistic data (e.g. public housing stock, age of the housing stock, subsidized public houses, public spending for housing (GDP), housing price index, etc.), iii) analysis of the recent legislation; iv) interviews with public decision-makers. Notwithstanding a wide literature about housing studies in Northern countries and comparing North and South housing policies approaches, few studies focus on the comparison between Southern Europe countries (Castles & Ferrera, 1996; Allen et al, 2004; Allen, 2006). For this reason, the research seeks to increase the knowledge about the singularities of the South and thus contributing to the construction of a theoretical approach "South-inspired"(Allen, 2006; Lawson et al, 2009).

WHOSE HOUSING CRISIS? ECONOMIC TRANSITION AND 'RESIDENTIAL CAPITALISM' IN ENGLAND

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England, and especially London, remains in the grip of a housing cost crisis marked by extraordinary ratios between median house prices and workplace earnings. House prices have continued to rise over the last decade despite a stagnation in earnings. At the root of the crisis is the problematic relationship that individuals and economies share with residential property. Housing's social purpose, as home, is too often relegated behind its economic function, as asset, able to offer a hedge against weakening pensions or source of investment and equity release for individuals, or guarantee rising public revenues, sustain consumer confidence and provide evidence of 'growth' for economies. England's economy – along with that of the rest of the UK – has been on a long transition away from manufacturing for several decades. It is now reliant on services and particularly the financial services associated with real estate consumption and debt production. In this presentation, I will briefly trace that transition and examine associated housing outcomes. The refunctioning of housing in the twentieth century is a cause of great social inequality, as housing becomes a place to park and extract wealth. What can be done to address this inequality and what role might planning play in delivering fairer outcomes and in prioritising housing's social function?

HOUSING SUPPLY FOR THE LOWER-MIDDLE CLASS. AN EXPLORATION OF QUALITY AND SPATIAL DISTRIBUTION IN ROME

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As in many other countries, the middle class in Italy is struggling, and its lower end is facing increasing housing difficulties. Despite recent attempts for reform, housing policies in Italy have catered mainly for the weakest households, neglecting the intermediate groups that, without help, are currently struggling to navigate the housing market. Although rent is significantly more problematic than ownership, both tenures hide affordability risks for the lower-middle class in a country with high job insecurity, a rigid housing market, and an underdeveloped mortgage market. The housing situation is particularly pressing in most urban areas across Europe, where categories such as young couples, precarious workers, and large households are struggling both to find suitable and affordable accommodation on the rental market and to access homeownership. The city of Rome is no exception, and it provides the case study for this research. This work aims at providing an empirical contribution to the debate on the housing issue by analysing the spatial distribution and quality of the residential offer – sorted by tenure – available to the lower-middle class on the private housing market in Rome. Through a unique dataset obtained via scraping of online real estate listings, the paper seeks to provide insight in recent real estate and demographic trends, and it formulates hypotheses as to why the housing needs of the lower-middle income segment go unmet.

THE RISE OF GENTRIFICATION DEBATES IN LEGACY CITIES - A CASE STUDY OF ST. LOUIS

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In recent times, gentrification debates have emerged in US Legacy Cities like St. Louis, even though “[t]here was so much decay that neighborhood gentrification never received serious consideration” (Larsen, 2004, p. 60). Researchers on Legacy Cities argue that no gentrification is taking place but a punctual revival of neighborhoods and agree that problems of poverty, segregation and disinvestment should be focused more (Segedy, 2018; Mallach, 2018, pp. 101ff). This opens the question why they are arguing against gentrification, if in their opinion gentrification is not taking place. Therefore, the following research question is developed: Why has a gentrification debate arisen in St. Louis and what dynamics have developed? The research is divided by literature and empirical evidence showing changes in the physical world and subjective perceptions, constructed by society. This way it is possible to draw a comparison and, ultimately, discuss why a gentrification debate has arisen. The evidence based on the research shows that there need to be significant incidents which can manifest as local urban developments and large-scale projects that can spark a discussion or influence an existing one. Moreover, external ones such as special social events, speeches or media reporting have effects on a debate. Preconditions informed by historic and social patterns influence why gentrification debates arise even though the pressure on the housing market is not too pronounced. Therefore, it can be theorized that the magnitude of the influence externalities have on the debate depends on how well balanced and resilient society and the system already are.

HIGH-DENSITY LIVING IN HONG KONG FROM THE PERSPECTIVE OF TEENAGERS

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Being one of the world's densest cities and the most expensive to buy a home, Hong Kong is famed for inadequate housing and small living spaces. Living under such crowded conditions is often accused of aggravating stress and social problems. However, the effect of high living density on juveniles remain ambiguous. Using a 2017 survey of high school students in Hong Kong, this paper examines residential crowding and satisfaction experienced by juveniles with respect to objective densities of their homes measured by number of persons per room. The results suggest for juveniles in Hong Kong high living densities do not necessarily lead to the perception of crowding. Moreover, residential crowding, if perceived by the juveniles, is not directly translated into dissatisfaction. The variables which explain the residential (dis)satisfaction of juveniles are the composition and ethnic and socioeconomic backgrounds of their families. The paper argues that family composition and ethnic and socioeconomic backgrounds contribute to juveniles' varying degrees of tolerance to high living density, which lead to different levels of perceived crowding. The effect of perceived crowding on residential satisfaction is further moderated by the interactions of family members and the overall quality of family life.

RADICAL ECONOMIES: PRODUCING SPACE WITHIN, AND AGAINST, AUSTERITY

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It is 2016. Jon, a retired police officer of 30 years, is sitting at the kitchen table with his partner assessing a model LEGO home, of their own design. They had been looking to move but couldn't afford anything on the housing market when, watching an episode of Grand Designs on shipping containers, Jon decided to build his own. Realising his exclusion from the housing market was not isolated, Jon used the principles of the project as a method to critique traditional modes of production and occupation. Thus REACH Homes was born. Operating out of Jon's house-cum-prototype, REACH is a not-for-profit housing provider that is looking to overturn the housing market through decommodification practises. But it is a long way from this vision. I joined REACH at a time where several land commissions were in negotiation that would enable their first project. As an activist ethnographer, I have become a dedicated member of REACH Homes. I have prepared for the council meeting that we were sure would end positively, learnt about the prototype's unlikely supply chain of insulation from the local mosque's roof, and discovered forgotten communities looking to remake their built environment in Gleadless. My role is to tell this remarkable story and to also align myself with REACH, becoming a critical insider - one whose purpose is to further REACH's aims. Further to this REACH asks its own questions: When money is not the primary driver of the production process how might other economies emerge? How might salvaging construction waste critique ingrained waste management systems? How might the spatial production of citizens critique who has the knowledge, and right, to build? How might claiming land critique who owns the means of production? And how might this DIY approach to construction emerge as a critique to capitalist modes of production?

IDENTIFYING THE IMPACTS OF UNION STATIONS ON HOUSING PRICE IN KAOHSIUNG CITY, TAIWAN

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The aim of this study is to investigate impacts of different MRT stations on housing price in Kaohsiung City, Taiwan, where multiple types of transit services were developed and jointly built in MRT stations as union stations, i.e. high speed rail, Light rail transit and commuter rail. Constructing union stations is a way of implementing Transit-oriented Development (TOD) to synergize land use and transportation to promote accessibility and sustainability in cities. However this could lead to a valuable land around the TOD project due to the increased proximity to a transit station. The uplift for housing price has been well studied by analyzing single stations and even comparing these stations across cities, but little attention was paid to different types of transit union stations, in terms of the number of transit rail lines converging in the stations. This study proposed that a union station project in particular can lead to greater increase in the housing price due to its greater connectivity, which could further reduce the affordability of housing or even cause gentrification. By introducing the union station as a new factor, this study collected housing transaction data in Kaohsiung City from a real estate information system published by the Department of Land Administration, Ministry of Interior, Taiwan, built four regression models, and tested a hypothesis that more types of transit lines jointly constructed in a union station could bring about a larger effect on lifting housing price. The preliminary results show that two-modal and three-modal stations could have more impacts on lifting housing price at 95% confidence level using F-test. More types of union stations will be included for further investigations. The limitations will also be noted in the conclusion for further study.

ITALIAN HOUSING FRAGILITIES: A SYNTHETIC ATLAS

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In the last decade housing fragilities and affordability problems have increased in Italian cities as well as in other Western urban areas. The risk of a sudden housing loss affects an increasing variety of populations. This is mainly attributed to the economic conjunctures generated after the recent crisis, which have strengthened job insecurity, enhanced the gap between salaries and rental costs, limited resources for specific support-policies, reduced or postponed the maintenance or the transformation of the existing – often deteriorated – housing stock. Although countless projects, practices and policies – concluded, initiated or in progress – have faced these problems, much remains to be done at local, national and Community level, seeking for long-term strategies to fulfill the needs expressed by disadvantaged sections of the population and achieve housing stability. These issues have been explored by a multi-disciplinary group of colleagues at the Politecnico di Milano Department of Architecture and Urban Studies, through teaching experiences, research activities and doctoral thesis. A related research line is currently under study within a wider departmental project on Italian “territorial fragilities” (2018-2022). The dimension of housing fragilities requires a combination of architectural, social and political solutions. The purpose of the research is to identify innovative architectural and governance solutions in terms of: 1) housing typologies, developed in coherence with current habits and future needs of the inhabitants; 2) innovative policies to improve public and private investment, in a period of lack of resources; 3) regeneration and rethinking of the existent housing stock, obsolescent and inadequate. The paper will present a synthetic atlas of Italian housing fragilities, explore the dimension of that issue, isolating the different types of housing fragilities (structural, conjunctural, deep or light, actual or potential), listing the many stakeholders involved (public, private, third sector), identify the most affected territories through a superposition of selected indicators.

THE ROLE AND THE POWER RELATION OF GOVERNMENT-LED URBAN REGENERATION PROJECT - A CASE STUDY OF LANZHOU-SIWEN COMMUNITY IN TAIWAN

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Urban regeneration is a complex systematic project. Although its core value is to achieve the public interest and to improve the local living environment, urban regeneration policy is still hard to be promoted in Taiwan. There are many conflicts and controversies happened in the process of project implementation. In order to improve the process of urban regeneration, Taipei city government, the capital in Taiwan, starts a set of strategies to combine the government and the local residents through the government-led urban regeneration projects, which is non-market driven housing program. The interdependence between the actors is a central aspect of processes of urban regeneration. It forces the actors to enter into interactions or network. In these kinds of interactions, they use different means of influence or power to obtain their objectives. Therefore, the purpose of this study is to explore Taiwan's urban regeneration policy development process and the power relationship in the government-led urban regeneration. In addition, this study references the institutional model of the development process proposed by Healey (1992), using this theory to analyze the case process, sort out the events, actors, interests, strategies, and the power relation in the process of government-led urban regeneration. Finally, this article discusses the planning power and distorted forms of error information, proposed by Foster (1989), and analyzes the use of power and information disclosure situation in the case.

THE POSSIBILITIES AND LIMITATIONS OF THE STATE AND LOCAL AUTHORITIES ACTIVITIES IN RESISTING FINANCIALISATION OF THE HOUSING SECTORS IN CENTRAL AND EASTERN EUROPEAN COUNTRIES

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The liberalisation of the housing sectors in Central and European Countries since the beginning of this century, given the macroeconomic stabilisation of these countries, influenced the development of a housing loans as a primary instrument of satisfying housing needs and wants, with large growth dynamics of the household debt. The main aim of this paper is to evaluate the possibilities and limitations of the state and local authorities activities in the provision of adequate and affordable housing and resisting financialisation in the years 2000-2018. A growth in financialisation resulted partly from the fact that newly established households preferred in particular the ownership right, especially due to its limited scope in the period of the centrally planned economy. Furthermore, this growth came as a result of the fact that the segment of dwellings for rent – both private and social – did not work well. Significant commodification of dwellings, mass privatisation of the housing stock and the accompanying process of decentralisation in some countries, with a residual character of social housing and marginal private rental, as well as higher social stratification are the features of the contemporary system of provision for housing in CEEC.

HOUSING IN MEXICAN HISTORIC CENTRES AND THE RIGHT TO HOUSING. CASES OF MEXICO CITY AND GUADALAJARA.

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Development pressure is putting strain on housing provision within historic centres in Latin American cities. Accordingly, Mexican historic centres face significant stress to address both heritage conservation and housing provision for different social groups. Most recent programmes for historic centres have focused on enabling housing developments through private investment, which increasingly fail to ensure housing access or tenure for vulnerable social groups. To assess housing provision schemes and local social dynamics changes, key areas were identified with spatial analysis and information obtained through frameworks analysis and interviews with different stakeholders and residents. Preliminary findings suggest shifting urban dynamics derived from new housing developments have created tensions between social groups. With increasing economic value of historic areas, fears of displacement have increased uncertainty within local population groups. This paper provides an assessment of discourse within regulations and practices through the lens of the right to housing to understand the social impact on housing access and tenure for local populations in the historic centres of Mexico City and Guadalajara. Official discourse has positioned housing development in historic centres at the centre of social well-being and as an opportunity for heritage conservation. Based on the assumption that decay of historic areas are a product of residential abandonment, social groups with lower housing access limitations and transitory tenure needs are being catered to occupy these areas. This has put a strain on existing population who struggle to retain their present housing and to meet increasing housing costs within these areas. From national to local levels, urban normative frameworks and discourse increasingly focus on housing provision for all social groups in inner urban areas. However, frameworks remain in vague terms that produce questions of certainty by not providing local populations with access to legitimate claims to secure their residence against displacement or be eligible for new tenure schemes.

EQUITABLE DEVELOPMENT (IN)ACTION: REIMAGINING DOWNTOWN IN THE WASHINGTON, DC SUBURBS

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The U.S. suburbs have long been a site of social struggle. While not well-documented in the literature, suburbia is an important space upon which marginalized groups have registered claims to equal rights, citizenship, and a more just distribution of metropolitan resources. For much of the twentieth century, these battles were largely fought over access to housing, schools, jobs, and the promised suburban “good life.” But in the past few decades, the tenor of these debates has changed. With the unprecedented movement of racial and ethnic minorities, immigrants, and the poor to the urban periphery, and rising trends in suburban redevelopment and “retrofitting,” the battles taking shape are about far more “urban” issues, including gentrification. This paper looks at the battles won and lost during early debates over redevelopment in the Washington, DC suburbs. In a case study of downtown Silver Spring, Maryland, it examines impact of two decades of redevelopment policies and politics on minority-and immigrant-owned businesses and affordable housing. Using in-depth interviews with key political leaders, planners, and local activists, archival research, and secondary data on housing and small businesses, the paper shows that county-led redevelopment had significant short- and long-term impacts on commercial and residential affordability. At the same time, local activists and organizations mobilized around an equitable development agenda. However, activism and policy responses were too little and too late to effectively stem the tide of displacement. As an increasing number of U.S. suburbs face rising levels of poverty and redevelopment pressures, the paper concludes with lessons learned by activists and county leaders on the challenges and possibilities of equitable suburban development. These include the need to build grassroots capacity, diverse coalitions, political support, and policy tools in suburbs to produce shared prosperity and just growth.

ACCESSORY-DWELLING UNITS: A CASE FOR MORE INCREMENTAL RESEARCH TO INFORM POLICY MAKING

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This paper inserts itself in a call to rethink and reappraise current models and assumptions about planning for housing. To illustrate this, we focus on the metropolitan region of Seattle, which joined the list of cities at the forefront of Accessory-Dwelling Unit legalizations since 2010. ADUs are independent units built either within single-family homes or on their lots. They are usually equipped with kitchen and bathroom facilities. Additional space in existing housing units provides opportunities for a growing number of households. Housing policies and regulatory structures have historically given this very little consideration. We therefore intend to explore affordable housing alternatives that were long informal and underestimated in local housing markets (Chapple et al. 2012). We briefly introduce a statistical methodology developed to address our hypothesis about the Seattle metropolitan region's housing market (Maaoui 2018). Findings complicate the preconceived notion that anticipates households with ADUs to be white, older, middle-class homeowners with a good knowledge of the regulatory tools available to them. This preconceived notion has shaped the local conversation about the pros and cons of the policy, in both the research and policy arenas. This case study allows us to then outline methodological tools that could fuel more incremental ways to contribute to housing policy making. Alternative statistical work, and further mixed-methods research, on Seattle and additional North American and Euro cases could inform us about the potential behind ADUs for a diverse range of homeowner profiles. The planning implications of such research are timely, given that the legalization of ADUs is now being adopted by a growing number of cities and local governments across North America and Europe. This can allow to reach a better understanding of what regulatory tools can favor alternative ways to provide affordable housing units for underserved households (Been et al. 2014).

GENTRIFICATION AND DISPLACEMENT IN A RESURGENT SHRINKING CITY: THE CASE OF DETROIT

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Gentrification-induced displacement has long been a topic studied in scholarly and policy-making circles. Yet, despite the large body of research, displacement processes are still not well understood (Davidson, 2008, 2009). Displacement is most commonly conceptualized as forced relocation or dislocation due to physical (e.g. sub-standard maintenance) or economic reasons (e.g. higher rents). However, reducing displacement to a simple spatial moment in time strips out the social relations that produce that space (Davidson, 2009). Empirical studies that use quantitative methods to examine gentrification-induced displacement understand displacement only in its spatial dimension as direct displacement, and, thus, tend to focus on measuring if and how many residents have been forced to move. Indirect forms of displacement are often overlooked. However, indirect displacement holds serious implications for equitable planning initiatives that seek 'revitalization without displacement', as these initiatives tend to only address physical dislocation. Even if low-income households manage to 'stay put' in gentrifying areas, they may still experience indirect displacement as their neighbourhood changes to cater to the tastes of more affluent newcomers, which can lead to feelings of exclusion and a loss of sense of place. Looking at how indirect displacement occurs increases our understanding of gentrification processes. This paper focuses on tenant experiences of direct and indirect displacement in Detroit's downtown. Using a mixed-methods approach, I examine the displacement effects of recent regeneration initiatives by using evictions data as a proxy for direct displacement and by exploring tenant perspectives of indirect displacement in a rapidly gentrifying downtown. By documenting the lived experiences of subsidized tenants undergoing displacement pressure, planners can obtain a better understanding of tenant perspectives, which might help them to develop more effective social planning interventions that can help build more socially cohesive and just communities.

SUBURBS AND SUBSIDIZED HOUSING IN THE UNITED STATES: WHAT MAKES SOME SUBURBS MORE RECEPTIVE TO LOW-INCOME HOUSING TAX CREDIT HOUSING THAN OTHERS?

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The Low-Income Housing Tax Credit (LIHTC) is the largest affordable housing production program in the United States. The program has been the subject of some criticism because it has done an unimpressive job of placing low-income renter households in high-opportunity neighborhoods, especially in suburban jurisdictions. This research will examine, at the municipal level, what kinds of communities tend to include LIHTC properties and which do not. The receptive communities will be compared to the exclusionary communities in terms of many measures of opportunity offered including school quality, access to gainful employment, and access to transportation. The analysis will also examine the effect of population size, region, socioeconomic and demographic characteristics, housing stock characteristics, age of incorporation, distance from central city, and extent of restrictive land use regulations. The contribution of this research will be that it will be among few efforts to analyze the LIHTC at the municipal level, adding to the knowledge needed to guide the LIHTC toward better placement of housing in the future

GENTRIFICATION AND COMMUNITY-LED DESIGN: RENEGOTIATION AND LIMITATION OF THE RENT GAP IN THE UK

Morton T.

The Open University

Gentrification is a system of socio-technical relations of production, explained in the rent gap theory – an exploitable differential existing between actualised rent of any given site and its potential rent (Smith, 2002). This creates a disparity between the use/exchange value of housing, leaving new developments inaccessible for communities most in need. Community-led design (CLD) – an intervention into the built environment initiated and steered by community organisations (Alexiou et al, 2013) – often works to renegotiate/limit the impact of this socio-technical relation on housing. Understanding the capacity of CLD to provide alternative models of development in these contexts is crucial at a time when austerity weakens government’s ability to intervene. This paper aims to contribute to our understanding of how CLD can help tackle gentrification. It builds a picture of the diversity of practise and offers insights based on three case initiatives which exemplify different types of CLD. The data is derived from interviews with members of each initiatives’ steering group, followed by a workshop bringing together those initiatives to explore community perspectives of gentrification. This data captures the circumstances and context of each case, as well as participants’ theories, and any actions they have taken. Initially CLD can seem itself to operate within this socio-technical relation, however this paper will argue that CLD enables communities to tackle gentrification in three senses. Through the renegotiation of the socio-technical relation that facilitates gentrification (the rent gap), through limitation (tackling socio-spatial issues associated with gentrification), or through symbolic acts of design activism. These findings begin to demonstrate the generalisable capabilities of CLD to tackle problems around land value, cuts to services, and gentrification. They have the potential to inform best practise and may change approaches to social design, placing an emphasis on re-designing not only environments, but socio-technical relations.

ICD-AN ALTERNATIVE AFFORDABLE HOUSING INITIATIVE

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The approach to making housing affordable requires a paradigm shift of perspective towards the concept of affordability and rigorous experiments in collaborative housing endeavors. This paper introduces a specific approach to make housing affordable through a people-centered approach that redefines housing affordability for varying income thresholds for multifamily housing developments. Termed as ICDs or Inter-generational Community Developments, such housing experiments consist of three essential components. The initiating organisational component comprises a cross-sector collaboration that allows a multi-sector participation ensuring "availability" of housing through optimum allocation, distribution and utilization of resources and facilitates project funding through ingenious solutions like cross subsidization. The financial component is the most critical component of an ICD that offers alternative procurement models (APMS) such as shared equity as an intermediate tenure choice for numerous households. The hybrid tenures under the stewardship range in intention from subsidy retention to subsidy recapture while taking into consideration the financial capacity of each household. The final element of ICD offers site specific multifamily residential dwellings with numerous typologies designed by architects. Thus, with careful planning and execution, high quality eco-friendly sustainable housing design effectively translates varying affordability levels of households through a tenure blind and income-neutral approach to housing. Therefore, ICD can prove an effective alternative to affordable housing, if executed well by the consortium. The key to success in ICDs lies in effective engagement of the local community for essential decision making at various stages. Also, a strong collaboration with clear agendas, a common vision, early engagement of architects and a good understanding of the contractual obligations of APMs assures further success of the approach. The paper first briefly discusses the three essential components of an ICD. Later it examines multiple cases to establish whether an ICD approach yields positive housing outcomes of affordable, safe, eco-friendly housing.

‘OPEN’ HOUSING AS A THRESHOLD FOR A NEW CITIZENSHIP

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The paper presents an innovative approach to providing housing for transitory populations, starting from a recent experience carried out in Milan, Italy, with the aim of creating liveable places for immigrants temporarily inhabiting the city. 'Houses beyond-the-threshold' concerns abandoned public housing in a peripheral area of Milan, that have been transformed into living spaces for unaccompanied foreign minors, guided along a path of self-construction of the apartment they would have lived until becoming of age. Within a complex program of welcoming and job integration planned by the Association Architettura delle Convivenze, in collaboration with an artist-scientist, the project introduces a welcoming based on the idea of reciprocity, within a cultural operation that combines architectural space with site-specific artistic works created for each of the apartments. Beyond the threshold of inhabiting as an answer to the need of a shelter, an unprecedented model of encounter between art, architecture, urban and social disciplines is outlined. By triggering new forms of relationship between migrants and inhabited space, the project suggests to urban planning a working perspective to deal with the issue of temporariness, which increasingly characterizes the contemporary city. Furthermore, representing an example of renovation of the degraded building heritage by a foreign presence – the newest of the populations arriving on the urban scene, the most fragile – with an active role in space restoration, it shows the contribution that migrants could bring in processes of urban regeneration. Finally, the project proposes a model of welcoming, an ethical model questioning itself about how to build a culture of hospitality as a condition of mutual enrichment. According to these perspectives, the houses so far renovated, restored from a previous “under-threshold” condition, represent the catalyst of an urban regeneration process that is at the same time the outcome and the terrain of an effective citizenship construction.

HOUSING DEFICIT AND HOUSING OPPORTUNITIES: IMPLEMENTING SOCIAL OWNERSHIP IN SÃO PAULO, BRAZIL. THE CASE OF FICA FUND

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In the centre of São Paulo, numerous people are excluded from the legal formal housing market. The speculation on house prices is widespread, determining unsustainable rent prices for poor and lower middle classes, who must live in peripheries while working in the centre, and suffer from long daily commuting. Exclusion from housing market regards first very low-income people, but they represent a social problem in absolute terms, so they cannot be supported just “balancing” the proportion salary/rent. In an individual private property regime and in a market made only of free-riders, the problem of prices’ speculation would be usually solved by moving excluded people to lower-price-regions, but non-profit initiatives of social ownership are possible. In 2015, a citizens’ formal association created the Fundo Imobiliário Comunitário para Aluguel – FICA (Community Real Estate Fund). It is juridically able to collect donations in cash and in real estate, buy and refurbish apartments, and rent them to people at risk of exclusion. Throughout further donations and an economically sustainable, but equal project management, the fund will be able to buy other apartments and rent them to other people. Assuming a community-based approach to private property, private interests can be replaced by a communal ownership, providing accessible houses to the community. Rent prices can be defined respecting a sustainable proportion with the minimum salary, including more people in the housing market. Therefore, the paper presents the FICA implementation, and the innovations needed to develop this new approach towards property: setting a formal structure, organization of an association and crowdfunding, relationships with public bodies and policies, criteria for calculating rent prices, modalities to set permanent social uses of the real estate in the land registration system. Finally, the paper discusses FICA’s model as a contribution to addressing spatial exclusion, urban segregation, and gentrification.

DEVELOPMENT OF POP-UP LIVING SPACES TO ADDRESS TEMPORARY HOUSING NEEDS IN URBAN ENVIRONMENTS – AN INTERDISCIPLINARY PLANNING APPROACH FOR THE CITY OF VIENNA

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Since the fall of the Iron Curtain, Vienna's population has steadily increased to currently 1.9 million. Driven by various internal and external factors (e.g. forced and voluntary migration due to socio-economic and environmental crises) a further significant population growth is expected in the next years. This will be accompanied by a diversification of housing needs. Despite an internationally acclaimed housing policy and comparably low rents, this development is increasingly putting a strain on the housing situation and quality of urban life and thus marks a fundamental challenge in urban planning. This contribution discusses temporary housing solutions as a means of addressing this challenge. It presents preliminary findings from the project "Urban pop-up housing environments and their potential as local innovation systems". In this project, temporary housing solutions are considered as spaces for social learning and experimentation in local innovation systems. In order to contribute to the social-ecological transformation of the city, such interim forms of use shall be as sustainable as possible. To meet the requirements involved in designing innovative temporary living spaces an interdisciplinary team of researchers in the field of spatial planning, as well as technical, natural and social sciences collaborates intensively in order to develop innovative temporary living spaces. Using the example of the city of Vienna, different models for different areas in the city will be designed and tested in various scenarios. We will provide an insight into the mixed methods approach (general morphological analysis as well as systems and spatial analysis, scenario analysis) of an interdisciplinary project. Also we will present the initial situation, the interrelationships and first solutions in terms of socio-economic, spatial and ecological requirements for temporary housing. Preliminary results include a comprehensive typology of needs and target groups regarding pop-up housing as well as potential types of urban spaces.

PLANNING GAIN AND THE PROVISION OF SOCIAL HOUSING IN IRELAND

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Planning gain legislation was introduced in Ireland in 2000 and since then it has been subject to a number of major amendments. Originally it required developers to transfer up to 20% of the land associated with a planning permission to the local municipality, which would be then used to supply subsidized social rented housing and affordable purchase housing. Such housing was subsidized as the developer had to transfer the land at existing use value rather than market value. In the first decade or so of its operation, the measure produced disappointing results, providing only three per cent of the total amount of housing built in Ireland from 2000-2012. Following the economic and property crash in Ireland, the measure was amended in 2015 and now developers are only required to transfer up to 10% of a site for use as social rented housing. This paper, based on current research, examines the implementation of this amended measure. In the context of an ongoing housing crisis in Ireland, and in particular in Dublin, the preliminary results show that the measure is inordinately complex and that local authorities are obtaining housing that is more expensive than if they produced it themselves on their own land. However, this planning gain instrument also had the aim of avoiding social segregation and developing integrated housing schemes. The paper thus concludes with a discussion of where the balance lies between developing integrated housing and delivering social housing at scale.

IS GREEN GENTRIFICATION WHITE GENTRIFICATION? ENVIRONMENTAL INVESTMENTS AND NEIGHBORHOOD CHANGE IN 10 U.S. CITIES

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Gentrification is a process wherein middle- and upper-class, college-educated people move to disinvested, low-income neighborhoods (Marcuse, 2005). Rents and property values tend to increase due to higher demand by wealthier newcomers, which can lead to the displacement of low-income people (Hammel & Wyly, 1996). Increasingly, gentrifiers are being enticed by the construction of new environmental amenities such as parks and greenways (Anguelovski et al., 2018). Scholars have used the phrase "green gentrification" to describe neighborhood change linked to new green spaces in disenfranchised areas, a phenomenon documented in Barcelona, Berlin, New York, and many other cities (Haase et al., 2017). Although gentrification refers to class-based neighborhood change, race and ethnicity also play major roles in shaping its contours. White people have been the most common newcomers to gentrifying neighborhoods, even as many neighborhoods have experienced non-White gentrification as wealthier Latinx, Black, and Asian people have moved to previously disinvested areas (Timberlake & Johns-Wolfe, 2017). While urban green spaces in the US and Europe mostly reflect White cultural aesthetics, we know very little about whether green gentrification is, empirically speaking, White gentrification (Byrne & Wolch, 2009). This is an important question because when White people disproportionately benefit from new parks, significant ethnoracial-based health inequities are exacerbated. In this paper, we ask whether neighborhoods that experience green gentrification also see disproportionately higher increases in White residents than neighborhoods that gentrify but do not have new green spaces nearby. We operationalize gentrification as seeing increases in income, educational attainment, and housing prices at rates higher than city averages over a set period. We examine all Census tracts in 10 large- and medium-sized U.S. cities and, using multivariate regressions, determine that neighborhoods experiencing gentrification linked to new green spaces see higher shares of new White residents than those experiencing more traditional gentrification.

LATINA/CHICANA NEIGHBORHOOD ACTIVISM: GENDER, RACE, AND URBAN PLANNING IN THE BARRIO

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The urban planning field has neglected the important role Latina/Chicana activists have played in reshaping and protecting their neighborhoods from cities' redevelopment efforts (Cordova 1997). Chicanas have historically fought for issues of environmental justice, against gentrification, and for ameliorating neighborhood inequality (Pulido 2006). Chicanas' historical role as community change agents in protecting their barrios provides a lens into urban struggles over gender, race and politics in the contemporary city (Pardo, 1998). This article weaves the activist narrative stories of three Chicana leaders that have transformed redevelopment projects in their Latino neighborhoods in order to gain more community benefits. These projects encouraged affordable housing, links to social and educational services, supported locally owned retail, and built Chicana/o culturally appropriate public spaces. The barrios examined in this study are located in California, USA. These three barrios are historically important Latino neighborhoods experiencing pressures of gentrification. I analyze how these Chicana activists were influenced by the 1960's Chicana/o movement, how they became involved in urban planning issues, and finally, how each city redevelopment project changed to encompass more community benefits as these Chicanas pressured the city and developers politically. The narrative stories help to conceptually and empirically ground the larger structural barriers that create inequitable and racially segregated neighborhoods and demonstrate how Chicana activists challenged and pushed back against those structures to protect their barrios. References: Pardo, Mary S. 1998. Mexican American women activists: Identity and resistance in two Los Angeles communities / Mary S. Pardo. Philadelphia: Temple University Press. Pulido, Laura. 2006. Black, brown, yellow, and left: Radical activism in Los Angeles / Laura Pulido. American crossroads 19. Berkeley, Calif., London: University of California Press. Teresa Córdova. 1997. "Grassroots Mobilization by Chicanas in the Environmental and Economic Justice Movement." *Voces* 1 (1): 31–55. <http://www.jstor.org/stable/23013213>.

THE IMPACT OF THE CURRENT ECONOMIC CRISIS ON THE ACCESS TO HOUSING FOR VULNERABLE SOCIAL GROUPS IN GREECE

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The relatively high percentage of owner-occupation in post war Greece has given the impression that access to housing was not a serious issue for native Greeks. Nevertheless it appears that not only housing problems do exist as the existing housing stock is ageing but also that a sizeable portion of the local population is struggling for proper housing in a country with limited housing support policies. As research on the issue remains particularly modest it is interesting to investigate the current state of affairs in the context of an acute economic crisis and the harsh austerity measures that accompany it. As wages are nearly halved and unemployment rates are mounting, it is essential to note that the Workers' Housing Association in Greece, the only social housing supplier, has ceased to exist several years ago without any provision concerning its contribution. Similarly, a number of additional policies and supporting mechanisms, such as the majority of services provided at local administration level as well as those involved in the de-institutionalization processes, have also become inactive. Recent research has pinpointed that the rate of court cases leading to evictions has been steadily mounting until the end of 2012, only to arrive at a very interesting drop for the next year. In view of the above and after examining the way people in Greece achieved access to housing in the past, the present paper focuses on the safety net provided at the end of the previous century and the manner in which policies and measures to support vulnerable social groups currently function. In a country in which social research tends to be underestimated and undeniably inadequately financed, it appears that access to proper housing is still left to the individual.

COMMUNITY-LED REGENERATION: A TOOLKIT FOR RESIDENTS AND PLANNERS

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The presentation will explain the results from the research project 'Community-led social housing regeneration: between the formal and the informal', funded by a British Academy – Leverhulme Small Grant. The project looks at communities living on social housing estates in London that are opposing the demolition of their neighbourhood and proposing alternative plans. Despite the attempts of involving communities in deciding the future of their neighbourhoods through planning tools provided by the English Localism Act 2011 and other legislation, the last few years have witnessed increased demolition of social housing and the displacement of their residents. The fact that certain claims from communities are not heard invites a rethink of the available planning and design tools for community participation in regeneration processes. This project explores which planning and urban design tools, along with informal actions on the margins of planning, community groups are using to oppose social housing demolition and propose alternative community-led plans. These strategies include the use of formal planning instruments but are also accompanied by sustained campaigning and activism, forms of citizen-led design, and alternative proposals for the management and ownership of housing by communities themselves. The research has been carried out in collaboration with Just Space, a London-wide 'informal alliance of community groups' (justspace.org.uk). The project uses an action-research methodology; it works closely with housing activists and produces outputs that can support community-led initiatives. One of the main outputs of the project will be the book *Community-Led Regeneration: A Toolkit for Residents and Planners*. Through seven London case studies of communities opposing social housing demolition and proposing alternative community-led plans, the book brings a toolkit of planning mechanisms and other strategies outside of planning that residents and planners working with communities can use to propose community-led schemes. The book will be published open access by UCL Press.

BETWEEN TOURISM AND SOCIAL HOUSING: THE ROLE OF REHABILITATION IN THE PORTUGUESE URBAN CONTEXT

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The paper focuses on the dynamics between (social) housing projects and strategies, urban rehabilitation and tourism, in the Portuguese urban context. The research is developed at CIAUD – Lisbon School of Architecture, University of Lisbon, aimed at surveying and analysing the most recent tendencies on social housing projects, considering a typological and morphological approach. Over the last decade Lisbon, as well as other European cities, have been overtaken by massive tourism and its impacts on urban condition and particularly in the housing market. Urban rehabilitation dynamics had a major role in the activation of the real estate market and with it in a new housing crisis over the Portuguese major cities. After a period of relative apathy with regard to housing policies in Portugal, a recent wake-up call for housing, open the discussion on urban and architectural models promoting new project approaches. The same urban rehabilitation has been used as a strategic mean on public housing initiatives, becoming a strong instrument on social integration goals. Urban rehabilitation has, therefore, different roles in Portuguese cities, depending on its position and importance in the national context - historical center versus periphery, tourist cities versus medium interior cities. Supported by a comparative analysis, the research intends to explore the role of urban rehabilitation from real estate trigger to social housing instrument in the current Portuguese context.

MASS HOUSING, RELOCATION, AND MOTHERS' AND CHILDREN'S RESIDENTIAL SATISFACTION: EVIDENCE FROM ANKARA

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From its inception in 2003, the Turkish Housing Development Administration's (TOKI) mass housing developments have rapidly expanded throughout the nation, affecting human-environment interactions. A recent government report announced that currently in Turkey there are approximately 740.000 mass housing units. By 2023 this number is projected to increase to 1.2 million. Despite these trends, little is known about children's and women's satisfaction with mass housing. This study investigates the effects of relocation on 9-12 year-old children and their mothers' satisfaction with mass housing projects built in the context of squatter housing regeneration from a comparative perspective. The results are based on a survey of 235 nine-to-twelve-year-old children and their mothers living in three recently built inner- and outer-city mass housing developments in Ankara, Turkey. Results show the importance of prior place of residence, location of the mass housing estate, and dwelling and neighborhood characteristics in children's and women's residential satisfaction. In general, compared to their mothers, children reported higher satisfaction scores for all the features of the current home and neighborhood. However, there were some differences in what children and their mothers liked and disliked about their current home and neighborhood. The implications of these findings are important for designing communities that are loved by their residents.

LIVEABILITY AND QUALITY OF LIFE IN THE CONTEXT OF SMART URBAN SHRINKAGE SOLUTIONS: THE CASE OF PORTO

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A smart shrinkage solution should take into consideration several dimensions of urban development. Liveability is one of them, but what does it really mean? Liveability, usually considered a subgroup of quality of life, is in itself an all-encompassing nonetheless relative concept, based on value statements and influenced by context, often measured through neighbourhood and residential satisfaction. Mainly concerned with quality of space and the built environment, liveability has been linked to factors like sense of safety, health, living costs, living standards and comfort, transport, mobility and accessibility, air quality and other environmental aspects, as well as social participation. Despite remaining an archetypal shrinking city in Europe, our case study, Porto, currently ranks high in several 'popular' liveability indexes. First, we catalogue public and private initiatives regarding liveability since 2000, and look at the definitions, meanings and aims of liveability used over this time period and its supposed beneficiaries (current inhabitants, newcomers, tourists). Second, we examine whether and how the local population, if at all, is involved individually or as a community. Third, we investigate if there is a liveability policy specifically targeting the local housing market, namely to increase diversity through affordable houses, social housing, mixing different types and sizes in every district/neighbourhood of the city. Finally, we conclude by determining the link to urban shrinkage perspectives in place in the city of Porto to date.

EU HOUSING POLICIES: IN CONFUSION BETWEEN MARKETS AND SOCIAL RIGHTS

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With housing crises on the rise throughout Europe, various EU bodies have recently started to deal with housing – a policy field which was excluded for long from EU competences. Most recently some discursive changes emerged, as the inclusion of housing in the EU Urban Agenda and in the European Pillar of Social Rights. These would suggest that the centrality of housing for dealing with urban and social problems has been eventually acknowledged – though concrete policies are still to be seen. In this paper we set out an overview of this complex field in two moves. First, we discuss the emergence of housing within European Cohesion Policy and in the wider framework of European policies and politics. We analyse the limited inclusion of housing among eligible expenditures into Cohesion Policy after the 2004 enlargement, at the same time when the Kok report was pushing for more liberalization. Exploring the effects of the crisis we describe how the following discursive turn can be seen from the perspective of different peripheral EU economies, including those undergoing economic crisis and external bailout (Portugal, Greece, Italy) and the eastern countries. Second, we set out a discussion of the current situation and of the ongoing conflict between the conceptualisation of housing as a commodity vs. as social right, using examples from different European contexts. We conclude by questioning to what extent current political trends – from municipalist movements to emerging European left-wing platforms (e.g. DiEM25), from lobbying by corporate platforms to the wave of right-wing politics – can reshape the EU approach to the field of housing.

RETHINKING PARTNERSHIPS FOR AFFORDABLE HOUSING: PLANNING + DESIGN NEXUS

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A growing affordability problem in Canadian cities has prompted a renewed commitment of the federal government, complemented with provincial and municipal programs, to increase the supply of affordable rental housing. Consensus has been building across Canada that an effective response requires multi-sectoral partnerships to meet growing local needs within limited resources and capacity (Brinkerhoff & Brinkerhoff, 2011). Recently large Canadian cities have joined their efforts with non-profit and private organisations to provide affordable rental housing in mixed-income experimental projects. In this context, the research addresses a significant gap in the evaluation of partnerships, focusing on the nature of multi-agency collaborations in the provision process (design, build, finance, operate) (Bovaird, 2004). Partnerships capitalise on the effective role of the public sector in the mobilization of resources, the efficiencies of private agencies in the development process (design, build) and the hybridity of the non-profit institutions (management, service delivery). The research develops a conceptual framework, based on the political market model to explain adoption of planning and housing policies by municipalities (Levesque, 2017). The alignment of policy instruments—regulatory, fiscal and financial—is an important determinant of the ability of partnerships to deliver adequate, affordable and sustainable housing (Tsenkova, 2009). The framework presents a typology of affordable housing partnerships using highlights from case studies in the large Canadian cities—Toronto, Vancouver, Montreal and Calgary. The methodology is based on review of the literature and analysis of innovative developments of mixed-income affordable rental housing projects. Findings suggest that economies of scale and sustained funding are critical for efficient partnerships (design, build and operate). However, their effectiveness often depends on institutional capacity, coalition building/inclusive governance and neighbourhood integration. We argue that a shift from the traditional ‘public-private’ model to multi-sectoral partnerships is required to address the housing crisis in Canadian cities.

DISPOSSESSION OF THE POOR THROUGH AN URBAN RENEWAL PROJECT IN NARLIDERE IZMIR, TURKEY

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In this paper, the dispossession process of the people living in a squatter-housing area is explored in Turkey's third largest metropolis, İzmir. The neighborhood is a squatter housing settled by the poor. In the case of İzmir-Narlidere, the İkinci İnönü Neighbourhood was declared as a disaster risk area and an urban renewal project was proposed by the municipality. The squatter housing development had begun by the 1970s as a solution to the housing problem of the poor by themselves. In Turkey, the renewal projects carried on with the aim of transforming the disaster risk area, most of which were the squatter housing, have mostly resulted in gentrification and dispossession of the poor. On the other hand, the poor had been excluded from the housing market by the financialization of housing. As the findings of the research conducted within the scope of this study indicate, this renewal process will work as slum clearance and will end with dispossession and displacement of the squatter housing inhabitants. The proposed housing project addresses to the luxury, exclusive and to a different lifestyle than that of the existing squatter housing inhabitants. Although the declared aim of the project is the redevelopment of the area with its existing inhabitants, it has a one dimensional spatial and market-driven feature and is insensitive to the economic, social and cultural characteristics of the inhabitants. The project will be undertaken and carried on by the Municipality and private real estate partnership drawing on of 50% shares for each. More crucially, despite the renewal project was submitted by the Municipality to the approval of the Ministry of Environment and Urbanism, there is no contract defining the framework for the inhabitants' right to title deeds.

THE WAR-TIME URBAN DEVELOPMENT OF DAMASCUS: HOW THE GEOGRAPHY AND POLITICAL ECONOMY OF WARFARE AFFECTS RESIDENTIAL MOBILITY AND HOUSING PRACTICES

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In the spring of 2019, the Syrian civil war enters its eight year. Although the heaviest fighting has taken place elsewhere, Damascus is heavily affected by the ongoing conflict. First, the inflow of internally displaced persons is large, which has resulted in a very tense housing market. Second, large parts of the eastern and southern fringe of the city are heavily damaged or destroyed. Third, the war-time political economy has changed the role of (international investors and NGO's in) spatial planning. This paper aims to show how the geography- and political economy of warfare has impacted upon residential patterns and housing practices in Damascus during the civil war. These results are positioned within an overview of the spatial development of the city since World War II. This reveals continuities and breaks with the policy approach to previous housing crises. Whereas the pre-civil war spatial development is documented on the basis of historic sources, the war-time changes in residential patterns and housing practices are analyzed on the basis of satellite images and a small-scale survey among spatial planning experts and –students. The results indicate which neighborhoods have absorbed most internally displaced persons (IDPs), and which housing practices they have used to fulfill their housing needs (e.g. informal self-construction, squatting, co-residence with family members, private renting, et cetera). The results point out that the formal spatial planning approach and informal housing practices are two worlds apart, although they are embedded in the same political economy.

RESEARCH ON THE MODE AND STRATEGY OF GENTRIFICATION IN COMMUNITY RENEWAL: A CASE STUDY OF TIANZIFANG IN SHANGHAI

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The transition of Chinese social economy has brought about a large-scale renewal of old districts in the city. In this process, the social and hierarchical structure has also changed a lot. The entry of the middle class has improved the conditions of the economy, but it has also brought many contradictions and problems. Taking Tianzifang as an example, this paper summarizes the characteristics of renewal model, finds out the problems during gentrification, and proposes strategies based on PPP mode. The renewal of Tianzifang is a bottom-up model, which is different from Xintiandi (top-down model). It is driven by artists and spontaneously organized by the residents, and then attracts commercial presence and forming a certain scale. However, the survey found that although Tianzifang has a basis for public participation, due to the lack of effective management and control, the expansion of business has made the conflict between commercial and residential intensified, and the aborigines have either moved out or are dissatisfied with the current living conditions. Aiming at the process of gentrification, this paper puts forward the mechanism of public-based, government-guided and market regulation in combination with the PPP mode. The public here represents social non-profit organization or groups formed by residents, they play a role in decision-making of community renewal. On the one hand, the government regulate the functional format, on the other hand it guide social capital to provide more public services through planning and policy incentives, such as neighborhood center, public space, etc. The involvement of social capital in the market enhances the market vitality, provides job opportunities for low-income people, and improves the efficiency of community renewal .

A RESEARCH ON SCHOOL DISTRICT HOUSING FROM THE PERSPECTIVE OF RESIDENTIAL SPACE DIFFERENTIATION: A CASE STUDY OF GUANGGU NO.1 PRIMARY SCHOOL IN WUHAN

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The continuous rising prices of school district housing may intensify residential space differentiation. In China, under the policy of school district division and nearby enrollment, the phenomenon of purchasing school district housing leads to the fast-rising housing prices. And it has become the hotspot of social attention. The school district housing isn't just about economy, but an issue of urban social spatial structure and social justice. The uneven distribution of educational resources has a strong relationship with the residential space differentiation, which is associated with a series of social conflicts, such as the class segmentation in neighborhood communities and the marginalization of low-income groups. Based on the background, this paper is divided into four parts. Firstly, it introduces the research objects, school district housing and residential space differentiation. Secondly, it reviews and analyzes relevant researches in this field at home and abroad, such as the sorting theory (vote with their feet) of Charles Tiebout (1956). Thirdly, with the case study of one of the most famous primary schools in Wuhan (Guanggu No.1 Primary School), it tries to excavate the social-spatial effects of school district housing, including spillover effect and Matthew effect of school housing prices. Fourthly, it summarizes school district housing's influences on residential space differentiation and puts forward some advice from the perspective of just city.

THE POTENTIAL OF VISIONARY HOUSING INITIATIVES TO TRANSFORM THE HOUSING SECTOR: A REVIEW OF EXPERIMENTS FROM NEW YORK CITY AND BERLIN USING A TRANSITION MANAGEMENT FRAMEWORK

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The purpose of the proposed paper is to explore how alternative strategies for development of equitable integrated housing and community development could get institutionalized to resist - or transform - the financialization of the housing sector using a Transition Management framework (Loorbach & Rotmans 2009). We will first review selected alternative strategies for provision of affordable and integrated housing in New York City since the 1970s to understand how some (or housing created through such strategies) were institutionalized. We will also look at Berlin, “the most active collaborative housing urban node in the world”, for insights on how such strategies were adopted and scaled up by the local government (Nelson, 2018) or coopted according to Margit Meyer (2014). Finally, we will critically review current integrated housing programs that address only seniors or people with disabilities, and a range of new pilot programs that have been created under the 'progressive' DeBlasio administration but with limited resources. The emphasis of this administration is still on market based solutions to affordable housing that fail to address the needs of low income households. This paper will be the background for a policy brief we are preparing as members of the Collective for Community, Culture and Environment (<https://collectiveforcce.com/>) that is part of a network of housing activist groups in New York (ANHD, Furman Center, etc.) that are organized around preventing displacement. The methodology will involve a review of previous studies, newspaper reviews, and in depth interviews with activists, planners and local government staff who were or are involved in these experiments or pilot programs both in Berlin, as well as in New York City, such as our colleague Ron Shiffman and recent alumni from Pratt Institute.

THE PRELIMINARY STUDY ON IMPACT OF NEW-BUILD GENTRIFICATION IN TAIPEI CITY

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With the rise of neo-liberal urbanism and globalization, policy reforms has been influenced in many cities around the world. City governments in consort with private capital has accumulated capital and improved physical environment by attracting inward investment into the dilapidated built environment (Smith, 1996, 2002). Whereas, these physical upgrades may contribute the displacement, making the disadvantaged residents vulnerable to displacement for increases in living expenses and loss of affordable housing. Accordingly, gentrification has become a global urban strategy (Smith, 2002; Davidson 2007) and the processes can be found across the globe, like UK(Davidson &Lees, 2005), Latin America(López-Morales, 2016) and Asia(He, 2010; Ortega, 2016).Similarity, Taipei local government has experienced the transformation in neoliberal reforms and urban renewal policy due to financial overburden and Urban Renewal Act 1998 in recent decades. Promoting urban renewal has turned into a key business instruction to physical revitalization. This market-oriented developments might privilege landowners and developers and sacrifice the rights of low-income residents to stay put. The previous research, mainly quantitative and case studies, has also identified new-build gentrification pressures in a specific neighborhood or community as a result of renewal projects, even pointed that urban renewal is one of gentrification policy (Chang, 2012). Considering empirical research on the effect of urban renewal on gentrification still lack of large-scale analyses to actually examine the gentrification process in Taipei City, this paper aims to take on the discussion of the socioeconomic changes and demographic impacts of new-build gentrification in Taipei City. We will gather some socio-demographic gentrification indicators at the village level through quantitative tests to analyze possible gentrification trends in the areas surrounding the completed urban renewal projects. We will further use a mixed- methods approach, including the quantitative results, histories and field surveys, to investigate gentrification's spatial forms and trajectories over an entire Taipei City.

THE SPATIAL CHARACTERISTICS AND SUPPLY OF URBAN AFFORDABLE HOUSING — AN INTERNATIONAL COMPARATIVE STUDY

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It is an emerging issue for the supply of urban affordable housing that the spatial distribution marginalization and the separation of workplace and residence lead to socio-spatial problems. This study takes an international comparative approach and analyses the difference of spatial distribution characteristics in urban area as well as the formation mechanism of affordable housing, focusing on cities in developed countries, e.g. Amsterdam, London and Singapore, as juxtaposition to Shanghai, China. First of all, before conducting a transnational comparison, this research reveals the socio-economic characteristics of policy takers under the state context by analyzing the policy objectives of affordable housing in various countries, because of the significant differences in definition of beneficiary and supply mode between countries. Based on that result, this research maps the spatial distribution pattern of affordable housing clusters where the comparable resident groups dwell in the four case cities, and analysis the socio-economic mechanism behind spatial characteristics. Furthermore, this study points out that the implicit meanings of affordable housing policy connotation are reflected by urban residents' willingness and proportion to own a dwelling. Also, government-led and market-led intervention methods have a profound impact on affordable housing's spatial distribution in the city. Finally, this research argues that the classification standards of the citizen groups are different due to diversity in state institution and cultural context, which further leads to the difference in social justice represented by spatial pattern comparing these four cities. European cities may be more concerned about the equity of human development opportunities, whilst cities in East Asia may be more concerned with the equality of household wealth. And these different are presented in the form of spatial features.

E·HOUSE - THE INTERNET RESIDENTIAL SYSTEM BASED ON THE THEORY OF OPEN BUILDING

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This article will discuss a residential leasing and customization system for young people relying on information technology such as the Internet and cloud computing and building theories such as Open building and SAR system. The system is designed to solve the problems of housing difficulties, difficulties in transformation and relocation in the existing housing system and to simplify the procedures for renting, transforming and relocating households through standardized platform operations. At the same time, the system also allows the construction side, parts manufacturers in the same standard system to work with each other to improve production and construction efficiency and ensure project quality. The entire system consists of two parts of hardware and software. The hardware part of which we refer to the Japanese SI system, which is divided into structure and filler. It's purpose is to allow the building to accommodate a variety of living spaces. Structures include residential structures, public pipelines, elevators and rooftop solar photovoltaic panels; filler bodies include prefabricated wall panels, entry pipelines, furniture electrical appliances and floor ceilings and structural components. The software includes the foreground interactive system and the back-end processing system. Through the foreground interactive system, the tenants can realize the purpose of finding a house, renovating a house and relocating a house. The backstage system mainly aims at the operators, constructors and parts manufacturers. The function of the system is to send specific needs of households to different departments.

PA13 Healthy City Planning: Food, Physical Activity and Social Justice

Wang Lan
Maria Chiara Tosi
Angeliki Paidakaki

Since the World Health Organization (WHO) proposed the concept of the healthy city in 1984, a healthy city movement has been organized and expanded all around the world. Healthy city planning promoted in this movement has focused on ensuring healthy lives and promoting well-being for all at all ages. It stresses and makes more evident today is the relevance of physical environment's impact on the health, well-being and welfare of residents. The support for urban actions and practices have devoted to increase physical activity, provide wider access to healthy food, elevate air and water quality and strengthen social connections to create healthier communities, at the same time to guarantee equitable access to education, housing, jobs and basic infrastructure. The aim of the track is to discuss which kind of innovations in urban planning and design are needed to promote, finance and sustain healthy oriented built environment, which have the potential to reshape the lifestyle and working patterns of urban residents, and to assure sociospatial justice. Theoretical, empirical and methodological contributions to this track deal with planning and urban design strategies and practices that directly affect health, wellbeing and welfare in our cities. Papers considering one or more of the following dimensions are particularly encouraged:

- Physical activity and urban design
- Walkable city and active transit
- Urban environment and health outcomes
- Planning healthy neighborhoods
- Slow food and community garden
- Social innovation and health services provision
- Urban movements and "health for all"
- Urban governance and equitable access to health
- Social innovation and health services provision
- Financing healthy neighborhoods
- (Multi-level) governance models and (OR for) equitable access to health

THE RELATIONSHIP BETWEEN BUILT ENVIRONMENT AND CHILDHOOD ASTHMA

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The rise in asthma among children is a matter of worldwide concern. The reasons include not only genetic but also physical environmental factors such as building density, land-use, street layout, building setbacks and traffic volume. According to a report released by World Health Organization (WHO) on 2002, approximately 25.000 annual childhood deaths are due to the asthma. Studies conducted in different parts of the globe show that asthma prevalence increased over the years. Compared to all other age groups, children are more likely to suffer from asthma. The lung and immune system are rapidly developing during the first few years of life, causing young people to be more sensitive to the effects of air pollution. There are a growing number of studies on the relationship between childhood asthma and built environment. However, most of the studies have approached the topic from a public health perspective. This study focuses on the relationship from an urban planning and design perspective. Acknowledging the fact that childhood asthma is linked to complex mechanisms of interactions between various physical environmental and non-physical environmental factors and other health problems, this study questions the role of different built environmental factors like neighbourhood location, urban form and transportation in promoting childhood asthma. Understanding these factors will guide urban planners and designers in the production of places that promote health. This study draws connections between the children's geographies, urban planning and health literature on physical environmental factors that may promote childhood asthma and the theory, research and practice of healthy city development. Literature across urban planning and health disciplines is examined to develop a framework for understanding the factors that may promote childhood asthma. With this knowledge, the intention is to develop a model that integrates multiple environmental domains to assess the impact of different neighbourhood environments on childhood asthma.

HEALTHY BUILDINGS FOR A HEALTHY CITY: IS THE PUBLIC HEALTH EVIDENCE BASE INFORMING CURRENT BUILDING POLICIES? THE IMPLEMENTATION GAP IN THE UK TODAY

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There is mounting evidence of links between human health and building features (for example, the importance of ventilation). The literature is also identifying design principles for health (Ige et al, 2018). The overarching UK policy on buildings does to some extent address the healthy building agenda: the National Planning Policy Framework and Guidance refer extensively to creation of healthy and sustainable communities with quality designed homes, while the UK Building regulations set minimum health standards for design features. Yet these two key policies have major shortcomings. First, they only apply to new build and retrofit measures, and fall short of addressing issues such as lack of thermal comfort, presence of hazards, disrepair or lack of modern facilities and services in the 4.7 million homes (20%) in England which do not meet the Decent Homes Standard (MHCLG, 2018A). Second, research has now identified that a focus by building practice and policy standards on climate change mitigation has inadvertently created new problems for human health in indoors environments (eg lack of ventilation, mould and damp, overheating). The presentation will explore the extent to which public health evidence filters through policies influencing design principles in the UK. First, policy regulating building quality and features will be identified. Second, their evidence base compared with the findings of our systematic evidence review and an additional review of the literature to identify the evidence gap in UK policy. We argue that greater consideration of the public health evidence base is needed in (re)development of building regulations and other standards. We also consider how the evidence base can be applied to standards for the existing housing stock, in particular privately rented homes and consider a more integrated approach between planning and building regulations to support healthy living environments.

HEALTHY NEIGHBORHOODS ALONG AN URBAN TO RURAL GRADIENT

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Planned neighborhood concepts with emphasis on walkability and public space are core tenets of both Clarence Perry's famed Neighborhood Unit Plan and the design principles touted by New Urbanism. While these physical design characteristics have been implemented successfully in many cities throughout the world, there is a lack of empirical studies that examine their effects on health and its fundamental connection with geographical contexts of the neighborhood. Further, there is little research that explores how neighborhood characteristics and access to basic community health needs (food and healthcare) in varying urban contexts diverge. Using the urban to rural transect concept as a spatial analytical tool, this study explores the differences in neighborhood characteristics and access to basic community health needs (food and healthcare) along an urban to rural gradient. Specifically, this paper identifies differences in (1) people's perceived neighborhood center and boundaries, and (2) access to basic needs like food and healthcare. This study surveys residents along an urban to rural gradient located in the Wichita, Kansas metropolitan area in the Midwest region of the United States. A mixed methods approach is being used to collect qualitative and quantitative data, including map-based data. Analysis will compare perceived neighborhood boundaries (size, shape), neighborhood centers (relation to home, neighborhood), accessibility to food stores and healthcare facilities (distance), and how these variables differ along the urban to rural gradient (from more densely populated to less densely populated). The findings from this study will provide a broader understanding of best practices for planning healthy neighborhoods in a range of urban contexts.

THE IMPORTANCE OF BUILT ENVIRONMENT: CHARACTERISTICS OF THE BUILT ENVIRONMENT AND SPATIAL PATTERNING OF CHRONIC DISEASE IN PUDONG DISTRICT, SHANGHAI.

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The built environment encompasses the major physical spaces, including buildings, streets, homes, schools, parks, playgrounds and other infrastructure in which we live, work and play. In an ideal world, the built environment should support and promote physical activity across the lifespan. However, with increased mechanization and urbanization, physical inactivity and higher levels of chronic diseases such as obesity become common among urban residents. Pudong District covers an area of 1,210 square kilometers with 12 streets and 24 towns. With urbanization in China, it formed unique built environment that high levels of residential density and low-density township environment both exist in this District. Physical inactivity increases risk of chronic disease, this study examine relationships between built environment and chronic diseases using spatial models. We use gis-data to explore whether mixed land-use, high levels of street connectivity, and accessible facilities can reduce the incidence of urban residents' chronic diseases. The survey consists two parts: First, the public service facilities poi and road data are used to calculate the built environment feature in Pudong District. Second, the sample address information is re-encoded, and the spatial distribution characteristics of chronic disease patients are obtained through point density analysis of gis. We conduct follow analysis : 1) overlay analysis of high-density residential areas and high chronic disease incidence, to figure out whether supportive built environment may have lower prevalence of chronic disease. 2) Comparative analysis of the built environment characteristics between urban streets and township streets in Pudong District and the spatial distribution characteristics of chronic disease patients. Our analysis suggests there is an association between built environment and chronic disease.

EXPLORING SPATIAL POTENTIALS FOR INCLUDING PLAYING CHILDREN IN DAILY URBAN PUBLIC LIFE: 16 SPATIAL CHARACTERISTICS OF PUBLIC SPACE AND PLAYGROUND RELATIONS IN DENMARK

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Healthy cities include citizens' well-being at all ages. This calls for physical spaces that enhance the quality of urban life. Public spaces are important spaces for daily urban life, and social inclusion is a key indicator of a high quality of daily urban life in public spaces. Most playing children appear in designated public playgrounds in Denmark, which are integrated into surrounding public spaces to varying degrees. This paper explores the potential social inclusion of playing children with daily public life. This is done by exploring the relationship between the spatial characteristics of public playgrounds and their surroundings in urban public spaces. It draws on a study of 148 existing public playgrounds in Copenhagen and Frederiksberg municipalities in Denmark. Firstly, the spatial characteristics of relations between public playgrounds and urban public spaces were photographically documented. Secondly, an analytical framework was constructed based on existing studies and literature. Five parameters were identified to describe the features of spatial relations for the 148 playgrounds, including public space urban context, public space spatial volume, public playground position, public playground edge and people route position. Finally, each parameter was further elaborated into specified categories. This was done through a thorough analysis of the photographs of 148 public playgrounds, resulting in the development of 16 categories. During the analysis process, it was ensured that these developed categories were applicable to the studied playgrounds so that they encompass all the found spatial characteristics and eventually reflect different degrees of spatial potentials for including playing children in urban public spaces. This paper's main contribution is to propose a detailed analytical framework for assessing the potential social inclusion of playing children in daily urban public life. Furthermore, the paper adds to the discussions about how strengthened social connections and healthier communities can be achieved through urban design.

DOES THE CONNECTIVITY OF URBAN PUBLIC GREEN SPACE PROMOTE USE? AN EMPIRICAL STUDY OF WUHAN INNER CITY

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Improving greenness level, like the percentage of green space, is proved to have the potential to enhance green space use and outdoor physical activity level. However, high urbanization level and rapid densification process make green space - especially urban public green space - gradually lost and fragmented, which results in small or even no further land for public green space. Identifying such challenges, some planners and researchers suggest to connect existing urban public green space to encourage use and improve public health. Does it indeed work? Considering that, we research on the relationship between the connectivity of urban public green space and use in Wuhan inner city. In detail, we refer to the Integral Index of Connectivity in landscape ecology theory to calculate the connectivity of urban public green space by the unit of sub-district. Besides, Location Based Service (LBS) data- Tencent Yichuxing- is collected to measure the green space use of every study unit. Based on that, we make a further analysis between the two by Pearson correlation in SPSS. Admittedly, although there are various factors to influence green space use, the connectivity of urban public green space would be one of the most convenient and cost-effective measures for those already dense cities once the correlative relationship is proved.

EXPLORING HEALTHY, AFFORDABLE FOOD RETAIL SPATIAL MISMATCH AS A FACTOR IN THE FOOD INSECURITY-OBESITY PARADOX

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Food insecurity is defined as the lack of adequate food to live a healthy life, and contributes to malnutrition and undernutrition, which can lead to chronic disease in developed countries. Food insecurity is also associated to increased obesity rates. The food insecurity-obesity paradox accounts for poor-quality diet (i.e. high calories) due to limited financial resources. About 12% of American households experience episodes of food insecurity at some time during a year. This study applies the spatial mismatch hypothesis in examining the spatial relationship of the federal Supplemental Nutrition Assistance Program (SNAP)-authorized healthy food retailers and convenience stores in the United States. The SNAP program provides eligible households with financial assistance in food purchases at authorized retailers. Fresh fruits and vegetables are often more expensive in low-income neighbourhoods and foods offered in convenience stores can be up to 100% more costly than traditional food retailers. This suggests an inequity in the availability of healthy, affordable foods. While there is evidence of food deserts, or the absence of supermarkets in low-resource neighbourhoods, it is unknown if there are spatial disparities in SNAP-authorized retailers. This study applies geographic information systems (GIS) technology to spatially analyse the relationship of SNAP-authorized retailer types (supermarkets, farmers' markets, convenience stores, etc.) and neighbourhood demographic characteristics (i.e. race/ethnicity, income) focusing on the state of South Carolina. While this study is currently in progress, preliminary results show a spatial disparity in SNAP-authorized retail type suggesting limited affordable, healthy food availability low-income residents using federal assistance. Results from this study can inform decision-makers in recruiting food retailers for SNAP authorization and guide planners in addressing equitable and affordable healthy food availability in low-resource communities. With increased understanding in the inter-relationship of public health and planning, this study demonstrates the role of urban planning in improving affordable healthy food access.

EVERDAY-GEOGRAPHIES OF AGE(ING)

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In the context of an ageing population, growing life expectancy and with it a larger share of very old persons, questions of access to housing and public spaces present growing challenges to many cities. Hence, one of the key challenges for cities in Europe is the provision of healthy neighborhoods. This paper focuses on different discourses within spatial disciplines on age(ing) challenging issues of inequality and social injustice. This means perceiving age as an essential marker of difference in two respects: first, in relation to other categories such as gender, class, ethnicity (intersectionality) and second, as relational in respect of its characteristic as process. This paper aims at scrutinizing the interplay of age(ing), social justice and space through focusing on the intersection between public space and housing. In this context, questions about access to housing and public spaces in cities are tackled from a perspective of everyday realities. Particularly, if ageing in one's own living environment is to be supported for psychological, social and economic reasons, appropriate healthy neighborhoods are needed. In the paper, we argue that innovative research methodologies are required in order to adequately react in urban planning and design to the creation of healthy neighborhoods. The question is what kind of methods are needed for an exploration of age(ing) at the intersection of housing and public space? To pursue this question, we present our research on the "hidden geographies of age(ing)" in everyday routines of elderly through selected cases of socially innovative housing in Vienna. The cases were selected based on their potential to reshape the lifestyle and everyday practices of elderly, and to assure spatial justice. For the paper, we discuss the applied methods of Walking Interviews and Mapping as tools to uncover the "hidden geographies" that allow or inhibit elderly to age in healthy environments.

STUDY OF THE INTERRELATIONSHIP BETWEEN URBAN MICRO PUBLIC SPACE MORPHOLOGY AND MICROCLIMATE

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In high-density cities, large scale public spaces are becoming more and more precious and scarce. As a complement, micro-public space is an important indicator to measure the quality of urban lives because of its flexible location and convenient accessibility. Based on the investigation of micro-public spaces in Shanghai, the geometry prototype enclosed by architectural groups and texture elements are extracted in this paper, which would be simulated through software to analyze the interrelationship between micro public space morphology and the microclimate. The spatial and temporal distribution of microclimate is directly related to outdoor thermal comfort. It means that the correlation analysis can not only achieve multi-objective optimization to reduce urban design uncertainty, but also can provide design strategies for healthy urban environment.

SOCIAL HOUSING AND HEALTH INEQUALITIES IN GREATER MANCHESTER: DEVOLUTION OF STATE RESPONSIBILITY AND A NEW TIER OF SERVICE PROVISION

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Equitable access to decent, safe, affordable housing is a prerequisite of any successful public health strategy. Greater Manchester is experiencing a period of transition in this field. It is the only city-region in England to have had its budget for health and social care devolved from central government. This devolution has come hand-in-hand with austerity. It is viewed as an opportunity for the area to transform its governance structures and the way it delivers public services, and also as a mechanism by which the state may reduce its spending, and its direct responsibility. Starting from a position of poor health outcomes compared to national averages, and vast spatial health inequalities, Greater Manchester is embarking on a large-scale project that will have implications for policy decisions in other regions of the United Kingdom. This reflects growing international interest in how health care resources can be deployed to complement more conventionally place-based services targeted at deprived neighbourhoods. This paper explores the extent to which non-state actors in the form of housing associations and the wider voluntary and community sector, are an integral part of Greater Manchester's approach to population health transformation. It considers whether this involvement from social housing providers is by necessity or design, resulting from austerity politics, and the future implications for health inequalities when universal services are provided by a sector that reaches a small, and ever-shrinking, proportion of the population. Using spatial and demographic analysis, informed by in-depth qualitative data, this paper identifies gaps in the universal service provision, left by a retrenching state. The resulting accumulation of multiple disadvantages faced by those living in unhealthy environments and homes, threatens to improve the environments of a few, but create additional barriers to support for many others, therefore risking a further increase in health inequalities at the city-region level.

CORRELATION BETWEEN URBAN BUILT ENVIRONMENT AND RESPIRATORY HEALTH: A SYSTEMATIC REVIEW AND META-ANALYSIS

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Current studies illustrate that urban built environment has impacts on respiratory health, which present different conclusions among them. A systematic review and meta-analysis can improve the statistical efficiency of research results and make analysis results more universal. This paper, therefore, attempts to discover the correlation between urban built environment and respiratory diseases through a systematic review and meta-analysis in order to provide more meaningful ideas and paths for planning interventions related to promoting respiratory health. In the light of Preferred Reporting Items for Systematic Reviews and Meta-Analyses(PRISMA), this paper searched and preliminarily selected literatures on the theme of "Correlation between Environment and Respiratory Health" from 2000 through September 2018 from the databases of Science Direct, PubMed, Scopus, Web of Science and SAGE Journals. The terminologies adopted for the searching include built environment, urban environment, landscape, green space, land use, roads, industrial land and residential density, while respiratory health, respiratory diseases, lung cancer, asthma, emphysema and Chronic Obstructive Pulmonary Disease were considered as the terminologies of respiratory health outcomes. These literatures were independently retrieved and read by two reviewers, and then more than 20 related literatures were finally included for the meta-analysis. This paper identifies key factors of built environment and their effects on respiratory health, and then explains the reasons for the differences between research conclusions. It is concluded with path and method of designing urban built environment to promote respiratory health, and suggestions about further empirical research.

DOES NEIGHBOURHOOD WALKABILITY AND PARK QUALITY INFLUENCE PHYSICAL ACTIVITY OF OLDER ADULTS? A CASE STUDY FROM BELFAST, UK

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Increases in life expectancy and falling fertility rates have led to an ageing profile of European societies. This has coincided with an increased understanding of how built environment factors facilitate physical activity, including local services and facilities such as shops, social services and green spaces. Indeed, physical activity is a key attribute of healthy ageing, leading to an increased focus on creating age-friendly environments that will support 'ageing in place'. While there is a growing evidence base that shows the role of parks in facilitating physical activity across the population, most studies focus on the impact of proximity of green space. However, this study brings together a number of under-researched factors, including how older adults' physical activity is influenced by the characteristics of the neighbourhood surrounding parks, and the facilities and quality of the park themselves. This study draws on a case study of Belfast and asks whether neighbourhood walkability and park quality influences physical activity levels of older adults (aged 60 and over). It examines built environmental attributes for parks (using Community Park Audit Tool, CPAT) and neighbourhoods (walkability index) across the city and explores relationships with self-reported physical activity and other health indicators of older adults (N=169) who live within a 500m buffer of a park. Regression models were used to examine the associations between these issues. This provides a range of finding that can be used to could inform policy-makers to apply physical activity interventions and make contributions to the appealing of creating age-friendly environments.

THE ROLE OF BUILT AND NATURAL ENVIRONMENTS IN PROMOTING THE HEALTH OF URBAN RESIDENTS

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Our globe is urbanizing at fast and at the same time human population is confronting significant health challenges including increases in physical inactivity, obesity, and other non-communicable diseases. Urban planners are increasingly interested in the health impacts of urban environments. However, the current evidence base of the field reveals rather contradictory results. On the one hand, there is fairly compelling evidence to show that a compact urban structure with high neighborhood accessibility encourages active travel behavior and that urban sprawl is associated with lower levels of everyday physical activity. On the other hand, research has shown the various health benefits of natural environments, and that the proximity and exposure to nature promotes especially mental health. Moreover, evidence concerning the urban structure characteristics that promote social health is even more complex. The highly complex health promotive processes of varying urban contexts is studied here with an aim to produce usable knowledge for the development of health promoting urban environment. In the study, a place-based research approach was applied in the Helsinki Metropolitan Area, Finland with an aim to produce socially and spatially sensitive information for planners that helps to go beyond simple listings of the presence of general resources and abstract preferences of an average user. The results of the study indicate that varying built and natural environmental features promote everyday physical activity and health. The study discusses the role of different built and natural environments in urban settings in promoting health of urban dwellers.

‘EMERGING PLACES OF SOCIAL INNOVATION (POSI). THE CO-PRODUCTION OF SPACE BETWEEN MULTILEVEL STAKEHOLDERS: THE CASE OF PRODUCTIVE URBAN GREEN INFRASTRUCTURE’

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This study focuses on emerging Places of Social Innovation (POSI), especially on the co-production of space as productive green infrastructure to support cities transition and address human needs and societal challenges for the health, wellbeing and welfare of residents. To address a call for more sector-specific research on the spatiality of social innovation, this study aims to explore the relationship between socio-spatial innovation, health services provision and collaborative place-based development to advance conceptual knowledge through generating an urban planning and development model of ‘Places of Social Innovation (POSI)’. The term is defined here as the place-based process of urban change in the collaborative planning, design and delivery of public infrastructure; physical and social between bottom-up citizens, intermediary non-governmental organisations, and top-down government institutions. The study analyses how the case of productive green infrastructure emerges in the urban landscape through socio-spatial innovation processes occurring at different organisational levels, spatial scales and geographical contexts across: 1) Portsmouth, an area experiencing high levels of obesity, and selected in 2009 as a UK Healthy Town to trial innovative ways of changing residents’ behaviour to live healthier lives; including eleven urban spaces of community growing; 2) Brighton & Hove, the development of 75 community growing spaces between 2009-2013 and being the first UK city to introduce planning guidance for including productive spaces within urban development. First, it identifies how community gardens, orchards and productive landscapes are co-produced between bottom-up to top-down stakeholders through multilevel instigated social innovation within deprived urban neighbourhoods. Second, it determines and classifies the influence of contextual dynamics and multilevel stakeholder agency on these urban transformations. Furthermore, through interpreting key processes, sequences and patterns a conceptual framework of social innovation is developed into a dynamic model of Places of Social Innovation (POSI) to promote socio-spatial justice and healthy orientated urban environments.

THE CONSTRUCTION OF PEDESTRIAN NETWORK IN URBAN BLOCKS: A CASE STUDY

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In the past decades, the urbanization of China has developed faster. The pedestrian accessibility of large old residential areas with new village-style become worse due to the large scale and few entrances and exits for residents. Simultaneously, the closed communities seriously affect the development of urban areas induced by poor urban living atmosphere, incomplete pedestrian system and traditional public space node setting. The public spaces where walking is the mainly activity need optimization urgently. This paper took Anshan New Village as an example and applied spatial syntax to analyze spatial accessibility and integration based on the current investigation. The study demonstrated that the network system should be established to improve the pedestrian environment in large urban blocks and the measurements of construction of pedestrian network were suggested. The conclusion of this paper can provide reference for building a good pedestrian environment in the process of urban renewal in Shanghai.

URBAN PUBLIC SPACE PLANNING FOR PROMOTING PUBLIC HEALTH IN THE CONTEXT OF REGIONAL CLIMATE

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Climate is closely related to public health. The research will analyze the relationship between the climate and public health from two aspects: the impact of different climate components on public health and the impact of climate on public health in different spatial scales. Then the research will summarize the direct and indirect effects of urban public space on physical and mental health. After that it will focus on the analysis of the impact of climate on the health effectiveness of urban public space, including the direct impact of the process of activity participation, and the indirect impact of the safety, comfort, accessibility, activity suitability and landscape pleasure of public space on the health of residents. Finally, based on the regional climate background, the urban public space planning strategies to promote public health will be proposed from the aspects of the overall planning goal, planning sub-goals and influencing factors, and the formulation of climate warning strategy.

RESEARCH ON PEDESTRIANS' EXPOSURE TO PM POLLUTION AT STREET SCALE -- A CASE STUDY OF ANSHAN XIN CUN NEIGHBORHOOD IN SHANGHAI

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Walking is a basic form of active travel, and the pedestrian's health is heavily influenced by the air quality of streets, since most daily walking activities take place in the streets. Taking AnShan Xin Cun Neighborhood in Shanghai as an example, the air pollution distribution of PM_{2.5} and PM₁₀ concentration in the streets is measured with mobile monitoring devices and its air pollution conditions at different times and with different wind directions is simulated through the WindprefectDX software. By examining the impacts of street form and traffic flow on air pollution, this study finds that the levels of PM 2.5 and PM 10 are relatively higher at peak hours, which demonstrates a certain correlation of PM concentration with MV volume; and the PM concentration is more affected by the traffic volume for local streets with similar scale. The study also finds that the PM distribution varies greatly according to different streetscape forms. With overlaying of PM concentration and pedestrian volume in the streets within the observed hours, the level of pedestrians' respiratory exposure to air pollution is informed; and the health-oriented optimization proposals for street planning and design could be proposed. The results of this study are conducive to fully consider the air pollution exposure factors in the neighborhood street design and mobility governance, providing a basis for planning intervention to improve the healthy environment for walking activities.

THE ROLE OF URBAN RIVERS REGENERATION IN DESIGNING HEALTHY CITIES: THE CASE OF SHENZHEN FUTIAN RIVER.

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With the extremely rapid development of contemporary cities, available public space nowadays is shrinking and becoming more and more inadequate. Besides that, especially in China in the last century, urban rivers regeneration has increasingly become a worldwide trend to solve environmental, social and economic issues. As many recent studies demonstrated the relationship between urban environments and people's quality of life, especially concerning sociability and well-being, it is unavoidable to consider the potentiality of urban rivers regenerations as a source of new open public space for contemporary cities. Moreover, it has been proved that higher numbers of social interactions in outdoor open areas have positive benefits on public health, particularly regarding mental health care. Based on those considerations, the regeneration of urban rivers waterfronts emerges as a potential solution for the improvement of public health and the quality of urban environments. This study aims to investigate the impact of urban river regeneration on social life by analyzing the association between social interactions, people's perception of space and spatial features. As one of the cities in China with the fastest urbanization, Shenzhen is here chosen as a case study, focusing on the regeneration of Futian River. Methods adopted comprehend behavioral mapping, spatial analysis and survey research design. This study is expected to add new tools for urban designers and planners to better advise policies for healthy cities. Moreover, the new knowledge can help local and international administrations in the recovering of the quality of space and life in contemporary urban environments, providing new guidelines for future urban rivers regenerations.

THE REPOSITIONING AND URBANISATION OF HEALTH: NEW HEALTHY PLACES ALONG HOSPITAL-CITY-CONTINUUM AND ITS IMPLICATIONS FOR HEALTHY CITY PLANNING

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The role of health, health promotion and health infrastructures in our cities and in planning is radically changing. Aaron Antonovsky's concept of the Health-Disease-Continuum brought the dichotomy of disease and health to an end. Consequently, the differentiation between a place for the ill (hospital) and one for the healthy (neighbourhood) is outdated and rather moves towards into a Hospital-City-Continuum. While the World Health Organisation (WHO) identified the city and the urban environment as the main setting for health promotion, health infrastructures are gradually losing their insulated positions and turn into integrated elements of the neighbourhood's everyday life. Considered systematically the borders between hospital- and urban areas are blurring. Resulting from this, new fields and places for health infrastructure, health promotions and urban health evolve. Patient hotels and patient flats are developed around the hospitals, while Community Health Centers (CHC) and Primary Health Centers (PHC) bring the health promotion in the (healthy) neighbourhoods. At the same time, health promotion and health care increasingly penetrate the everyday spaces in the cities. Digital Health, individualized care, personalised (or stratified) medicine and mobile medical devices are no longer banded to health institutions. On the contrary, they can turn a private bedroom into a temporary patient room. The paper identifies and describes these (new) healthy places, positions them along the Continuum and enquires into their possible futures. With the help of case studies, the paper asks, if and how health infrastructures effects healthy neighbourhoods and healthy cities and how they can be employed as a strategic tool for healthy city planning. The paper focusses on the question, how the ongoing transformation of the health ecosystem has an impact on health inequality. In addition, the paper depicts an integrated approach for planning health(y) infrastructure, healthy neighbourhoods and cities.

PHYSICAL ACTIVITY IN THE DAILY-LIFE OF SUBURBAN AREAS – THE CASE OF RIO DE MOURO, LISBON METROPOLITAN AREA

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Lifestyles are one of the major determinants that affect the health of populations. One of the areas linked to it is physical activity practices (Warburton et al, 2006), emphasizing that the lack of practice of physical activity is not only a problem of individuals, but also has social, economic and environmental repercussions (Kohl et al, 2012). Nevertheless, the practice is generally limited to a small part of the population (Miles, 2007). As reasons for this phenomenon are: socioeconomic characteristics of the population, distance and time-consuming in daily commuting movements and the use or not of the own car or public transport (Bauman et al, 2012). The availability of time and the squeeze time are factors that affect the practice of physical activity, depend largely on the mobility and the relation between working and non-working time (Marques da Costa, 2007, Marques da Costa and Louro, 2010). Having as case study the parish of Rio de Mouro, a suburb of Lisbon, in this work, we try to verify in what extent the practice of physical activity fits into the daily life of the families. For this, surveys were carried out on resident families whose results show not only the existence of asymmetries in the practice of physical activity due to the socioeconomic characteristics of the population, but also due to the means of transport used in the commuting movements. A more in-depth reading shows that physical activity practice requires a framework that follows the activities of individuals and their families throughout the day (understanding the life cycle and types of families: young people, active with or without dependent children, retirees, among other modalities), so it is often the case that greater practice of physical activity arises associated to the use of the car as a mode of travel.

SOCIO-SPATIAL INEQUALITY AND HUMAN WELL-BEING IN A WELFARE CITY

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This article investigates social sustainability in the welfare city of Oslo. It examines socio-spatial inequality between the more deprived eastern and the more affluent western part of Oslo metropolitan area and also sheds light on possible links between neighborhood deprivation on one hand and a range of neighborhood attributes and well-being measures on the other hand. Data were obtained through survey, municipal statistical sources, and GIS. Findings on physical neighborhood attributes show no inequality in tree canopy cover and public transport between deprived and affluent neighborhoods, while access to local amenities is higher in deprived neighborhoods. Perceived neighborhood attributes are however negatively associated with neighborhood deprivation index. Deprived neighborhoods are characterized by higher perceived noise and lower perceived safety, cleanliness, aesthetic quality, reputation, and neighborhood attachment. Neighbor social ties are similar in poorer and richer neighborhoods. Findings on well-being suggest that residents of East Oslo on average have lower neighborhood satisfaction, emotions in neighborhood, housing satisfaction, self-reported health, and life satisfaction, while they have higher anxiety levels than residents of West Oslo. Inequalities in housing satisfaction, anxiety, self-reported health, and life satisfaction are found to be mainly due to individual socioeconomic characteristics such as income and not due to a neighborhood effect. This study's outcomes indicate that neighborhood deprivation may negatively affect neighborhood-level well-being measures – neighborhood satisfaction and emotional response to neighborhood – through its negative influence on perceived neighborhood attributes.

ENVIRONMENTAL NOISE AND HEALTH: RISK INCIDENCE AND THE ROLE OF THE PLANNING SYSTEM

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The World Health Organisation recommends that the general population should not be exposed to noise levels greater than 40 dB(A) in order to prevent adverse health impacts related to night-time noise. Scientific studies exploring the relationship between transport noise and health-related outcomes reinforce this recommendation including noting that adverse health impacts begin to occur at very low levels - somewhere in the 30-39 dB(A) range. Transport noise is the main source of health-related environmental noise and cities, in particular, is where the bulk of national populations are exposed. This paper reports on research investigating noise-health relationships using Dublin, Ireland as a case study. It links household-level data from the Irish Longitudinal Study on Ageing (TILDA) with noise modelling data at the most exposed facade of buildings to explore the relationship between noise exposure at building facades and negative health outcomes within households. Variables associated with negative health outcomes include sleep deprivation, depression, anxiety, hypertension, blood pressure, and obesity. All of these variables are explored for association and increased risk incidence due to environmental noise exposure from transportation. The results of the research are related to the very important role that planners play in terms of noise mitigation in cities and wider society. In this regard the paper draws implications for mitigation options in cities with regard to better transport planning and housing guidelines to protect citizens in the future.

HEALTHY CITY OF TOMORROW

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In London the 32+1 Boroughs are testing methods, in terms of physical environment's and urban design, to respond to Healthy City model starting from urban open space design. The investigation field is supplied by the different Open Space Strategies OSS written by each Borough giving specific solution in term of design parameters to increase physical activity, elevate air and water quality, play and sport activities, open space deficiency and accessibility). The paper will discuss all sets of innovations introduced which have the potential to reshape the lifestyle and working patterns of urban residents, and to assure sociospatial justice. In UK they start again, using urban design, to interlace open space with services and residence at the local level, as was the local planning and urban design Anglo-Saxon tradition.

SHAPING CITIES FOR HEALTH TO CONTRAST THE EFFECTS OF CLIMATE CHANGE

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Regenerating the existing city and placing health at the centre of policies, plans, and projects represents an effect response to contrast the effects of climate change that impact cities and the health of inhabitants. Convinced of this need/opportunity are the World Health Organization (WHO), eminent international researchers, and public administration representatives in many European cities. However, a consolidated "silo approach", which is common to the sectors of scientific research and public administration, does not allow common objectives to be defined, especially in small-medium cities, or integrated design proposals to be formulated. The research "CCHURE" aims to define a transdisciplinary methodology to evaluate the effects that climate change produces on urban health, to direct policies for adaptation/mitigation through the contribution of many scientific disciplines, interaction with municipalities and local health agencies, and the involvement of local communities. The field of application is a rationalist neighborhood of Monticelli (Ascoli Piceno-Italy) designed according to the model of the linear city, which was added onto the historical/consolidated city and is situated along the dominant territorial axes. The quarter lacks green areas, points for interaction, and distinctive places, and the city news reports stories of social degradation and insecurity in the area. Our Research proposes to build a methodology to investigate the relationships between the impacts of climate change and the health/well-being of inhabitants on the urban scale of the neighborhood, which contributes to selecting actions and combinations of actions for mitigation and adaptation with citizens' active role; to select scenarios for adaptation to/mitigation of the effects of climate change, through the use of real-time analytics and data feedback mechanisms and non-instrumental interaction with local communities.

STUDY ON SPATIAL-TEMPORAL CHARACTERISTICS OF RESIDENTS' FITNESS BEHAVIOR IN SHANGHAI

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As the object of urbanization in China shifting from land to population, the public health of residents has become the focus of academic concern. On one hand, the national government has proposed the construction of a healthy China. On the other hand, residents' growing needs of fitness also put forward requirements for related urban space and facilities. Research on the spatial-temporal characteristics of residents' fitness behavior can provide guidance for the spatial allocation of related facilities. Based on the survey data of Shanghai residents, this study mainly covers four contents: the basic characteristics of residents' fitness behavior, activity preferences of different groups, the changing fashion trend of fitness activities over time and the spatial use characteristics of different facilities. The findings are as follows: (1) Running, walking, badminton and swimming are the favorite fitness activities; (2) The fashion trend of fitness activities of Shanghai residents has changed from badminton, walking, swimming to yoga and gym fitness; (3) People of different ages, sexes and incomes have different fitness behavior preference; (4) The date of fitness activity (weekend or working day) will significantly affect its schedule and location, and further we found commuting has time and space constraints on fitness. At last, this study proposes suggestion for spatial allocation of fitness facilities in Shanghai.

SUPPLY-DEMAND ANALYSIS OF DIFFERENT AGE GROUPS FOR PARK SERVICES IN LIFE CIRCLE: A CENTRAL DISTRICT IN SHANGHAI AS A CASE

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Parks prominently contribute to the healthy lives of urban residents at all ages in their life circle, however, it is rarely discussed what distinction in different age groups' personas exist and furthermore whether the supply and the demand of park services for them are matched. This results in socio-spatial injustice of urban parks and inefficiency of park services in terms of healthy city planning, design and governance. This paper aims to propose a method for evaluating the supply-demand status of park services in life circle for different age groups based on two-step Floating Catchment Area(2SFCA) in ArcGIS. The method takes consumption count of park services as the measurement for service supply and demand. On the one hand, for supply evaluation, the paper analyzes threshold of park services that community units are supplied with, referring to service range of parks and area of units, and then calculates available consumption count based on the valid threshold, which could imply the park-service supply. On the other, for demand evaluation, the research surveys the frequency of different age groups' visiting community parks per week and thus calculates required consumption count, which could quantify the park-service demand. At last, both separate evaluations are integrated to reflect the status of the supply-demand considering residents at various ages. The research takes a central district in Shanghai as a case and finds out that in 177 out of 304 community units of this area, the elder and children's demand for park services in their life circle could be basically or even over met, while the youth faces a better situation, since nearly two thirds of the units could consume enough park services. They also depict different spatial centralization patterns. Some promotion strategies are thus proposed to modify parks' distribution and assure a better healthy-oriented built environment.

PLANNING FOR ACTIVE LIVING: ALIGNING POLICY, PRACTICE AND PROCESSES

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As aspects of health and wellbeing are slowly 're-knitted' together within planning policy and practice, there is a need to consider how the built environment can promote 'active living'. The rhetoric for better – and smarter – partnership working, which spans professional boundaries, to nurture the creation of healthier urban environments requires greater collaboration between planning and other built environment professionals. The complexity surrounding multi-actor governance approaches represent opportunities and challenges for creating meaningful interaction between professionals for shaping active living environments. This paper adopts social constructivism to frame the investigation of how planning and development practices directly affect health and wellbeing. The empirical contributions, combining semi-structured interviews and observational research, are drawn from case studies within Northern Ireland. In examining the relationship between policy discourse, planning practices and inter-professional collaborations, this research reveals different professional attitudes, experiences and perspectives of those working within the development process for achieving the creation of active living environments. The findings indicate that while extensive collaboration amongst professionals exists, this has not translated into meaningful active living outcomes for promoting healthier urban environments. The paper concludes by proposing a new collaborative framework, which better integrates policy, practices and processes, for operationalising the delivery of active living that contributes towards improved health and well-being.

WELL-BEING, SOCIAL INTERACTION AND PHYSICAL ACTIVITY: ENCOURAGING HEALTHY BEHAVIOURS THROUGH QUALITY URBAN DESIGN

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In recent years, the healthy city topic has become more and more present in both research studies and urban actions. According with many principles declared in the Quito New Urban Agenda, the centrality of this topic is due to many important factors: the climate change; the lengthening of human lifespan; the necessity of a wider accessibility in social, physical and environmental sense. But also: disparities, crowding, noise, pollution, which can produce stress and encourage people in avoid social relationships that are important for mental well-being; low presence of green, which results in possible reduction of leisure time, security and privacy; the increasing use of the Internet followed by a decreasing in the use of public space; the demand of always more specific types of food; the increasing in metropolitan, street and city sports of different kinds. Although the recognition of the importance of liveable spaces for keeping people in good health and improve social interaction, it is difficult to demonstrate that good urban design is capable to reduce for example hearth disease. The increasing in the number of people who spend time, walk and cycle on the streets can be shown easily and this is a first measure to demonstrate the success of the environment from the healthy point of view. Starting from these premises, this work will illustrate the principal definition of healthy city mainly related to public spaces and the Charter of urban health with 25 principles carried out in the framework of the IRISS CNR research project "Contemporary urban landscape design: place identity, happiness, liveability, health and sustainability" (Responsible: M.Sepe). The principles – following an holistic approach - should be considered as dynamic, in keeping with the increasingly rapid rates of change in a place and are both a check-list and guide lines for sustainable spaces.

URBAN FARMING IN A RAPID URBAN TRANSFORMATION OF INDONESIAN CITIES: COMMUNITY INITIATIVES, POLICY CHALLENGES AND INNOVATIONS: THE CASE OF BANDUNG AND YOGYAKARTA

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Under a rapid-unplanned urban transformation of Indonesian cities, which gives more pressures to already marginalized urban farming/agricultural practices in this country, the future of food security of Indonesian cities is in a big question. As already predicted by Central Berau of Statistic/BPS, two-third of about 250 million Indonesian people would reside in cities in the next two decades and therefore their welfare including their basic needs particularly food would be depends how the country guarantee food security for the whole nation. The fact that many productive-agricultural areas are located in the urban and rural fringes, which are under pressures of unplanned-organic-scattered pattern of urban growth, suggests that there is a crucial need of reforming the existing urban policy and planning system which are not supported and protected urban farming practices. The paper discusses this issue, it documents the practices of urban farming in two medium-size cities of Indonesia, Bandung and Yogyakarta, and evaluates how community initiatives in urban farming are not always match/in line and even conflicting with the existing urban policy and planning guidelines and practices. It shows that in such dilemmatic situation, the role of local leadership is then play a crucial role. The paper argues that it is crucially important to reform the Indonesian urban policy and planning guidelines and practices to accommodate the new paradigm of cities and urban areas as productive sources/component of sustaining food security for the whole nation.

SPATIAL RELATIONSHIP QUANTIFICATION BETWEEN BUILT ENVIRONMENT AND PUBLIC HEALTH PROFILE IN CHINA: BIASES DUE TO THE MODIFIABLE AREAL UNIT PROBLEM (MAUP)

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Area-based calculation units have been a common tool with which to investigate the patterns and magnitude of quantification in public health. Public health profile is becoming more significant in developing countries especially in China. Abundant researchers are trying to understand and research explores the role of the built environment and transport system on an individual's health. Data from recent reviews have shown associations between environmental features, such as presence of certain types of food outlets, and outcomes such as physical activity. However, results from many studies conducted have been non-significant. A primary cause of these non-significant is due to how neighborhood areas are defined, which directly affects how the built environment variables are calculated in geographic information systems. In this paper tests to what extent the potential impacts on regression analysis resulting from different data aggregation methods are well documented in spatial studies by varying the initial geographical scale of analysis which is primarily referred to as the modifiable aerial unit problem (MAUP). Although scale is increasingly recognized as an important factor in interpreting mapped results among population health researchers, less attention has been paid specifically to the scale. As explained earlier, the focus is on reducing the error caused by the modifiable aerial unit problem by introducing a new data aggregation method. Individual health and lifestyle data are obtained from the survey of income, and labor dynamics in census figures of China, and the relationship between the built environment and health profile is evaluated by using a discrete choice model. The intended results is identify which variable is more closely related to health status by the proposed aggregation method is evaluated across three spatial scales. The results of our analysis confirm the influence of spatial extent and scale on mapping population health-with potential implications for health policy implementation and resource distribution.

CREATING HEALTH-PROMOTING NEIGHBORHOODS: URBAN REGENERATION OF DEPRIVED NEIGHBORHOODS IN METROPOLITAN REGIONS

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Urban governance and planning determine the daily conditions in different parts of the city that influence equal opportunities for health. Urban regeneration as a part of a wider urban transformation toward healthy and sustainable cities and neighborhoods enables improvement of daily conditions and could contribute to creating health-promoting neighborhoods. However, if local governments, setting the urban regeneration agenda, fail to tackle social determinants of health and to involve various sectors and citizens, then the outcome of urban regeneration may not bring the expected positive effects on health. Based on the overarching concept of sustainable urban development and the Healthy Settings approach, this paper reports on a comparative case study of two regenerated neighborhoods in Gelsenkirchen (Germany) and in Salford (United Kingdom). The paper investigates the level of regeneration improvements and the potential for becoming health-promoting neighborhoods. Four urban planning and policy areas - housing, local facilities, mobility and public open spaces - are assessed as important issues influencing human health and equality. Additionally, urban regeneration strategy and governance are assessed by tracing the process of urban regeneration and the extent of involvement of different sectors and local residents. The results show that a long-term strategy and horizontal cooperation between different sectors, as well as partnership with local residents are essential for positive outcome of urban regeneration. Well-defined strategies should focus on people and their well-being. Moreover, health issues should be placed at the heart of sustainable urban regeneration.

EVERYDAY USE OF URBAN STREET SPACES: THE SPACE-TIME RELATIONS BETWEEN PEDESTRIANS AND STREET VENDORS

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The urban street layout is generally fixed and designed to enable safe and effective vehicular and pedestrian movements. However, in contemporary Chinese cities, dynamic street vendors are a pervasive feature of numerous streets, frequently occupying space where many people regularly walk, leading to layout alterations in the use of urban street space. The aim of this study is to examine everyday use of urban streets, in order to explore spatio-temporal variations between the fixed built environment and the different ways that street vendors and pedestrians co-produce walkable space and walking behaviours over time. Using field observation and behaviour mapping, this study compares the spatio-temporal statistics and mappings of everyday activities during four periods of daily time in three urban street spaces in the medium sized Chinese city of Yuncheng. The empirical evidence produced indicates that these activities in urban street spaces appear to have environmental-behaviour interactions (i.e. micro-climates and built environments) and socio-spatial relations (i.e. presence of various street vendors and pedestrians). The street layout and use are marginally re-calibrated by street vendors to temporarily produce spontaneous commerce and social engagement, which show significant response to the changing demands of emerging pedestrians at different times. The study interprets a notion of flux in patterns of vending-walking relations, which could reveal an understanding of dynamic Chinese urban walkable space via the street vending phenomenon. This knowledge and its application of designing active street spaces could benefit future policy-making and urban design practitioners, particularly at a micro-scale.

WALKABILITY IN FLANDERS (BELGIUM): DEVELOPING A TOOL TO SUPPORT HEALTHY SPATIAL PLANNING.

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Insufficient physical activity is a key factor for noncommunicable diseases such as cardiovascular diseases, different cancers and diabetes type II. According to the World Health Organisation more than half of the European population does not meet physical activity recommendations. International studies have shown that living in high-walkable neighbourhoods was associated with higher physical activity levels. A clear understanding of the geographical variation of the walkability within a region is necessary for effective spatial interventions promoting physical activity. However to date no European analytical spatial tool at a regional scale exist to provide such an evidence base. To support healthy spatial policy in Flanders (Northern region of Belgium), the Flemish Institute for Healthy Living in cooperation with the Department of Environment and Spatial Development Flanders and with support from the Flemish Government mapped walkability at a high resolution (1ha grid) for the entire region. Walkability was calculated by following formula: $walkability = (2 * z\text{-connectivity}) + (z\text{-residential density}) + (z\text{-land use mix})$. Analysis of the spatial distribution at a regional scale reveals only a few distinct areas showing a higher walkability score in comparison to other Flemish neighbourhoods. At a local scale differences between neighbourhoods or districts are apparent and can be addressed. The tool provides support in making more evidence-based healthy spatial policy decisions. Based on the resulting map an easy accessible open-source online tool was developed which can be used to assess the walkability and to compare neighbourhoods within a municipality or in reference to other towns and cities. The tool was tested and adjusted in cooperation with civil servants in five municipalities of different scales. The tool is being disseminated to policy makers, civil servants, private organisations and citizens as part of a larger project on healthy public spaces. The tool stimulates the further development of a more integral local (health) policy.

RESEARCH OF AN INDICATORS SYSTEM FOR THE COMPACT URBAN FORM BASED ON THE HEALTHY CITY CRITERIA: A CASE STUDY OF SUZHOU

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This paper is based on the first phase of a research project that investigates the correlation between the compactness of a city and its capacity to meet the healthy city criteria, which will serve as the foundation for defining a new set of compact city indicators to guide urban design practice. Compared to most existing studies of the compact city, which are mainly concerned with general morphological characterization on a macro-scale, this project focuses on spatial planning at the median-scales ranging from city block to district, and supports implementable compact city strategies through modeling and simulation. As the first phase of the project, this paper focuses on the northwestern quarter of Pingjiang District in Suzhou, China, for a case study. The project collects the data of a series of indexes of urban form in this area, including normalized compactness index, density of road network, program mix, live-work distance, transit accessibility, and open space accessibility, then incorporate them in the urban models created with ESRI's CityEngine. Simulation is conducted to analyze the potential correlation between the morphological indexes and the level of urban health which, in this stage, uses the data related to physical activity laid out in Active Design Guidelines. The research aims to provide useful input to the effort of defining an optimized set of indicators for the compact city which, in the context of China's urban transition toward a sustainable model, will lay a scientific foundation for more effective urban design, inspire the wide effort of urban regeneration based on small-block layout, and promote healthy environment and active living in the city.

THEORETIC FRAMEWORK AND PARADIGM SHIFT FOR STUDIES ON BUILT ENVIRONMENT AND HEALTH FROM THE PERSPECTIVE OF URBAN PLANNING

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Improving urban built environment through urban planning and design has become an important strategy to improve public health, especially decreasing the incidence of non-communicative deceases. The World Health Organization calls for urban planners relocate public health at the core of their mission. It is important, therefore to establish a theoretic framework for studying the correlation between urban built environment and health from the perspective of urban planning and design. This study attempts to review exiting literature in the relevant fields including urban planning, health geography, public health and environment science, and then to identify the significant spatial factors with health effects. A framework for analyzing their mechanism of health outcome is developed bases on three levels of individual, household and community. Individual and aggregate behavior in time and space at these three levels is proposed to analysis in order to identify the effects of social-economic status, human behavior and built environment on health benefit. Based on recent studies on healthy city, a paradigm shift may be emerging to cope with the demand of planning for health. While traditional health geography studies have explored the health effect of climate change, air pollution and noise, etc., the new paradigm for studies on built environment and health aims to explore variables within the authority of urban planning to adjust. The purpose of this study is to rethink about the relationship between healthy city research and urban planning, and then propose a theoretic framework and research paradigm for a better evidence-based practice.

EXAMINING THE MEDIATING EFFECTS OF MOBILITY ON THE PARK ACCESSIBILITY AND HEALTH STATUS OF OLDER ADULTS IN URBAN CHINA

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The accessibility of parks, which emphasizes the interaction between parks and individuals, is considered to be an important factor affecting physical and psychological health benefits of urbanites. However, the discrepancies in mobility of older adults could lead to disparities in accessibility and health status at the individual level. With a cross-sectional study of 700 sampled older adults in 30 neighborhoods in Wuhan, China, we explore the influence of socio-economic characteristics on the mobility of older adults and park accessibility by using a multilevel path analysis model. The results indicate that park accessibility is influenced by mobility, which is correlated with socio-economic characteristics. The older adults with higher socio-economic status tend to travel farther than their counterparts with lower socio-economic status. Higher socio-economic status could help to offset the negative effects of poor park provision, while deprives residents tend to be restricted by the spatial inequality of parks and exposed to more health problems. This study provides empirical supports for the effects of individual characteristics on mobility, and thus affecting park accessibility and health status of older adults. It thereby provides a scientific basis for urban planning to improve park allocation and to promote public health.

TEMPORARILY PEDESTRIANIZED STREET IN HONG KONG: GOVERNMENTAL STRATEGY OF IMPLEMENTATION AND TACTICS OF APPROPRIATION BY FOREIGN DOMESTIC WORKERS

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In the last decades, an increasing body of knowledge has been examining the positive impact of open public spaces (OPS) provision on individual physical, mental and social health and well-being. International organizations promote the equitable provision of OPS as a strategy for healthy cities planning. In the context of high-density Asian cities, the dense built environment, constraints generated by mobility infrastructures and the already limited and uneven distribution of OPS pose challenges to the implementation of equitable OPS provision. Temporary pedestrianization –the short-term conversion of a vehicular street for exclusive pedestrian uses– is emerging as an effective policy to increase the supply of OPS. Nonetheless, the temporary space conversion strategy –from mobility infrastructure to OPS– lack a comprehensive implementation framework. This paper reviews the governmental policies for the supply of temporarily pedestrianized streets (TPS); it investigates the tactics (organized processes) of TPS appropriation drawing upon the case of Hong Kong, one of the densest and more socially polarized Asian cities. The unconventional use of the short-term public space by the migrant workers can provide insights into tactics of informal use of OPS and it can contribute to evaluate the need for TPS as well as for additional planning measures. This study comprises the documentary analysis and on-site data collection. The methods adopted in fieldwork involve unobtrusive observations and survey research design. Results are presented in the forms of literature review and behavioral mapping. Conclusions draw upon Michel de Certeau's theory for identifying the conflicts between strategies and tactics.

PSYCHOLOGICAL AND SOCIAL HEALTH-ORIENTED COMMUNITY EVALUATION AND PLANNING STRATEGIES: A CASE STUDY OF CHUANGZHIFANG IN SHANGHAI

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Tongji University

The rapid growth of Chinese economy has improved people's living standards, but it has also caused a series of environmental hazards. Meanwhile, Chinese residential construction is in a transition period, so the research of healthy community is important for both community development and renewal. Taking Shanghai Chuangzhifang as an example, this paper sorts out its advantages and disadvantages of planning, and proposes improvement strategies. It is carried out from two aspects: mental health and social health. The residents of Chuangzhifang are mainly white-collar workers, self-employed entrepreneurs, etc. They often have the characteristics of high pressure, lack of socialization, and emphasis on privacy. As for mental health, residents think that Chuangzhifang has advantages in terms of security, comfort and openness, but it still has shortcomings in privacy and quality of internal public space. As for social health, Chuangzhifang has the advantages of improving land use efficiency and urban vitality through multi-functional mixing. It has high accessibility and public transportation network support. The street scale is suitable for pedestrian, and the extension of the bottom business to the street increases the likelihood of pedestrians' staying. However the field investigation indicates that the usage rate of square and group internal courtyard is low, which is related to its spatial level, scale, quality and poor combination with the moving line. In combination with the evaluation of Chuangzhifang, we should pay attention to the construction of mental health and social health in the future residential planning, including: 1) Targeting residents' demand and promoting public participation; 2) Improve land use efficiency and promote multi-functional mixed use; 3) Planning with the public transportation network to strengthen the use of the TOD model; 4) Combine the pedestrian system to plan public space and create a multi-level public space network; 5) Creating a sustainable ecosystem network.

WALKING IN SHANGHAI: STREET PLANNING AND DESIGN BASED ON WALKABILITY

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In the process of rapid urbanization, urban transportation emphasizes on the motorized-oriented development, which results in the neglecting of the important regulatory role of non-motorized transport system. The effects to urban ecological environment and pedestrian environment brought by car traffic cannot be ignored, which not only causes serious air pollution, but also causes the decline of residents' health. Before the popularity of automobiles, walking was the most important way for urban residents to go out. The purpose of residents' walking is not only to reach their destination, but also to socialize and exercise on the road. Improving the walking environment will enable people to choose more green ways of travel. It allows them to exercise while walking and communicate with others, which contributes to the physical and mental health of residents and enhances community cohesion. This article explores the importance of walkability in improving the health of urban residents, indicating walkable city as the new urban development idea for several developed countries. Then through the methodology of illustration and comparison, taking Shanghai as an example, the article discusses how to transform an international city into a livable and healthy city. Based on healthy city, this paper proposes urban pedestrian environment renewal strategies in four aspects: guidance intervention strategy, safety protection strategy, landscape comfort strategy and spiritual pleasure strategy. Hoping this article could provide ideas for related types of urban research and useful for improving happiness and benefit of citizens.

THE INFLUENCE OF COGNIZED NEIGHBORHOOD ENVIRONMENT ON CHILDREN'S HEALTH AND OUTDOOR ACTIVITIES: A CASE STUDY OF SHANGHAI

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Children's health and outdoor activities are closely related, with the increasing of childhood obesity and the improvement of people's health consciousness, urban planning and spatial design promoting children's outdoor activities will become increasingly important. Selecting children and teenagers of 6-18 years old in Shanghai as the object, this research conducts a network questionnaire survey to obtain the data and quantitatively analyzes the spatialtemporal characteristics of their health and outdoor activities. A relationship model between the children's outdoor activities and cognized neighborhood environment is established, using the logistic regression model. Results show that children in shanghai have a high incidence of obesity and are lack of outdoor activities. The time of outdoor activities is concentrated in the daytime of weekends, and the activity venue is concentrated in the green lands and exercise fields in the community or the parks nearby. Children's vigorous activities tend to happen with high time consumption and frequency in the vacant street space and sidewalks along the street. At the city level, some parts of Shanghai can see remarkably high concentration or low concentration of children's outdoor activities, and the frequency and time consumption of children's vigorous activities within the Inner Ring is significantly higher than that in other rings. Neighborhood environmental factors have significant associations with children's health and outdoor activities. Curb parking, environmental harmony and civilization, neighborhood relationship, and the quality of children's activity facilities have a significant correlation with children's outdoor activities, especially with their activity frequency.

THE SIGNIFICANCE OF URBAN PARKS TO PHYSICAL ACTIVITY AND PUBLIC HEALTH:A CASE STUDY IN BEIJING, CHINA

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Physical inactivity is a significant public health problem in cities. There is a growing consensus that physical activity results in a plenty of positive health outcomes. Therefore, finding a way to promote physical activity has the potential to improve public health as well as to control health care costs. More and more studies have proved that green infrastructure strongly affects physical activity carried out in our daily life. Urban parks eagerly visited by city dwellers are believed to promote walking and routine exercise, thus influencing population health. Based on the above assumptions, studies are conducted in several parks in Beijing(The Summer Palace, Beihai Park, Chaoyang Park, Yuyuantan Park) aiming at determining how well parks serve and influence public health for local residents, and developing recommendations for urban parks design. This paper mainly researches 1) park users' physical activities, 2) community members that parks serve, 3) plant, paths, facilities, attractiveness in parks as well as surrounding environment of the parks. An observation tool known as Systematic Observation of Play and Recreation in Communities (SOPARC) is used in order to study the number of visitors in the parks and the purpose of their visits. Questionnaire are developed to collect park users' view of the role that they feel parks play in their physical activity. We conclude that the type of activity undertaken in the park is primarily associated with the land cover structure of the park and its location within the city. The events scheduled, attractive views and other amenities in the park also facilitate physical activity. These findings suggest that well-designed parks play a critical role in facilitating physical activity in communities nearby, and the needs also arise to conduct active maintenance and organize more structured events to improve the benefits.

EXPLORING THE ASSOCIATION OF GREEN SPACE AND MENTAL HEALTH: EVIDENCE FROM SHANGHAI, CHINA

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The importance of mental health and the well-being of urban residents has recently been highlighted by the inclusion of mental health within the Sustainable Development Goal. There is emerging evidence to suggest that the places where people live affect the health outcomes of the population, with the contextual disparity in the prevalence of major mental disorders. In the field of health-oriented planning, green space is now widely linked to individual's health outcome, especially for mental health, since it would be a buffer between stressful life events and health. Despite a growing literature, there is less evidence of individual level in China, where the rapid urbanization had worse the green space disparity issued. Consequently, this paper would re-examine the association relationship of green space and mental health in Shanghai through survey data, which contented 9524 samples over 40 communities of both urban and rural areas. The mental health status was measured by mental health and chronic mental conditions, whereas, the measures of green level included two dimensions: the park accessibility and the neighborhood green exposure. Specifically, Neighborhood greenness was operationalized using the normalized difference vegetation index (NDVI), and the park accessibility considered the proximity and size levels of nearby urban public parks. We utilized the Multilevel model to investigate their associations, and we particularly interested in how such an association varies over different groups of people, including the migrants, elderly, and etc. Our expected results will have several policy implications on health city planning and land use planning, for instance, how to provide green infrastructures for different social groups, mitigating the green unevenness, a fact that has hitherto received little attention in policy research and practice.

EXPLORING ASSOCIATION BETWEEN URBAN FORM AND CYCLING FROM THE PERSPECTIVE OF SPACE SYNTAX:AN EMPIRICAL RESEARCH OF YANGPU DISTRICT OF SHANGHAI

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Research on the correlation between physical activity and urban built environment has received extensive attention. Based on how urban built environment causes travel, most of the previous studies focus on spatial features such as land use, size, density, and location at different geographic scales. In fact, the spatial configuration of urban form, which can be described as the street network, is related to how people use urban space. While streets are most obvious global entity in the city, few studies pay attention to the influence of the dynamic morphological characteristics of the street network on physical activity. It is worth exploring how individuals are affected by the surrounding spatial elements in the process of movement. According to the theory of spatial syntax, the spatial configuration of the street network is a decisive factor for the movement pattern. This paper, therefore, attempts to explore the association between urban form and cycling from the perspective of space syntax, adopting Yangpu District of Shanghai as the case. Location data of bicycles from the Mobike, a biking sharing service provider, is analyzed to identify the impact of morphological characteristics of urban space on cycling. The spatial network model based on the notion of an 'axial map' is established by spatial syntax. The variables, such as connectivity, integration and depth, are used to measure the spatial topological features of urban space, and then a Pearson correlation analysis was used to assess the correlation between cycling activity and street network morphological characteristics. It is discovered that streets with high integration are highly relevant to the distribution of starting and ending points, while streets with high connectivity are more relevant to riding through activities. This paper is concluded that the influence of urban spatial elements on cycling present to be heterogeneous in terms of morphological characteristics.

PA14 Planning for accessibility and sustainable mobilities

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Lara Mottee

The need for transition to a different trajectory in transportation planning and policy has long been called for. Apart from the politically controversial nature of many proposed measures to promote sustainable mobility and accessibility, critics have attacked key approaches, methods and tools in transportation planning for perpetuating business as usual. The track will explore how theoretical assumptions, planning methods and policy solutions affect the possibility of sustainability transitions. Can existing approaches be adapted to such goals, should they be supplemented with other approaches, or should presently dominant forms of knowledge production, planning and policy solutions be completely abandoned? Can new normative positions, actors, forms of knowledge and approaches trespass the terrain now dominated by traditional transport planning? Topics to be addressed include:

- Sustainable mobility – competing conceptualizations and strategies
- Social inequality, transport justice and mobility justice: policy implications and impacts on planning practice
- Emerging needs and forms of mobility: why do they emerge, should they be supported, and how can they be tackled?
- Can technology save us? Potentials and limitations of electric cars, alternative fuels, automated vehicles, shared mobility, big data etc. in promoting sustainable, climate-friendly mobility
- Enhancing accessibility through proximity vs. through mobility – but is increased accessibility an unquestionable good?
- Upscaling sustainable niche innovations in transport policy and planning: strategies and barriers
- Methods in research on land use and travel beyond the quantitative dominance: potentials of qualitative and mixed-methods research
- Transport project evaluation: do we still believe in cost-benefit analysis and model-based traffic forecasts? Can alternative methods challenge these approaches?

MANAGING THE SOCIAL IMPACTS OF TRANSPORT IN AUSTRALIA AND THE NETHERLANDS: LESSONS LEARNED FROM THREE RAIL CASE STUDIES

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Integrated urban planning policies are promoted with city-shaping goals in mind, to meet the needs of current and future populations. Policies present significant opportunities for spatial development planning, but these impacts are not always considered or can be predicted at the project inception phase. Environmental and Social Impact Assessments (ESIA), whether it be through a formal statutory tool or through other mechanisms, when applied at different project phases can help decision-makers in determining whether to proceed with a particular project. When applied, these tools consider the effects at a particular point in time and require Follow-up, to monitor, manage and adapt to change. The effectiveness of these tools in assisting decision-makers to achieve public policy aims, and direct and manage the course of change, is highly dependent on the wider urban governance and planning frameworks, as well as, project management. This presentation evaluates lessons learned in the assessment and management of social impacts during three rail case studies in Sydney, Australia and Amsterdam, The Netherlands and how practitioner assessments influenced final project outcomes. Using four main conceptual frames of Project management, political/urban governance, Good practice ESIA, and ESIA Follow-up it compares key project phases in the three cases and their perceived success or failure serving the needs of the public. It concludes with recommendations for practice, on how to improve planning for transition and change in social needs in transport planning for urban cities.

MOBILITY-RELATED SOCIAL EXCLUSION: THE GAPS OF URBAN RESEARCH AND POLICY. INSIGHTS FROM SANTIAGO DE CHILE

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The forms of social exclusion related to everyday urban mobility are receiving increasing attention by both technical disciplines and social sciences. Nonetheless, such research approaches currently suffer from two limitations. On the one hand, the lack of interaction between the quantitative, aggregate approaches of transport engineering and the qualitative, micro-scale approaches of the social sciences. On the other hand, the limited impact of research on policy and governance at the urban and metropolitan scale. The paper intends to observe these concerns in place, focusing on a specific setting to review existing research on mobility-related social exclusion and its policy implications. To do so, Santiago de Chile is chosen as a setting characterized by significant social inequalities, reflected also in the urban structure and the mobility systems of the city. The review discusses the state-of-the-art academic and grey literature in relation to vulnerable groups and the manifold accessibility needs they express, to convey the multiplicity of those who differently move to reach urban opportunities as well as the impact of such concern on ongoing transport planning and policy in Santiago. The review considers how quantitative and qualitative approaches use different approaches and highlight diverse elements referred to mobility-related social exclusion, considering common elements and research gaps in relation to what settings and groups experience issues of mobility, accessibility to urban opportunities and social inclusion. Finally, the eventual interactions between quantitative and qualitative approaches, as well as the presence of affine concerns in the transport planning strategies of Santiago and the Chilean context, are examined.

NEW MOBILITY SOLUTIONS TO FIGHT TRANSPORT POVERTY AND EXCLUSION IN EUROPEAN CITIES AND REGIONS

Cancellara P.

Polis network

The lack of public transport options often means less access to goods and services, to job market, education, and recreational activities, which they all impact on the human wellbeing and social cohesion. People who do not have enough resources to access to more expensive mobility options could be automatically excluded from society. At the same time, other capabilities such as physical and mental health play a key role in social exclusion particularly in some deprived urban neighbourhoods or remote rural areas across Europe. Vulnerable user categories such as mobility impaired and elderly people, youngsters, low income and unemployed persons, socially excluded or poorly integrated communities, migrants, etc. face a major risk. The social aspect of transport is key in addressing current societal issues such as migration, raising poverty, social exclusion, ageing society. The EU-funded project INCLUSION (<http://www.h2020-inclusion.eu/>) is addressing public transport accessibility, inclusivity and equity in a number of mobility conditions, including urban centres, deprived neighbourhoods, remote rural areas and various user segments affected by some form of transport vulnerability or poverty. During its duration, the project is innovating the way transport is designed, organised, operated for the targeted user groups along three main investigation strands: • Enabling technologies (ICT, ITS) through dynamic planning, optimisation, operation; mobile Apps; IoT devices, wearables; social media; etc. • New organisational and service provision forms such as vehicle sharing, co-ownership, lift-sharing, flexible transport (DRT), combined mobility, MaaS. • Social Innovation as a mix of new elements different from traditional transport economies based on the production and consumption of services/commodities. Innovative accessible transport solutions are being tested in Pilot labs in Belgium, Germany, Hungary, Italy, Spain and the UK with the purpose to finally transfer them to other prioritised areas across Europe.

PLANNING CHALLENGES FOR TRANSPORT JUSTICE AND URBAN TRANSITION: A CASE STUDY OF THE BLACKPOOL SOUTH FYLDE LINE, UK

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This paper examines the planning practice and evaluation process of a transport project that has economic and social transformation potential for a place that has been suffering from a persistent decline but struggles to make a business case of the transport project. Academic literature has paid more attention to mega transport infrastructure projects such as high-speed rail line but few efforts have been made to interrogate transport improvement projects that are less grand but equally critical for transition at the urban and regional level in particular for places that are bypassed by mega transport infrastructure. A case of improving the South Fylde line linking places in Fylde Coast (North West England UK), a sub-region of three local authorities (Blackpool, Fylde, and Wyre) for Blackpool South regeneration was examined in-depth to unveil the complexity and failure of justifying its business case under the mainstream transport appraisal approaches such as value-for-money reasoning in an austerity era. Research methods are mixed to better understand and present the case, including literature/policy/appraisal document analysis and interpretation, descriptive analyses of quantitative data of socio-economic trajectory and status (GIS tools of visualization), and in-depth interview with key stakeholders and policy makers. An analytical framework is created by a combination of three key frameworks, namely transport regulatory framework, institutional framework, and policy framework for empirical analysis. Four key issues encountered during the planning and evaluation process were explored to seek possible ways forward, including (1) the limitation and critique of mainstream value-for-money transport appraisal approaches (2) with or without a critical institutional capacity in good governance and collaboration of a transport link connecting and serving a number of local authorities (3) the complexity of planning and designing the transport infrastructure that has multiple aims beyond transport (4) with or without other supporting policy and mechanism for possible changes.

UNPACKING THE CULTURE OF INFORMAL MOBILITY IN BEIRUT: SPATIAL INJUSTICE AND SOCIAL INEQUALITIES

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This paper explores social inequality in relation to transport justice as manifested through informal mobility in the unstable context of Beirut. A relational perspective serves to explore and understand the nature of this informality by analysing the social practices of being 'mobile' and commuting in Beirut and how they differentiate the population along various traits. The paper highlights practices of riders and perspectives of non-riders. Reference is equally made to differentiations among the Lebanese population, and the high number of foreign workers and Syrian refugees since 2011. The paper argues that collective and differentiated mobilities with their opportunities and constraints have implications on how various user groups experience Beirut's spatial configuration. In addition to literature and document reviews of transport planning, and the transport history in Lebanon, the paper includes the investigation of one emerging civic organisation's initiative, called the Bus Map Project (BMP), which serves to gain insight to the current transport system and culture of informal mobilities with implications for social justice. Unpacking this culture through a bottom up perspective serves to identify some reasons behind the obstacles to providing an efficient, effective and just public transport system after the Lebanese civil war, which lasted from 1975 to 1989. This further explains the reality of coping within a context of instability marked by securitisation, and implications for reading the city spatially based on the routes forming the current informal mobility network in Beirut, and its juxtaposition with the road network. This explanation is crucial to planning practices in the unstable context of Beirut, a capital city that is trying to achieve social integration and reinstate conviviality.

A COMPARISON OF SOCIAL JUSTICE PERFORMANCE BETWEEN METRO AND BUS NETWORK DISTRIBUTION: A CASE OF THE CENTRAL CITY OF SHANGHAI

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Inclusive development based on the concept of social fairness and justice is an important issue for urban development and transforming. This has been widely recognized by governments at all levels and all walks of life. The social performance evaluation of the distribution of urban public services has become an important research topic of social fairness and justice in the field of urban planning, ranging from local-based equality to people-based equality, from social equity to the development of social justice. However, few studies have compared justice performance between different systems within the same public service sector. Comparing the distribution of public transportation of metro networks and bus networks in the central city of Shanghai, the paper conducts the application of share index to evaluate social justice performance in the distribution of urban public services. According to the research findings, the social justice performance of the distribution of metro and bus transit network are both in reasonable intervals. While the share index of metro network resource by low-income residents is slightly lower than the bus network. As shown by the spatial configuration difference of social justice performance between the two public transportation system, there is significant discrepancy in the share index of metro network resource by low-income residents among concentric-circles and sectoral area. The increasing process of urban social-spatial polarization is generating a great challenge to the distribution of urban public services with its social performance evaluated in both equity and justice dimensions.

UNDERSTANDING SOCIAL OUTCOMES FROM URBAN TRANSPORT DEVELOPMENT: MULTI-LEVEL GOVERNANCE OF URBAN TRANSPORT DEVELOPMENT AND SPATIAL CHANGES

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Outcomes of urban transport projects are shaped through multi-level governance, which involves vertical and horizontal discussion between different tiers of government. This research aims to better understanding social outcomes by investigating the dynamic process (i.e. policy development, project planning, project implementation) across multiple levels, involving key stakeholders in urban development and transport development. Project planning process of urban transport development are examined with respect to how varied interests in such projects (i.e. both in spatial and transport development) are addressed and related to outcomes over time and space. Using institutional analysis and development framework, this paper identifies elements in institutional setting where obstacles and opportunities to address social outcomes of urban transport projects are found. Cases of metropolitan cities such as Seoul are investigated, which have expanded urban rail networks in response to growing economy, seeing both positive and negative changes. This research identifies that social outcomes need to be better understood with the results of complex interactions of levels of governments (i.e. central and local governments in charges of urban and transport development), driven by their agencies who have different priorities and interests, and resources to implement solutions. Distribution of funding and coalition networks are important to achieve the desired (social) outcomes from urban transport development. In addition, it is argued that contextual factors such as stage of urban development influence the way and extent to which social outcomes of urban transport projects are brought.

THE IMPACT OF SOCIO-SPATIAL VARIATIONS ON COMMUTING PATTERNS IN THE BEIJING METROPOLITAN REGION

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With an unprecedented pace of economic growth in China over the last three decades, one of the most visible changes in Chinese cities has been rapid spatial expansion and suburbanization. Accompanied by the expansion of urban transport networks and public infrastructures, new housing development has been taking place on the fringe of cities. Employment locations, however, have not spread out as extensively and rapidly as residential housing. The decoupling of home-work locations in Chinese cities has thus become evident, triggering a series of urban problems including traffic congestions, long commuting distance, air pollution, and other socio-economic problems. This paper aims to examine the diverse commuting patterns by using different neighbourhoods in the Beijing metropolitan region as case studies. The paper will firstly conduct commuting flow analysis via GIS mapping. Then regression models will be adopted to investigate how socio-spatial factors, including socioeconomic characteristics (i.e. age, occupation, gender, education, and income level), subjective preference for residential location, spatial accessibility, and neighbourhood characteristics, play dynamic roles in shaping these different patterns. The findings will shed light on sub-urbanisation and commuting challenges not only in China but also in other developing countries undergoing rapid urban expansion.

A PARTICIPATORY APPROACH TO GENERATE DISRUPTIVE FUTURE VISIONS FOR LAND USE AND TRANSPORT

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Transport Scenario-Building is a fairly well-established methodology to investigate strategic decisions for cities and its transport systems. It is often used to examine different futures where there is considerable uncertainty or where the business-as-usual is no longer appropriate (Banister and Hickman, 2013). While the use of participatory approaches in Transport Scenario-Building has resulted in more democratic and implementable outcomes, the usefulness of those approaches is limited when the generation of disruptive transport futures and unusual policy solutions are considered (Soria-Lara and Banister, 2018). This paper addresses the abovementioned issue by presenting a participatory approach aimed to obtain disruptive visions on land use and transport by 2050. The context of the Metropolitan Area of Madrid (Spain) is taken as case study. The novel approach incorporates disruptive factors about city futures -“weak signals” and “wild cards”- during the participatory visioning process, triggering an unconventional thinking from participants. First, a total of 132 people were engaged by using semi-structured interviews on the future of land use and transport in the case study. Each semi-structured interview explored the desired future for each participant as well as disruptive futures according to “weak signals” and “wild cards” previously established. Second, responses were transcribed, coded, and analysed resulting in seven different future narratives. Third, a group of 20 experts in innovation and strategic thinking evaluated the disruptive level of each future narrative with respect to a business-as-usual scenario. The paper shows the methodological process, the future narratives obtained, and reflects on the capacity of this participatory approach to generate disruptive future visions for land use and transport. References:-Banister, D., & Hickman, R. (2013). Transport futures: Thinking the unthinkable. *Transport Policy*, 29, 283-293.-Soria-Lara, J. A., & Banister, D. (2018b). Collaborative backcasting for transport policy scenario building. *Futures*, 95, 11-21.

BEYOND THE PLAN: METHODS OF TRIGGERING LONG-TERM CHANGE IN URBAN AND REGIONAL MOBILITY

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Mobility is a complex and dynamic phenomenon that operates on multiple scales and is highly interwoven with technological, economic, social, cultural trends. Currently, multiple urban, regional projects and initiatives address the issue. For a prolonged sustainable result, 'communication' and 'participation' accompany the process – but a set of actions disconnected from a larger strategy will fail to bring about change within a complex system, even if they transmit knowledge and create joint learning or experiences. Mobility is produced in the constant interplay of transport offer, user demand and behavior in relation to spatial configuration and urban qualities. Transforming mobility is a long-term process to the extent that impact exceeds plan-action. The paper conceives communicative planning methods as triggers of long-term change in urban and re-gional mobility. Therefore four interrelated fields of tension serve as a framework: (1) Start here today. Concrete, tangible steps at the beginning of a process –triggers– take on particular responsibility to initiate the process of transforming mobility and its further development. (2) Involving players beyond ideologies. The constituency of all participants influences the outcome and the process itself. To change prevailing political and cultural attitudes remains a challenge. (3) Make a difference in space: is there a threshold for perception? Spatial interventions and changes serve to send messages, transport knowledge, create awareness, change behavior. (4) Networked thinking and design: individual measures are largely ineffective in changing a system and will hardly find acceptance either. There is need to design connecting ac-tions that provide and share knowledge on paths of transformation. This framework will serve for further elaboration with reference to current planning literature. On this basis, the transformative capacity of communicative planning methods will be illustrated in several cases. A description of the fields' interplays is assumed to advance understanding in the system of mobility change.

HOW COULD THE INTEGRATION OF LAND USE AND TRANSPORT IN PLANNING PRACTICE CONTRIBUTE ACHIEVING SUSTAINABLE URBAN FORM? – BY A CASE STUDY ANALYSIS OF KINGS' CROSS AND OLYMPIC LEGACY IN LONDON

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This dissertation seeks to analyse how the integrated land-use and transport planning could contribute archiving sustainable urban form. The primary argument summarised from previous studies is that land-use planning and transport planning system could significantly promote the sustainable urban form. More importantly, a close interrelationship existing between land use and transport has been evidenced for many times. Though some researches have been conducted to explain the influencing mechanism between sustainable urban form and integrated land-use and transport system theoretically, it is essential to evaluate the effectiveness of planning practice for archiving a more sustainable future from an integrated perspective of land use and transport. To reach this target, it is important to analyse the integrated land-use and transport planning policy and case-specific planning policy in practice. London Kings' Cross and Olympic Legacy have been selected as two cases to assess their sustainable achievement in practice, as London can be regarded as an excellent research platform with the well-developed planning system. In general, this study will analyse and explain the contribution of integrated land-use and transport planning for sustainable urban form in three levels. Firstly, the theoretical relationship between sustainable urban form and its influencing factors will be summarised. Then, the primary planning principles will be summed up through the analysis of integrated planning strategies and interviews with planning officers in local authorities. Finally, the effectiveness of planning practice will be assessed through the case-specific planning policies in two areas. The conclusion in various levels will improve the connection between theoretical research and planning practice for achieving sustainable urban form through integrated land-use and transport planning. It is also helpful for urban planners and policy-makers to improve their approaches to achieving sustainable urban form successfully.

TOWARDS INTEGRATED DEVELOPMENT OF HIGH-SPEED RAILWAY STATIONS AND URBAN AREAS THROUGH BETTER PLANNING PROCESSES IN CHINA

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High-speed railway (HSR) is planned and constructed expeditiously for China, but there is a significant lack of knowledge regarding the urban development impacts that HSR system have had in China. The HSR station is usually expected to bring resources, employment opportunity and economic growth to the city. Although the HSR station areas are generally developed with substantial investment and a comprehensive plan, the current spatial performance of these station areas is criticised by scholars, media and users. The HSR stations are always planned separately with the surrounding areas which leads to many difficulties in the station area development. This study attempts to identify the main reasons for the perceived poor spatial performance around HSR stations in China and ways how to improve the spatial performance of these areas, especially from the planning and decision-making process perspectives. The policy network theory is used to analyse the actors, rules and the process of planning and development of HSR station areas. Current literature only focus on large stations in metropolitan cities such as Shanghai and Wuhan. There is a significant number of middle and small stations in second-tier and third-tier cities. Thus, this research focus on ,a third-tier city, Jingmen which locates in the middle of Hubei Province. The area is 1.24 km² and the population is 2.9 million. Three HSR lines are proposed to across Jingmen which are Jingmen-Jingzhou intercity HSR, Huhehaote-Nanning High-speed Railway, Shanghai-Wuhan-Chengdu High-speed Railway. Thus, the location choice and integrated development policy are important for Jingmen. The municipal actors such as planning bureau, transport bureau and Development and reform commission were interviewed. The designer of the railway line and station was also interviewed. The planning process of the Jingmen HSR station will be presented.

SUSTAINABLE, CONNECTED AND VITAL INFRASTRUCTURE NETWORKS AND URBAN REGIONS – TRANSITION TOWARDS INTEGRATED PLANNING OF URBAN NODES ON TEN-T CORRIDORS

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Achieving a smart, green and integrated transport system is essential to supporting and developing the (social)-economic and environmental vitality of European urban areas. In order to better integrate urban nodes on the TEN-T core network corridors, the challenges of multimodal connections between long-distance and last-mile transport have to be tackled from both freight and passengers' perspective. Different spatial scales, modalities, sectors and stakeholders have to be taken into account when planning and developing mobility, infrastructure and spatial development in both urban nodes and corridors. Important issues for such integration are among others: multimodal accessibility, trends/innovations in freight/logistics, development of robust infrastructure networks, environmental quality and finance/funding. To tackle these challenges a research programme has been developed supported by EU's Horizon2020 (VitalNodes), which analyses best practices, experiences and opportunities in various urban nodes and corridors in Europe. Working with actors from various fields, underlining how crucial the collaboration is for planning and decision-making processes. This paper addresses the approach deployed by this VitalNodes-programme to integrate investments in mobility, infrastructure and urban development from (inter)national (corridor), regional and local perspectives. The approach aims for a transformation towards integrated infrastructure and spatial development, with multi-level governance and integrated funding as key-elements to enable addressing a variety of challenges and stakeholders. To this end, we discuss results from case studies in urban nodes as Gothenburg, Vienna, Rotterdam, Genova, Strasbourg, Turku, Hamburg, Budapest and Mannheim and related TEN-T corridors. Including an analysis addressing issues as: spatial concepts applied (i.e. nodal development); multimodal network optimisation at various spatial scales; value creation and capturing and institutional approaches. The paper concludes by exploring the main elements of such transformation towards a combined planning approach of infrastructure and spatial development that increases the integration of urban areas on the TEN-T corridors and vitality of the urban regions of tomorrow.

INSTITUTIONAL RESPONSE TO TRANSIT ORIENTED DEVELOPMENT IN THE LOS ANGELES METROPOLITAN AREA: UNDERSTANDING LOCAL DIFFERENCES THROUGH THE PRISM OF DENSITY, DIVERSITY, AND DESIGN

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Los Angeles County is a fragmented metropolis, comprising a crazy quilt of some 88 incorporated communities. As the transit system expands, lines begin to traverse multiple local jurisdictions with unique blends of land use and population characteristics. The line alignment and station location consequently respond to the local initiatives and institutional responses to promote transit-oriented development (TOD). The primary objective of this study is to understand the extent and circumstances of municipality level responses to achieve the TOD vision. The study documents and examines what inferences can be drawn about the opportunities for design and planning of TODs, their relative success, and future outlook. The project scope includes all of the 22 incorporated cities and communities where at least one LA Metro station currently operates. The effects of local policies on station areas' TOD performance are measured through the prism of the 3-D (Density, Diversity, and Design) framework proposed by Cervero and Kockelman (1997), considered to be the three key antecedents for successful TOD. The project relies on mixed-methods research. The qualitative analysis draws on in-depth structured interviews of senior planners from seven case study cities. Finally, the quantitative analysis examines variables related to policy landscapes encompassing 93 stations. Factor and Guttman scalogram analyses rank the likely application of various policy tools identified by Los Angeles Metro. The paper presents five key findings: First the primacy of local policies and plans in TOD implementation. Second, over time there is increased sophistication in the application of TOD policies. Third, while TOD-supportive policies are necessary for development, they are not always sufficient. Fourth, fewer Guttman errors for downtown locations and older stations suggest a multi-faceted approach to TOD promotion. Lastly, the relative success or failure of TOD seemingly is the byproduct of a proactive city and market demand, coupled with community engagement.

THE PLANNING COMPLEXITIES OF FUNDING TRANSPORT WITH TRANSIT-ORIENTED DEVELOPMENT-BASED VALUE CAPTURE APPROACHES: THE CASES OF ROME AND TURIN

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The Transit Oriented Development (TOD) concept entails a tight integration of land use and public transport (Calthorpe, 1993; Bernick and Cervero, 1997; ITDP, 2017) and is considered a powerful policy to produce a more sustainable urban form. However, the funding of the basic component of this policy, usually a rail based public transport infrastructure, is often out of reach because of shrinking public finances. This is in contrast with the value created, in terms of land value, by the process of property development intensification around stations that this policy involves. Different families of “macro, direct and indirect” land policy mechanisms have been invented to recapture this value (Alterman 2012, p. 762), and they are considered promising in TOD areas for the process of land capitalisation of accessibility benefits (Suzuki et al., 2015). However, they present important governance capability challenges (Mathur, 2016) and usually can cover only a small portion of the infrastructure cost, if extensive public land ownership is not involved. In this context, using an integrated theoretical framework, this paper explores the difficult cases of Rome and Turin, where the scarcity of financial resources at both national and local level forced local authorities to experiment innovative development-based value capture approaches in the attempt to partially fund a new metro line. In particular, the paper examines how planning decisions and land policies applied in TOD areas have been mobilised to fund public transport infrastructure, whether such attempts were effective, and how this development-based funding process can be improved. The research results highlight the extreme complexity of these integrated policies which require exceptional governance capability for a long period of time, during which the projects are exposed to market fluctuations and political instability, and that the Italian land policy framework is still not supportive enough for these strategies.

GUIDELINES FOR IMPROVING THE URBAN NODE ACCESSIBILITY: THE CASE OF TEN-T RAILWAY STATIONS ALONG THE RHINE-ALPINE CORRIDOR

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This paper discusses the process of developing guidelines for improving the urban node accessibility with reference to selected railway stations along the Rhine-Alpine Corridor, that is, one of the nine Core Network Corridors (CNCs) under the Trans-European Transport Network (TEN-T). Research draws upon an EU funded project, RAISE-IT (Rhine-Alpine Interregional Seamless and Integrated Travel Chain) which examined six railway stations (Arnhem, Nijmegen, Düsseldorf, Frankfurt am Man, Karlsruhe, and Genoa) at three different spatial scales: 1) accessibility at a node and its immediate surrounding; 2) walkability of urban neighborhood within a radius of 800m from the node; and 3) accessibility to and from the node at urban scale within the municipality's boundary. The accessibility from railway station and to urban area has been traditionally examined by transport and rail engineering research. Their focus was placed on quantitative elements such as demand data, travel costs, and transport systems, while the complex patterns of people's social activities in relation to time, space and place were overlooked (Sheller and Urry, 2006). The recent 'motilities' approach has been placed in the inter-disciplinary context aiming at a more holistic understanding of movement by cross-cutting disciplinary boundaries. In response to research agenda for 'the new mobilities paradigm' this research developed methodologies for assessing the accessibility between rail station and urban area using spatial and urban design parameters (subjective indicators and measurement) in addition to conventional transport indicators. Key results from the six rail stations have been discussed at local roundtables inviting various stakeholders (e.g. local and regional authorities, transport operators, and user representatives). The six roundtable discussions have formed a basis of developing guidelines for improving the urban node accessibility along the Rhine-Alpine Corridor. Research reported in this paper aims to present the framework of guidelines and envisage the transferability to other CNCs.

POTENTIALS AND RISKS OF NODES OF HIGH-QUALITY-TRAIN-INFRASTRUCTURE NETWORKS IN NO-MAN'S-LAND

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The development of certain high-quality resp. high-speed train corridors is influenced through considerations and assessments in different directions, such as policy, efficiency or ecology. In some cases the cost-benefit check leads to the realization of an all-new track or branch. In contrast to the upgrading of existing parts of the network, this is connected with the design and construction of as well all-new stations or nodes in the infrastructure net. These new nodes, allocated often in the rural area between two major agglomerations with magnetic effects in the sense of job and housing situation or simply lifestyle, in the first place serve as a considerable interchange point for commuting. With an according hinterland connection, the influenced area of the metropolitan regions can significantly grow. The time-space relation noticeably shrinks. One key goal of these developments is the relative increase of travel velocity and capacity in passenger and freight transport. However, a faster connection into a certain region goes along with the faster erosion of another region. The paper shows, which decisions of the responsible national authorities lead to the allocation of the stations and which interests play a main role. In two living examples in Austria, which are currently in different stages of the development, the chances and potentials, but also risks and problems of the new stations for the regional development will be discussed: The intercity train station ‚Tullnerfeld‘, located on the main East-West-connection through Austria, is operating since 2012 and was constructed on the greenfield. As part of the construction of the new connection ‚Koralmbahn‘ along the North-South-linkage between Vienna and southern federal states, the intercity station ‚Weststeiermark‘ will be a resembling example of latest Austrian infrastructure decisions. The paper will describe the on-going developments in the two cases and discuss the concerns about lived sustainability of such projects.

ACCESSIBILITY TOOLS AND THE NEXT WAVE OF STAKEHOLDER ENGAGEMENT

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The development and practical application of accessibility tools has evolved into an important sub-genre of transport research over the past decade (or more). Accessibility tools allow researchers and practitioners to cut across the disciplinary boundaries of transport and land use planning and better understand the broader context of settlement structure and movement. Many tools have been thoroughly evaluated, and subsequently refined, for their useability, usefulness and user-friendliness. In the past, the employment of accessibility tools to assist in addressing specific planning challenges generally had an experimental character. New algorithms, visualisations and procedural methods were usually trialled by their developers on stakeholders who themselves often brought a greater degree of curiosity than experience to the process. However, it is inevitable that following increasing exposure to accessibility planning, practitioners gradually acquire the skills and capacity to determine their own agendas about how to best use accessibility tools in their work. This paper argues that such well-informed practitioner feedback and agenda-setting constitutes a new phase in the use of accessibility tools in planning practice, launching a refinement cycle in which tool developers take a more responsive role and where there is an acceleration in the calibration of tools towards the particular needs of a given client (or groups of clients). An example of the application of the Spatial Network Analysis for Multimodal Urban Transport Systems (SNAMUTS) tool in the construction of a comprehensive spatial information database for the City of Melbourne in 2018 will serve to illustrate this process.

ANALYSING THE RELATION BETWEEN TERRITORIAL FRAGILITIES AND ACCESSIBILITY: INDICATORS AND METHODS FOR UNDERSTANDING INDIVIDUAL DIMENSION AND NEEDS.

Vendemmia B.

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This paper aims at examining the relation between territorial fragilities, mobility and accessibility, understanding: mobility as a social practice interlocked in time and space (M., Sheller and Hurry, J., 2006) and accessibility as the possibility of an individual to access at different out-of-home activities (K., Martens, 2016, B. Van Bee and Geurs, K., 2003). The main purpose of this paper is to answer to the following questions: Which kind of territorial fragilities may be generated by low levels of accessibility and mobility? And what are the accessibility standard needed in order to face those fragilities? As matter of fact, lack of accessibility may engender difficulties in participating to social life and consequently social exclusion and fragilities. Questioning accessibility, stressing both individual and location components, is essential in order to design a more fair and sustainable mobility system and thus to prevent the increasing of those fragilities. Indeed, traditional approaches that isolated individual perspective from location and infrastructure ones, brought to a misrepresented narratives, in which accessibility is often associated only with speed or with a high level of infrastructure and, consequently, dissimulated results. Based on a bibliographical review, that includes: the analysis of accessibility as multidimensional concept with particular reference to the individual dimension and individual needs and the exploration of existing accessibility analysis in Italy at national scale; the work will identify innovative indicators of fragilities and accessibility that may reveal unusual relations between accessibility levels and the increase of territorial fragilities. The bibliographical review will be also oriented towards the definition of a method of accessibility analysis at micro scale able to emphasize individual needs and user experience. Expected result is to establish an innovative geography of fragile territories in Italy, defining some study areas to be deeply analysed in further research steps.

FUTURE MOBILITY AND LEVELS OF ACCESSIBILITY ACCORDING TO FOUR EXPLORATORY SCENARIOS

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PBL Netherlands Environmental Assessment Agency

The future of urban agglomerations and the related mobility patterns depends not only on technological innovation, economic development and common market mechanisms, but also on shared societal values, cultural changes and political choices. How much space do we want to give (autonomous) vehicles in our future cities? Will we approve of drones flying above our heads? What levels of transport poverty will we accept? And how will climate change influence our future choices? Questions such as these cannot be answered by improving quantitative models or extrapolating past trends. How, then, can policy makers deal with this kind of uncertainty? How can research in the fields of spatial and transport planning help them to not ignore or hide uncertainty, but come to terms with it? Between 2017 and 2019 the PBL Netherlands Environmental Assessment Agency has developed four exploratory scenarios on urbanization, infrastructure and mobility in 2049. For the development of these scenarios we were inspired by researchers such as Glenn Lyons and Anthony Townsend to 'embrace' uncertainty. We focused on building scenarios, not by defining conventional 'two-factor/four-quadrant futures', but by working with multiple dimensions simultaneously, using both stories and images. Our main goal is to help policy makers gain insight in and anticipate a diversity of more or less plausible developments. In this way the research provides input for a debate on what we want our future cities to look like, what this means for different societal groups, which policy choices are required to get there and which dilemmas policy makers might face in dealing with novel challenges. In 2018 we presented the preliminary PBL scenarios and how we developed them at the AESOP conference in Gothenburg. This year we will discuss related mobility patterns, the role of autonomous vehicles and the levels of accessibility according to the four scenarios.

CHALLENGES OF IMPLEMENTING EQUITY-BASED ACCESSIBILITY THRESHOLDS FOR DIFFERENT MODES OF TRANSPORT. A COMPARISON OF GOTHENBURG AND ZURICH REGIONS.

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It is possible to see a growing interest both in academic as well as practice regarding the link between transport and justice, shifting the focus away from transport planning per se towards the inclusion of social aspects of sustainability in policy and planning. This has involved an increasing awareness of accessibility as a potentially useful concept. In order to better address issues of social equity, accessibility has been identified as a preferred measure. However, when applying an approach based on equity and sufficiency principles there is a need to define thresholds for minimum standards of accessibility. Policy should then focus on the groups and/or areas that fall below this level. One potential problem is the setting of concrete thresholds and the associated challenges of fulfilling this for different modes of transport and different geographical and governance contexts. This paper will discuss the usefulness of accessibility thresholds in planning through a comparative analysis of various modes of travel to every-day activities (e.g. basic healthcare, grocery shopping, school) in two different regions, Gothenburg and Zurich. For this we develop and implement methods that allow for computing potential accessibilities and the sufficiency and equity outcomes for the areas under investigation. Indicators which help us to identify the impact of different accessibility thresholds through sensitivity analysis combined with indicators of equality such as the Gini-coefficient. The result is expected to provide support for further in-depth discussions on the issue of the often taken-for-granted conception of increasing accessibility as always positive.

USING SNAMUTS TO PLAN FOR CHANGE: THE PLACE FOR ACCESSIBILITY MODELLING IN STRATEGIC PLANNING FOR URBAN TRANSITIONS

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Accessibility Instruments based on big data, such as SNAMUTS (Spatial Network Analysis for Multi-Modal Urban Transport Systems), show great potential in facilitating strategic planning for mobility transitions, by providing useful and usable information on accessibility outcomes of public transport infrastructure scenarios. However, how should accessibility instruments best be used in existing strategic planning processes? This study used an experiential case study methodology to insert SNAMUTS into a real-life process of strategic planning for the Monash 'national employment and innovation cluster' in Greater Melbourne. It asked how, when and where accessibility modelling should best be introduced to improve accessibility outcomes in a long-term strategic planning process for urban transitions. The results demonstrate the significant problems with introducing accessibility data into the planning process in the context of politicised planning, weak sustainability vision and insufficient role definition between various stakeholders. In this context, the use of data and analysis in planning was limited to 'evidence-based lobbying'.

PROMOTING WOMEN'S RIGHT OF MOBILITY THROUGH DIGITAL DISRUPTION

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Women experience significant obstacles in enacting their right of mobility and right to the city when transport choice and access are inhibited. The incidence of gendered violence and fear of violence in public space and transport both challenges and diminishes women's mobility. A feminist ethics of care emphasises the importance of safeguarding and promoting the needs of individuals and demands that they deserve consideration in proportion to their vulnerability. Digital disruption, understood as the changing of fundamental expectations and behaviours through digital channels, has the potential to realise this ethics of care in respect of women's mobility. In recent years, several technology-enabled interventions on and reconfigurations of transport systems and spatial relationships have emerged to provide women with choice in relation to their experiences and practices of mobility and exercise of their rights. We examine three sets of interventions, each with a digital infrastructure dimension. The first set of interventions focuses on grassroots and government anti-sexual harassment and race-based harassment campaigns in relation to public transport use. The second set of interventions focuses on digital innovations including the emergence of women's safety reporting and mapping apps and women-only ride-sharing services. The third set of interventions considers attempts to reshape spatial relationships and the development of digital work centres and similar infrastructure that reduce the need for commuting. These technology-enabled interventions are examined as a developing feminist infrastructure that acknowledges and cares for women's experiences of public transport, enacts a feminist right to the city, and breaks the 'gendered silence' that proliferates in urban and infrastructure system development and which merge feminist practices of care as 'infrastructuring'. We conclude by discussing the need for more systematic and far-reaching policy engagement with the gender dimensions of mobility systems and the potentially positive 'disruption' of such socio-technical systems.

LONG-TERM SOCIETAL IMPLICATIONS OF EMERGING MOBILITY TECHNOLOGIES: TOWARDS A RESEARCH AGENDA

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Emerging mobility technologies (EMT) such as automated vehicles are usually presented as an inevitable reality of the near future. Consequently, most research has been focusing on how to ensure a smooth transition towards this new reality of the transport system. Main research areas include: (a) advancing vehicle automation technology, (b) designing and optimising future transport systems for this technology, (c) estimating possible impacts on traffic flow and traffic safety. Yet, an introduction of EMT driven solely by the technology might ignore the socio-technical nature of the transport system and thus be in conflict with planning objectives such as the promotion of public and non-motorized transport, the reduction of negative externalities of motorized transport and the development of a socially inclusive transport system. Consequently, research knowledge aiming to facilitate introduction and/or explore first-order impacts of EMT does not suffice for meeting long-term societal sustainability objectives. This paper explores the question: where research should focus if emerging mobility technologies are not considered as an end but as a means towards healthy, inclusive and sustainable societies? Four interrelated key research themes are suggested to answer this question: (a) citizens' acceptance (of introduction) of EMT, (b) long-term societal implications of EMT, (c) uncertainty of deployment and societal implications of EMT, (4) governance of EMT. In this paper, first, EMT are defined and then the background, key objectives, research questions, and methods to explore each of the four research themes are analyzed.

STEERING DISRUPTION: A BACKCASTING APPROACH TO GOVERN THE SPATIAL IMPACTS OF THE DIFFUSION OF AUTOMATED VEHICLES IN TURIN

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The diffusion of automated vehicles (AVs) is expected to increase rapidly in the next decades. The technological innovation processes are fast and potentially disruptive, from several points of view. To date, scientific literature on ACVs mostly focused on technological innovation, safety issues, ethical dilemmas and normative aspects. A growing number of studies also addressed the social aspects and potential demand, analyzing to what extent and how people would accept and use AVs. While at first less attention has been given to spatial and territorial impacts that AVs will determine, and on the need to govern their diffusion, concerns and literature on these issues are rapidly growing. The impacts that AVs will generate on our cities and lives are to a large extent uncertain. After a first phase of enthusiastic optimism, a growing number of scholars are pointing out the possible criticalities and negative impacts of AVs, in terms of car-dependence, decline of public transport, inactivity, sprawl, etc. To this respect, an unconditional introduction of AVs, left in the hands of technology enthusiasts and car manufacturers, could lead to severe consequences, raised by conflicts with the sustainability and liveability objectives of urban policies. Assuming the governance of AVs diffusion as a key aspect to limit their possible negative impacts as well as to exploit the positive ones, the paper draws on the preliminary results of a research project of DIST - Politecnico di Torino in collaboration with Westminster University. The project adopts a backcasting approach grounded on spatial scenarios that consider how circulation and parking of AVs will (or could) be differently regulated in various part of the city. The paper highlights how introducing a spatial dimension raises issues that do not often emerge in a-spatial scenarios.

AUTONOMOUS E-MINIBUSES; A SUSTAINABLE SOLUTION TO INCREASE ACCESSIBILITY?

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Our current mobility paradigm is based on cheap fossil fuel, high CO2 exhausts and individual mobility. This paradigm reaches increasing environmental, economic and social limits. To counter these, requires a transition to a more sustainable mobility. An example of a technological innovation that could contribute to a more sustainable transportation system are autonomous e-minibuses. This solution could foster both shared mobility and climate friendly mobility. Current pilot projects focus on proving solutions for the first-and-last mile of public transport users aiming to both demonstrate the usefulness of this mode of mobility as well as boosting public transportation systems. The technology of autonomous e-minibuses has proven successful over the years, with pilot projects and the implementation of permanent shuttle services. However, for this mobility system to contribute to a paradigm shift in transportation planning and policy requires social acceptability and positive user experiences. In this study, we report on the assessment of four pilot studies in the cities of Copenhagen, Lyon, Geneva and Luxembourg. The pilot studies are part of AVENUE, a European research program that aims to demonstrate the advantages that autonomous vehicles will offer to public transportation as well to identify the issues, barriers, societal changes and economic consequences of the introduction of autonomous vehicles in public transportation.

TRACING THE MICRO-MOBILITY REVOLUTION IN SILICON BEACH – HOW ELECTRIC SCOOTER SHARING SYSTEMS ARE TRANSFORMING PERSONAL TRANSPORTATION IN LOS ANGELES’ AREA NEIGHBORHOODS

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Electric scooters, or e-scooters as they are commonly called, first appeared on the streets of various neighborhoods in Los Angeles in September 2017 when the homegrown sharing company Bird, a brainchild of former Uber and Lyft executive Travis VanderZanden, first started deploying the speedy micro-mobility devices in strategic locations near the beach, close to transit stops and around university campuses. Rentable via smart phone apps and equipped with electric motors that propel them at speeds of up to 15mph/25km/h, the e-scooters soon developed a strong following among both locals and visitors as a perfect last-mile solution, boosting access to LA’s still spotty transit network, often replacing trips that would have been taken by car but frequently also generating new trips for leisure purposes. Several competitors to Bird soon jumped in the mix and the initial deployment phase was somewhat chaotic as Los Angeles and several smaller cities in the metro region such as Santa Monica, West Hollywood and Culver City sought to figure out how to regulate these new devices. Should they be allowed on sidewalks or just on bike paths? Should helmets be required? Should minors be allowed to use them? A patchwork of differing local regulations quickly emerged. And who are its typical users and what are the e-scooters mainly used for? This paper will take stock of recent redevelopments amidst this “micro-mobility revolution” by presenting a) a thorough literature review, b) local fieldwork, and c) recent data generated during the six month pilot programs carried out in the independent cities of Culver City (see <https://www.culvercity.org/Home/Components/Topic/Topic/679/925>) and Santa Monica (see <https://www.smgov.net/Departments/PCD/Transportation/Shared-Mobility-Services/>).

TRANSFORMATIVE IMPLEMENTATION APPROACHES IN MOBILITY INNOVATIONS: THE ECCENTRIC PROJECT IN MADRID

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Innovation is often considered as a painful but mostly linear process, piloted by visionary researchers, technicians and decision-makers to get new concepts implemented. This is also the case in mobility in European cities, and has prevailed in most of the innovative actions financed by the EU Framework Programmes. This linear concept collides with much of contemporary thought on public policies, social action and collective thinking and knowledge creation. And also, with daily practice. This paper illustrates this by analysing the planning and implementation processes of 11 measures in Madrid, in the context of the EU Horizon 2020 “ECCENTRIC” project, between 2016 and 2019. The experience can be seen as a real-life experiment: different teams were charged with the implementation of each measure; although the territorial, political and social context was the same in all cases, the contents of the measures were different and each team had to navigate following different routes and sometimes, arriving to unexpected destinations. This experience offers an excellent basis to identify the essential traits that innovative measures have, and the alternative methodologies that planners and professionals may mobilise; not with the aim to get innovations implemented as initially planned, but to put them at the service of engaged public policies in a wide sense: from reinforced democratic discussions (in the pragmatic tradition) to disruptive change (in the Deleuzean sense). Taking a wider understanding of their context, planners can embrace innovation critically and contribute to strengthen the local democratic discussion.

WHAT IS COUNTED AND WHAT COUNTS: CYCLING DATA COLLECTION, SMART TECHNOLOGY, AND THE POLITICS OF KNOWLEDGE

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Until recently cycling has not been included in the visions of smart and connected mobility of the future. However, this began to change, partly due the proliferation of ICT and IoT innovations in the cycling sector itself (e.g. dockless bikeshares and bike gadgets allowing to collect data), partly to the momentum that cycling is experiencing across the globe. Some cycling advocates, planners and innovators argue that cycling needs to become “smarter” in order to secure its place in the inevitably smart and connected future of mobility. Increasing interest in collecting data on cycling using smart technology is related to this argument. The assumption is that in the future world of “data-driven” transport governance, cycling only can survive and thrive if the availability and quality of cycling data is on par with the data on other modes of traffic. Targeted investment and better decision-making will ensue if only we could have good data on cycling – such is the reasoning behind experiments with cycling data collection across the world. This paper puts to test this claim. Focusing on projects employing smart technology for cycling data collection in Manchester, Dublin and Copenhagen, the paper investigates their actual and potential impact. Do they inform decision-making? Are they producing effects significantly different or more valuable from those of non-smart interventions? What are the concerns around the use of these new techniques, what are the challenges? Whose voices are heard? The paper answers these questions through the analysis of sixty interviews with key stakeholders in three cities and offers a reflection on current hopes for advancing cycling through innovation and big data. The paper, first, brings much needed insight into the results of ongoing trials with smart technology and data collection and, second, develops questions on the politics of knowledge production in (smart) mobility planning.

UPLIFTING AND UPSCALING CYCLING NICHE IN LONDON

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Grassroots movements are a key source of innovation in socio-technical transitions. Identifying the strategies and barriers to cycling transitions through the perspective of niches in London this paper presents preliminary findings from my PhD thesis. Cycling infrastructure and practices have been noted as one of the most transformative changes for low-carbon transitions, yet within the UK and many other English western countries remains a contested niche. These movements experience many barriers to driving infrastructure changes within local and regional institutions and are representative of similar niche struggles across the world. The methodology utilised a transition bridging framework drawing on action research, socio-technical transitions/multi-level perspective, and quantitative pathway modelling. Action research partnerships were formed with four groups in London (London Cycling Campaign, Southwark Cyclists, Tower Hamlets Wheelers, and Enfield Cyclists/Better Streets for Enfield). The project evaluated barriers to grassroots movements creating infrastructure changes. In addition, the researcher as the expert provided support for their campaigns through workshops and attending council meetings. This provided a first-hand account of interactions between the niche and regime, plus potential transfer of power and skills. This presentation will discuss the strategies and barriers identified across the levels and actors, how to turn barriers into opportunities, and synergies across the levels. The levels and actors include the niche (cycling campaign group), the regime (local borough council and Transport for London), and the landscape (pressures and interest groups evident in London and UK generally.) Further, it incorporates how the issues of practice, inequality, and justice are driving the niches coalitions. The presentation will conclude with recommendations for future research and potential actions that will enable large scale sustainable transitions.

CYCLING AND THE URBAN ENVIRONMENT: EXPLORING SCHOOL-GOING CHILDREN'S TRAVEL CHOICE FOR CYCLING PLANNING IN TALLINN, ESTONIA

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Cycling and other active travel modes have dominated sustainable transportation policy agenda of many cities worldwide. Cycling is deemed beneficial for individuals' health and well-being while contributing to livability. There is of course a variation to the adoption of cycling and cycling cultures in cities. Amsterdam and Copenhagen are considered frontrunners while others are only taking their first steps. Tallinn, Estonia belongs to the latter category, setting up their first comprehensive approach on cycling in 2018 - the Tallinn Cycling Strategy. Amongst other measures, the strategy aims to make cycling safer and more attractive in the vicinity of schools across the city in order to increase the share of cycling to school among all mobilities to 25% by 2027. This demographic group are seen as a crucial to influence the potential future of Tallinn's cycling culture. Despite the abundant literature on cycling, there is little to no focus on this particular age group in aspirational cycling cities. This paper explores factors (social, cultural, and spatial) that influence cycling to school in Tallinn among children in the ages of 13-16. The research includes a survey (n = 511) at various schools, street observations and focus groups sessions with children, parents and mobility experts. The findings support the need for comprehensive strategies including cycling infrastructure modifications and convenient parking solutions both at home and school, an improved cycling training program, promotional campaigns and effective institutional and cross-sectoral coordination of the different agencies involved in Tallinn. The research is conducted in collaboration with the city's cycling coordinator.

SPATIAL PATTERNS IN CATCHMENT AREAS OF PUBLIC BICYCLE DOCKING STATIONS - RESULTS OF A GEO-QUESTIONNAIRE STUDY AMONG USERS IN POZNAN, POLAND

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The article presents the results of a survey among ca. 3 thousand users of public bicycle (bike-share) scheme in Poznań, Poland. The survey was conducted to aid system's extension planning process in 2018 and used an online geo-questionnaire to collect data on users' travel patterns. The data set included locations of origin and destination (o/d) docking stations, as well as locations of origin and destination points of the users' primary travel routes. By applying GIS operations, each station's catchment area was determined and described statistically. Relationships between the size of catchment areas and the type of station (o/d) or type of o/d point (home/work/leisure/transfer) were examined. Further analyses focused on spatial patterns in the sizes of stations' catchment area, including their spatial autocorrelation and possible links to other measures. The article also discusses the implications of the results for practice in planning station-based (3rd generation) public bicycle schemes, especially to station location-allocation problems.

BICYCLE–METRO INTEGRATION FOR THE ‘LAST MILE’ IN SHANGHAI

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Cycling is always considered to be one of the most popular daily traffic tools in cities due to its flexibility, convenience and low cost. Moreover, Bicycle-metro integration is theoretically considered to be an effective solution for improving public transportation efficiency of “last mile” between home and metro station in big cities. However, this proposition has not been fully proved in practice. In recent years, the emerging dockless bike-sharing system makes it possible to examine the spatial integration between flexible bicycle traffic and rail transit. Compared with traditional public bicycle systems with fixed docks, such as New York Citibike, this new bike-sharing system demonstrates the mobility and flexibility of cycling. We randomly sampled the GPS coordinates of 80,000 dockless bikes in Shanghai, which represent the origin and destination points of cycling. We mapped the bicycle traffic on an equal population cartogram of Shanghai to distinguish overall patterns within the center of Shanghai. Results show that most of the high-frequency cycling streets still centre around metro stations. The streets basically present a gradual decline from the metro stations to outlying areas in terms of cycling frequency, which indicates that bicycle–metro integration has already become the basic model for daily transport in Shanghai.

THE PARKING MODES OF THE DOCKLESS BIKES AND THEIR OCCUPATION OF PUBLIC SPACE: A CASE STUDY IN SHENZHEN, CHINA

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The last mile of urban traffic has always been a hot issue in the field of urban planning and transportation planning. The emerging transportation tool, the dockless bikesharing systems effectively alleviate this problem. However, the occupation of public space by dockless bikes emerges progressively, which seriously disturbs people's daily life. To support dockless bikesharing systems and solve the occupation problems as well, it's essential to understand the parking modes of the dockless bikes in urban public spaces, and to identify problem areas. This paper took Shenzhen city in China as a representative case, subdivided the city into 500m*500m fishnet, and calculated the spatial-temporal variations of parking density and duration of dockless bikes within each grid by using the time serious data of bike parking locations. By cross-over analysis, the parking modes were summarized into four modes including active, stacked, self-sufficient and random, which corresponded different types of the occupation of public space. By analyzing built environment characteristics of various parking modes, the occupation problems were discovered and interpreted, and related planning and design strategies were discussed.

ACTIVE TRANSPORT FOR LIVEABLE COMMUNITIES IN LISBON METROPOLITAN AREA (PORTUGAL) – WHO, WHERE, AND FOR WHAT?

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Active transport (walking or cycling) is often underlined as a sustainability factor in the field of urban mobility, a decisive behaviour towards a better individual health status, minimizing cardiovascular, respiratory and obesity problems and, simultaneously, a pillar to the liveable communities, reflecting the autonomy of their people and the existence of answers to their needs. This paper aims to understand individuals' behaviours regarding non-commuting mobility patterns in the Lisbon Metropolitan Area (LMA), and particularly the use of active transport for that, through the application of a survey to 408 households distributed by 11 case studies with different urban contexts. This analysis will deepen the differences by social groups (who?), by destinations (where?) and by purposes (for what?). It is already possible to say that, in the full sample, the perception regarding safety for walking or cycling in the area of residence is mostly positive. The demand for grocery stores and markets, banks, post offices and gardens or playgrounds is usually on foot and in the close proximity to housing or workplace, as opposed to looking for supermarkets and hypermarkets, health services and sport equipment. Thus, the case studies will be closer to a liveable community than its greater capacity to respond to the various needs of all its residents in the vicinity of their home, promoting the autonomy of transportation, that is, whenever possible using active transport modes, reinforcing the values of urban sustainability, health and liveability.

UTILITY EVALUATION OF PEDESTRIAN PLANNING IN ENERGY EFFICIENT URBAN TRANSPORT AND INTEGRATED TRANSPORTATION

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Nowadays, with soaring process of the urbanization, low-carbon and energy efficient urban transport is playing the significant role for relieving urban pressure of transportation as well as energy. Pedestrian system construction is favorable for lessening transportation carbon emission, boosting non-motorized trips and improving efficiency of urban transportation operation. It supports energy efficient urban transport and urban integrated transportation. In the existing methods, walking and cycling have not received sufficient attention. This paper started with effects of walking on energy conservation and urban integrated transportation through analysis of pedestrian planning in urban renewal policies of Ostend, Frankfurt. This paper aims to explore the potential of qualitative and mixed approach research. Based on new methods in this example, this paper elaborated on influence of pedestrian planning on aspects like comprehensive land use, environmental protection, intelligence, human culture, integration, etc., supplementing the drawbacks of traditional methods to achieve energy efficient urban transport and integrated transportation, Ultimately achieving the concept of Sustainable mobility.

ANALYZING SAFETY TOWARD A WALKABLE CAMPUS: A CASE-STUDY OF MIDDLE EAST TECHNICAL UNIVERSITY (METU)

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Walkable places are one of the most common features of sustainable, vibrant and healthiest cities in the world. Building walkable cities can be a strategy to mitigate some of the problems related to sustainability. As a part of a city, university campus sites provide learning, working and sometimes living environments where mobility and pedestrian walkability should be considered as important design factors to achieve sustainable urban environments. Walkable environments should be the spaces which provide campus users with easy access to the networks of connected facilities, and the sense of safety. This research studies the walkability capacity of the METU campus, a large well-established Turkish state university in Ankara, with almost 28,000 students, 2318 academic staff and 7,348 temporary residents. It examines the walkability capacity of the campus by focusing on the safety and security issues regarding the physical features, sense of safety, and traffic safety. The research employs a single case study method, by using a questionnaire survey of 240 users in six different zones, direct observation, archival studies and spatial analyses. The findings of the analyses on METU campus show that the campus users in general perceive the METU campus walkable, although they see safety and security as the prominent problem against its walkability capacity. The lack of connectivity in some parts of the campus, drivers' careless use of cars, the inadequate quality and width of pedestrian paths, insufficient lightening, and flocks of dog are the major obstacles decreasing the safety and security, thus the walkability quality of the university campus. The sustainability principles of urban space, i.e. Inclusiveness, equality and social justice, are also endangered by the lack of insufficient concerns of people with different abilities. This research suggests the design and management recommendations to improve the safety and security, therefore walkability, capacity of the campus.

NEIGHBOURHOOD WALKING AS TRANSPORT, OUTDOOR RECREATION AND PUBLIC HEALTH

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Norwegian Travel Survey shows that more than 20 per cent of all daily trips are done on foot. Nevertheless, walking regarded as either transport, outdoor recreation or public health, have little attention in Norwegian municipal planning and management. Walking as transport is nearly absent, even if some “walking strategies” exists. Transport planning is still primarily concerning motorized cars and busses and railroads, and to some extent bicycles. Main pedestrian networks is even not included either as a land-use category in the land-use element of the municipal master plans nor in zoning plans according to the Planning and Building Act. Walking in the neighbourhood are usually not considered as outdoor recreation, because these trips are mainly taking place in urban, “grey” areas, and not in “green” recreational areas. Nevertheless, all such trips for outdoor recreation on paths and tracks in “green” surroundings have to start in “grey” areas, on roads, pavements or walkways. We find that much more attention is given to minimize the distance between the houses and the “green” areas, than to the design of attractive “grey”/“green” tracks in between. Almost regardless length or speed, walking trips contribute to public health. But in general, the municipalities are missing arenas that combine public health and the physical activity walking with walking as recreation and especially walking as transport. All these dimensions of walking have in common that they are important elements in municipal land-use planning. Nevertheless, in land-use planning neighbourhood walks are mainly understood as recreation and track network and to a little extent as transport and road network. The purpose of the paper is to illuminate existing practices and to discuss possible transitions to strengthen walking as sustainable transport.

SPATIAL ANALYSIS FOR SUSTAINABLE MOBILITY: ANALYSING WALKABILITY OF LIGHTRAIL STATIONS OF BERGEN, NORWAY

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The relationship between urban form and travel patterns is indisputable. Recent research and policies have encouraged active travel modes such as walking and cycling, in tandem with increasing usage of public transport to achieve sustainable mobility. Bergen, Norway seeks to increase transit usage of its lightrail system and increase walkability of the city (De Koning and Van Nes, 2017). This paper aims to suggest i) a differentiated approach to measuring walkability through user profiles and ii) a combination of spatial analysis as a method for evaluating walkability around lightrail stops. Combining infrastructure-based and person-based accessibility measures (Geurs and Van Wee, 2004; Vale et al., 2017), the authors utilise a three-step methodology for examining walkability around lightrail stations in Bergen, namely; Develop pedestrian profiles differentiated in age groups using on-street observations and survey (n=279) to register individual walking speeds at six lightrail stops. Calculate potential service area (5, 10, and 15 mins.) based on the profiles using GIS Network Analyst to generate a regional analysis. Select two stops (high and low functioning) and using micro-scale urban (functional mix and density) and network analyses (Space Syntax) to explore built environment factors influencing walkability. Findings indicate that by differentiating walkability based on individual characteristics, a nuanced view of accessibility is generated (Forsyth et al., 2009). Most of the 27 stations are accessible for most age groups but 11 are under utilised at the moment. Given the impediments of distance and terrain, users of 65-74 and 75+ years are the most disadvantaged. This method exposes the lack of walkability around high-priority transit nodes in Bergen. The paper will conclude on the limitations and restrictions of this methods and discuss the spatial design guidelines generated by the evaluation.

“IMAGINING THE FUTURE OF MY NEIGHBORHOOD”: RESIDENTS’ PERCEPTIONS OF SUSTAINABLE MOBILITY AND REGENERATION AROUND METRO STATIONS IN THE CITY OF THESSALONIKI

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Public transport has long been seen as the backbone of the transition to urban sustainability, whereas new development around public transport stations has been the main alternative to low-density urban sprawl and car dependent land use patterns. Less attention has been given, however, to involving local residents in the potential of public transport infrastructure for sustainable regeneration of their neighborhoods. Thessaloniki is a typical Mediterranean city with high densities and a characteristic mixed-use pattern throughout its main compact area. Since 2008 a metro transport system is under construction passing through the most densely and mixed use parts of the inner city. Thessaloniki Metro has been for years a politically controversial mega-project as financial and other critical obstacles, especially major archeological findings, led to a very slow pace of its construction. Degradation images and closures of many businesses in the surrounding areas have dominated the perception of local residents for this mega project, almost exclusively conceived as a problem within the city’s heart. The present paper presents an experiment undertaken to seek out how local residents would actually conceive the future of their neighborhood and its potential for sustainable regeneration based on the metro. The experiment focused on two metro stations under construction in two different neighborhoods in terms of their socio-spatial characteristics. After a questionnaire survey to residents and businesses, two interactive workshops were held on the day of the nearby open market, one in each station. The survey and workshops operated as knowledge production for both sides: the local residents that were helped to envisage the metro as a future challenge and the research team that had to incorporate their expectations into an ongoing pilot urban project. The paper highlights the potential of the use of qualitative methods in the research and planning of sustainable mobility and neighborhood regeneration.

ALTERNATIVE DISCOURSE AND NARRATIVES FOR INSTITUTIONAL CHANGE IN TRANSPORT PLANNING

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The provision of public transport in New Zealand cities is highly politicised subject due to the pro-automobile mind-set embedded in the professional and institutional culture. Historically, transport policies emerge from the norms, values, and beliefs that decision-makers in Auckland use to discuss, interpret and solve problems. However, there is an increasing trend to question existing beliefs about public transport problems and solution by a range of new actors. These new actors comprised media, youth groups and communities groups who are also presenting alternative discourse to challenge the status quo. This paper uses discursive path dependence and development theoretical lens to analyse alternative beliefs towards policy problems and their generated solutions in Auckland to explore the potential for transformative change in public transport development. This paper uses web-based data (internet forum, social media, online local and community newspapers and electronic talks) of a wide range of oppositional actors to identify concerns on public transport issues and their solutions in Auckland. The data is categorised into eight types of storylines: economic, mobility, safety, consumer, funding, environmental, public transport services and political storylines. These storylines explain how public transport should be justified and promoted in complex institutional processes. The analysis provides a timely opportunity to explore institutional change through compiling alternative discourses. The research demonstrates that counter-narratives help to get support from public and build the institutional capacity to redefine the problem and to generate new solutions.

URBAN FORM, TRAVEL BEHAVIOR, AND TRAVEL SATISFACTION

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The relationship between the built environment and travel satisfaction has not been adequately explored in previous research. This study examines how urban form affects travel satisfaction using survey and interview data from Oslo metropolitan area, which is a good case for such a study since compact and sprawled urban forms are found to a large extent in the same city region. Results suggest that commute satisfaction as well as leisure travel satisfaction are significantly higher for residents of compact urban areas than those of sprawled suburbs. The paper further focuses on commute satisfaction and finds that this difference is mainly due to differences in (a) trip duration and (b) travel modal split between the two urban form types. (a) Shorter distances to the city center and higher neighborhood densities are associated with significantly lower trip duration to work or education. This lower trip duration experienced by compact-city residents significantly contributes to their higher travel satisfaction. (b) Significant differences in the impact of travel mode on travel satisfaction, controlling for trip duration, are found. From most to least pleasant, travel modes are evaluated as follows: (1) walk, (2) bike and train, (3) bus, tram and metro, and (4) car. These differences contribute to the higher travel satisfaction found in compact neighborhoods, since residents of compact neighborhoods use active travel modes (walking and cycling) to a high extent and the car to a low extent, while suburban residents walk and cycle significantly less and use the car significantly more. Overall, the findings of this study suggest that compact-city policies and car restrictions that are currently applied or planned to be applied in several cities worldwide can have a positive impact on travel satisfaction as they lead to shorter trip durations and more active travel compared with urban sprawl policies.

THE ROLE OF URBAN DESIGN IN BREAKING CAR-ORIENTED MINDSETS

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After the World Wars, cities around the world have increasingly been planned and developed to accommodate road traffic and related mobility patterns by fomenting the required urban infrastructure, contributing to issues like traffic congestion, air and noise pollution and resulting climate change and health problems to rise. These concerns sparked renewed interest to explore the link between mobility and urban form, considering that car-oriented cities seem to be caught in a vicious cycle of car use by the population and urban and transport planning by planners directed at the car, resulting in private car dependency and a generalized car-oriented mindset. This paper follows the objective of defining the effects of urban planning and, by consequence, built environment on the population's behaviour and mindset towards mobility, further exploring the car-oriented mindset that is prevalent in nowadays societies, where most streets are less friendly to pedestrians than they are to cars, leading to a reduced accessibility by sustainable modes. By understanding the effects not only on the mobility behaviour, but also on the attitudes, opinions, values and beliefs that guide that behaviour, the psychosocial repercussions of short and long term urban interventions can be better understood and the municipality's mobility strategy can be better tailored, contributing to urban planning enrichment towards sustainable cities by defining the urban traits that inspire better mobility mindsets. In order to achieve this goal, case-studies in neighbourhoods with particular characteristics were selected and will be evaluated by gathering quantitative data with surveys and qualitative data after street intervention with interviews. The data collected between communities of different types of urban designs and in the same population before and after intervention will shed light on the interaction between built environment and human mindset towards mobility.

‘STICKY FLOWS’ AND ‘PRODUCTIVE FRICTIONS’: UNTANGLING THE MECHANISMS OF STREET URBANISM

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Urban scholars generally agree on the definition of the street as quintessential public space. The normative idea that streets should be ‘for the people,’ and not ‘for cars,’ is at the core of western-based discourses on street design and urbanism, sustainable mobility, and accessibility. Such premise has crystallized an antagonism between traffic and street life. In a context where motorbike mobility prevails, the case of Ho Chi Minh City, Vietnam, shows that a relentless flow of private motorized vehicles is compatible with a vibrant street life. Furthermore, the technicalities of motorbike mobility appear to enable rather than hinder the public function of the streets. Evidence was collected through participant observations, 32 interviews with street users about their mobility practices, 36 interviews with street vendors and other retailers, and systematic video recordings of street life and traffic flows on a selection of 20 street segments. Two mechanisms have been identified to articulate traffic flows and street life. First of all, motorbike traffic in HCMC is qualified as a ‘sticky flow’, characterized by a rather low speed, a certain thickness (or density of street users on the move), and a propensity to seep through the banks of the road bed, in and out of the sidewalk space. Beyond motorbike mobility, the stickier the type of flow, the more social encounters on the streets. This happens through a mechanism of ‘productive frictions’, which occur as sticky flows traverse the built environment, when individuals can afford to engage in the variegated uses of the streets, such as vending for example (both formal and informal). Through the technicalities of traffic flows, sticky flows and productive frictions therefore support a network of mutual connections constitutive of street life, a sense of community, thus explaining the quintessentially public character of the street.

EXPLORING AND MEASURING MENTAL CAR DEPENDENCY IN URBAN REGIONS IN FLANDERS (BELGIUM)

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Developing an overarching definition of car dependency is not obvious, as this concept can be studied from different angles within a variety of research fields. In the current paper we will approach car dependency from a mental perspective by addressing the question of how mental car dependency develops in urban regions in Flanders (Belgium). We define mental car dependency as the inability to conceive a meaningful life without the ownership and intensive use of a car. Although there is a wide range of literature that focuses on the origins and consequences of car dominated societies and on mechanisms behind the social systems of automobility, only a few studies explicitly deal with the issue of how this system emerges at micro level - the level of households or individuals - and how it translates into mental car dependency. We chose to particularly focus on mental car dependency of urban dwellers, as the proximity and diversity of amenities and the availability of public transport in cities enable inhabitants of urban environments much more to travel by other modes of transport than the car, compared to their counterparts living in suburban and rural areas. Nevertheless, car use and car ownership remain substantial in Flemish cities. Through focus group research, in which car owning residents of urban environments participate, we explore possible indicators to describe, measure and explain the different degrees of mental car dependency. The envisioned outcomes will be translated into policy recommendations with respect to urban and transport planning, aiming for reduced mental and effective car dependency.

AN ON DEMAND TRANSPORT IN A LOW DENSITY AREA OF PORTUGAL - ALENTEJO

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Mobility and accessibility to services in low density areas (rural areas) is a concern of municipal management policies in the Alentejo. Alentejo is the least populated region in the country, representing over one third of national territory but only 7.1% of its population. It is also the region with the oldest population, 22.9% being 65 years of age or more (while the national average is 17.5%). The CCDR-a (Coordination Commission of Alentejo) has proposed, working with the municipalities, to model an on-demand-transport, based on a suitable selection of route centres and itineraries, with the objective of increasing coverage of the existing public transport network (providing an offer in areas and / or periods of the day or year where this offer does not exist or is in deficit). The project will start soon with six municipalities and, in a second phase all the remaining 40 municipalities can be added according to their will. In a first stage routes, schedules and frequencies are established depending on health needs –visits to health centres-, supply needs – weekly markets-, access to administrative and financial services or for linking with other means of transportation, and serving mainly elderly people living in distant places not served by public transport. Vehicles only make the routes if, in advance, the service has been requested and only go to the stops that have reservations (the customer is triggering the journey, through his request to a reservation center). However, in a second stage (when all municipalities are already included) is intended to make this platform evolve to a mobility as a service project aiming to include soft modes of transport that can better serve urban centers and broaden the interest of use to other age groups.

ENHANCING URBAN-RURAL CONNECTIVITY IN NON-METROPOLITAN REGIONS: A METHODOLOGY IN SUPPORT TO DECISION-MAKING

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Accessibility to services and opportunities is vital to achieve the EU goals of smart, sustainable and inclusive growth. Some territories are worse equipped than others in this concern, due to their intrinsic peripheral character. At the same time, the weak and scattered mobility demand that typically characterizes these areas makes traditional public transport inadequate and inefficient. As a consequence, in most of them public transport has been progressively subjected to efficiency savings and cut to the bone. Such measures contributed to worsen social inequality, as they affect especially those already vulnerable groups who do not have access to a car, due to physical, age or economic reasons. In this light, to improve urban-rural connectivity is essential for granting equal access to services and opportunities and, in turn, greater social justice. Whereas the dematerialization of services and relationships may help reducing the isolation of peripheral regions, physical accessibility to main centres is still crucial for territorial development, as it contributes to foster local economies and to increase the quality of life for those with inadequate or restricted access to services and opportunities. Demand Responsive Transport (DRT) has been often seen as a panacea for all the circumstances where traditional services are not viable, but a range of barriers (institutional, cultural, technological and economic) suggests that its adoption is more challenging than it may seem, and that no one-size-fits-all solution exists. Taking stock of the literature on the matter and drawing on the preliminary results of the ESPON URRUC project, the paper sheds light on this issue, exploring the variables according to which various DRT solutions may or may not prove viable in a given area. On this basis, the authors bring forward a first draft of a transport policy toolkit that may support decision-maker aiming at enhancing urban-rural connectivity across Europe.

SECOND HOME MOBILITY: IS A TRANSITION TO SUSTAINABILITY POSSIBLE?

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Based on a mixed-methods study of Norwegian second home users, this paper addresses travel distances, modes and carbon dioxide emissions from second home mobility, with a particular focus on the reasons stated for choosing the relevant modes of transportation to the second home areas and while staying there. The climate impacts are particularly high for trips to second homes located in distant countries, but due to their higher number, mobility when visiting domestic Norwegian second homes is also a sizeable source of CO₂ emissions. Our qualitative interviews illustrate important reasons why the private car is often considered the default mode of travel when going to Norwegian second homes. The identification of these reasons provides foundations for proposing and implementing relevant land use and transport policies to make second home mobility less environmentally harmful. For mobility in connection with visits to second homes in the domestic country of the users, providing better, 'on demand' transit services between second home areas and the closest village could be one such strategy, combined with increased road tolls on access roads and concentration of new second home construction to fewer and more densely developed areas. However, certain distinguished features of the second home lifestyle can limit the adoption and outcomes of these measures. For second home mobility to distant countries, the prospects for achieving sustainable practices appear meager. Rather, the amount of this kind of mobility would have to be reduced to comply with climate objectives. Heavy taxation on property owned abroad, combined with high fees on international aviation, could be possible measures to this end.

THE PROMISE OF SHARED MOBILITY FOR AN AGING WORLD

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This paper examines whether shared mobility is a solution for transport agencies as they transition into serving a predominately aging population. As a demographic susceptible to mobility impairments, older adults in the U.S. rely on paratransit (a public transport service offered to older adults and persons with disabilities that is mandated by the federal government). Currently, paratransit is the most expensive public transport service and is becoming unsustainable due to the increase in number of older individuals. Existing approaches of delivering the service are becoming ineffective. Debates and reflections on aging and mobility are percolating the transport sector in communities around the world. In these reflections, technology, more pointedly, shared mobility, is proposed as a solution to cut the cost of providing service and improve quality. Can technology save outmoded public transport approaches? Currently the Massachusetts Bay Transportation Authority (MBTA) is partnering with Uber and Lyft where the companies provide service to some of MBTA's paratransit customers. The City of Santa Monica (California) and the Regional Transportation Commission of Southern Nevada have also started similar partnerships with Lyft. These agencies have engaged in meeting the challenging situation using technology, a favorite in contemporary urban toolbox of solutions, in "transition" pilot projects. The paper discusses these projects from five vantage points: a) how new actors such as Uber and Lyft (can) supplement/complement existing paratransit approaches b) barriers to and strategies of upscaling the "transition" pilots to serve all paratransit customers c) how they are and can be regulated and incentivised to maximize equity and mobility justice for the most vulnerable d) how these programs can be conceptualized as sustainable service models for paratransit e) and policy implications and long-term impacts of these programs on transport planning.

SIMPLIFYING GOVERNANCE FOR AN EFFECTIVE INTEGRATION OF CAR SHARING WITH URBAN AND TRANSPORT SYSTEMS

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Car sharing is a mature car-based component of the 'mobility as a service' system that has potential to complement sustainable transport when effectively integrated with urban systems and used as a complement of the transport network, for combined trips. There is an increasing focus on the adoption of integration initiatives and some cities have successfully implemented them. However, car sharing governance and integration remain widely unexplored in transport studies and policy debates. Additionally, it is not clear to planners and decision-makers how to integrate car sharing effectively. This presentation aims to simplify governance for car sharing by clarifying what this integration means, underlining its significance, and by translating it into practical initiatives with an initial classification scheme of mechanisms and measures that can be adopted by local authorities to achieve it. This work was based on a systematic literature review and a study of practical examples focused on governance for car sharing done by the presenter. The content is part of the theoretical framework that was built for her ongoing Ph.D. research and of a publication that is under assessment. Finally, the framework introduced here may provide insights on elements to consider while formulating strategies for car sharing and can also be adapted to other car-based shared mobility services, perhaps impacting positively in how they are incorporated into urban systems.

THE RELOCATION OF A CIRCUS SCHOOL FROM THE PERSPECTIVE OF MOBILITY OF ITS PARTICIPANTS

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In spatial planning theory and practice, travel behaviour is often linked to spatial structure (distance, safety...) and neighbourhood characteristics. A lot of mobility research consider also circumstances (age, luggage, weather...). Research in behavioural studies in economics, psychology, marketing... consider personality and choice of individuals in surplus. Empirical evidence of all these theories in real live cases is rather scarce. Using the real-life case of the relocation of a recreation service, we analyze its effects from several theoretical perspectives common in Flanders. We will confront the existing theories applied in materials on a Flemish scale with bottom up information from the case. Circolito is a circus school in Mechelen, a city in Flanders, Belgium, between Antwerp and Brussels. Its aim is to teach toddlers, children, youngsters and adults circus skills on a weekly basis. In the spring of 2018 the school moved from an inner-city location to a suburban location. A year before the movement and short after it, all users were invited to fill out a survey concerning their mobility behaviour, trip chaining and perception of the location. The results of the survey will be discussed in relation to tools and practices in spatial planning in Flanders, applied in the city of Mechelen and the area of origin of the circus school participants. Although the case is specific, some of the results can help to formulate new research questions and discussion for policy.

REDUCING PARKING SPACE AS DRIVER FOR SUSTAINABLE MOBILITY AND URBAN PLANNING - THE CASE OF LOWER AUSTRIA

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Against the background of climate change but also changing demands on mobility – especially in cities – the role of the car must be questioned. For historic reasons, up to today the regulations in almost all federal states of Austria define a minimum number of parking spaces that have to be built when constructing new buildings depending on the intended usage – the intention clearly was to support and expand individual motorized transport. This is quite contradictory to the results of mobility research which recommends the definition of maximum values. Vehicle parking consumes a lot of land including valuable public space. It is a cost driver in housing and an additional incentive to use private motorized transport and therefore has a negative impact on public transport and active mobility. For all these reasons discussions on this matters and how to adapt them to the new and changed general conditions intensified in recent years in Austria. Regulations within the planning laws in Austria usually allow municipalities to adapt the values to their needs if required. As those needs and requirements are not well defined, several municipalities of Lower Austria commissioned a study to investigate the topic, research existing regulations and practise, as well as to recommend aspects to be considered in order to support Municipalities in their settlement development strategies aiming at strengthening sustainable mobility as well as reduced land use. The results of the study and the concrete recommendations based on using grades of public transport will be presented.

HOME PARKING AND COMMUTING: EXPLORING NEW WAYS OF ESTIMATING THE IMPACT OF PARKING ON MOBILITY CHOICES

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Parking at home, as the start point of commuting, makes a house more attractive. Further, parking quantity in a neighbourhood represents the potential share of that neighbourhood in peak hour congestion and environmental pollution. Therefore, commuters' choices of residential location, car ownership and travel mode can be affected by home parking quantity. In mobility research, however, most researchers focus on traffic flows, with little effort to explore the impact of home parking on mode choice. We ask, "How does home parking quantity affect households' choices of car ownership and commute mode?" using the Greater Wellington Region in New Zealand as a case study. We consider socioeconomic characteristics of commuters from the New Zealand Household Travel Survey between 2003 and 2017, commute time and characteristics of the residential location such as house prices and parking quantity. The research makes two important contributions to parking studies. First, we consider commute time instead of distance which better represents perception of commute length. Second, we develop an analysis model based on Conditional Logit that not only estimates the impacts of multiple variables on choices of commuting, but also accounts for endogeneity in house prices which is almost neglected in parking related studies. Results of this study will show the magnitude and direction of the impacts of home parking quantity and other socio-economic and spatial characteristics on households' choices of commuting. This may help understanding the role home parking plays in moving towards more sustainable transport modes and therefore, help urban planners in revising parking regulations to improve urban sustainability.

AN EMPIRICAL AGENT-BASED MODEL TO STUDY FOOD SHOPPING BEHAVIOR IN THE DETROIT LOWER-EAST SIDE

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This paper explores urban structural modifiers of food shopping behavior using a complex system simulation framework. A dynamic spatial simulation-modeling environment is employed to characterize, link, and model structural determinants of food shopping coupled with heterogeneous individual travel behaviors. To this purpose, a spatial agent-based model (ABM) is developed to simulate daily food shopping of households in selected neighborhoods. We use household survey data of disadvantaged consumers living in lower-east side Detroit neighborhoods. The model extrapolates survey results to all households in the area. Agents represent individual householders who make decisions on what type of groceries to buy in a particular week (type of store to visit), followed by store choice based on respondents' reported preferences. Store choice provides the distance to cover which dictates the mode of transportation. We divide travel mode into non-motorized (walk, bike) and motorized (car, bus). With this model: [a] we study how the choice of transportation mode depends on household's income and age, [b] identify a population of switchers (sHh) – households mixing the mode depending on home-store distance, [c] determine at what distance sHh switch from the nonmotorized to motorized travel, and [d] explore the core assumption of the food desert literature that residents in communities experiencing severe disinvestment and decline shop for food in their immediate food environment. A number of computational experiments are performed to account for different agent types defined using household income, householder age, and individual shopping habits obtained from the survey. The simulations demonstrate the utility of complex systems modeling to study the multifaceted nature of the relationship between the urban built environment, foodscapes, travel and grocery shopping habits.

PARTICIPATORY VALUE EVALUATION: A NOVEL METHOD TO INCORPORATE BROADER GOALS OF URBAN PLANNING IN ECONOMIC EVALUATION

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Cost-Benefit Analysis (CBA) is a widely applied economic appraisal tool to support the planning and decision-making process for transport projects. However, in the planning literature CBA has been criticized for at least two reasons: 1) CBA focuses on traditional planning goals and poorly considers the broader goals of urban transport planning such as sustainability and social equity; 2) CBA corrodes and degrades the forward looking nature of the planning proficiency. The instrument can be conceived as a backward looking methodology as it assumes that people's past decisions in a (private) market setting reflect their normative ideas regarding their preferred future urban mobility system. Participatory Value Evaluation (PVE) is a novel evaluation approach specifically designed to overcome criticisms raised against conventional CBA while preserving the positive aspects that CBA brings to planning. In a PVE, individuals are conceptualized as co-owners of the government instead of consumers of public goods. Citizens are asked to choose the best portfolio of transport projects with corresponding impacts for society and themselves given a budget constraint. Subsequently, PVE establishes the social welfare effects of government projects through advanced discrete choice modelling. This paper illustrates the PVE method with a case study on the evaluation of a transport investment scheme of the Transport Authority Amsterdam. In total 2,498 citizens participated in the PVE. We find that projects with a positive social welfare effect focus on safety and improvements for cyclists and pedestrians, whereas projects with a negative welfare effects focus on reductions of travel times for car users. Moreover, we establish that PVE captures citizens' preferences towards broader goals of transport planning such as promoting cycling, trying to get people out of their car and improving health and the environment. PVE also allows for the inclusion of citizens' ethical considerations such as 'spatial equality' and 'keep promises'.

IDENTIFYING URBAN CLUSTERS OF ACTIVITY USING CROWDSOURCED GEO-QUESTIONNAIRE DATA: A CASE OF WARSAW MASTER PLAN.

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Urban centers are commonly identified using registry data, such as population and job distribution, land uses or functions of buildings. Recent studies that focus on activities, often rely on location-based social media (e.g. Twitter, Foursquare) of limited representativeness, or cellular network data of limited availability or thematic coverage. In this study, we identify concentrations of activities in Warsaw, Poland, based on data collected in 2018/2019 with an online geo-questionnaire (softGIS survey) among ca 16,000 residents of the city. The data set includes ca 66,000 visited locations with attributes about activities, frequencies of visits, travel modes, and home locations of their users. The objectives of the analysis included 1) identifying spatial clusters of activities in the city using density-based clustering methods, 2) characterizing the clusters based on activity and travel mode composition, and service area size, and 3) creating a typology of the centers based on these characteristics and their relevance for planning. The results are discussed in the context of Warsaw master plan development and their role in supporting the city's strategic goals of improving accessibility, walkability and promoting active and public transportation.

**CARGO HITCHING AS A TOOL TO TRASFORM THE URBAN MOBILITY SYSTEM.
INTEGRATING PASSENGERS AND GOODS TRANSPORTATION TOWARDS A MORE
SUSTAINABLE, DESIDERABLE AND EFFICIENT MOBILITY.**

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Mobility in cities is facing growing challenges. Urbanization trends, growing complexity of stakeholders scene, e-commerce and increasing fragmentation of freight transport all have negative impacts on congestion, safety, environment and quality of life in general. Authorities have come up with uncoordinated policies and regulations in an effort to tackle such issues, often resulting only in minor or even counter-productive effects. The Green Paper on Urban Mobility, issued in 2007 by the European Commission, first explicitly mentioned the integration between passengers and freight mobility as a solution for increasing attractiveness and efficiency of the overall mobility system in urban areas, starting a new research branch. This paper presents passengers and freight transport challenges and regulation attempts and discusses Cargo Hitching , that is the combination of people and cargo flows (cargo that hitches a ride on a vehicle transporting persons or persons hitching a ride on a vehicle transporting cargo), as an approach to promote sustainable, efficient and socially desirable passengers and goods mobility in both dense cities and shrinking peri-urban and rural areas. The potential and some limitations of Cargo Hitching will be discussed and results of a modeled application in Venice (Italy), case-study city in the Novelog project (part of Horizon 2020), will be presented. The focus will specifically be put on achievable operational, socioeconomic and environmental benefits and on the need of a fully renewal of governance and of the normative approach, key to the management of the mobility system as a whole in compliance with sustainability and efficiency objectives imposed on the one hand by market requests and on the other by the growing sensitivity of the various authorities and stakeholders.

EXAMINING MEGAREGION TRUCK MOVEMENT: A COMPARISON STUDY OF TEXAS TRIANGLE IN US AND YANGTZE RIVER DELTA REGION IN CHINA

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Freight transportation has played a critical role in the growth of megaregion economies. However, most of the existing freight studies have focused on goods movement at the national, state, or metropolitan levels. Megaregion truck transportation has not received much attention. This research intends to develop an analytical model for estimating megaregion truck flows, which is an extension of the regional freight model developed in our previous studies. It utilizes the data from the most recent Freight Analysis Framework (FAF) and implements the extended analytical framework to estimate baseline truck flows in megaregion highway networks in the US. Because the FAF data ignores the details of truck movement within large metropolitan areas, the centroids in the FAF's zonal system will be redesigned by adding multiple freight external stations or intermodal facilities as network centroids. It also applies the analytical model with GPS-based truck movement data to examine the truck flows in Chinese megaregions. The estimated link-level truck flows are expected to support the evaluation of freight mobility and facilitate the decision-making process of policy makers for megaregion freight transportation planning. It selects Texas Triangle in US and Yangtze River Delta Region in China as empirical cases to examine megaregion truck flows.

PA15 Planning, Law and Property Right: in the face of transitions

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Thomas Hartmann
Kim Carlotta von Schönfeld

Spatial planning, when grounded in laws and regulations, intervenes in the allocation and distribution of land. It thereby intervenes in private property rights – i.e. granting, changing, or even taking them. This creates issues ranging from procedural matters that affect quality of governance, to substantive policies and instruments that may enable- or deter - sustainable use of land. In recent years planning law faces additional challenges that go beyond the domestic domains into the global arena. Planning and thus also planning law is continuously adapting and changing to socio-economic or environmental challenges. Can the laws and institutions that govern planning meet the challenges posed by climate change, sustainability, demographic changes and increasing economic and political uncertainties? This track aims to provide a platform for sharing research on any topic that connects planning and law with property rights. Examples of topic areas:

- Statutory (regulatory) planning systems and instruments: How does planning law address challenges or transitions within a given country, or comparatively.
- Governance structures and procedures: How does planning law structure the relationships between central governmental control, local government, markets, and non-governmental organizations?
- Legitimacy and planning interventions: How does the law frame public participation, stakeholder involvement, lobbying, and dispute resolution?
- Regulatory instruments of spatial planning: how do instruments work, such as local statutory plans, land use plans, building permits, agreements with developers, land-value capture, developer obligations, regulation of agricultural land, open space and natural resources, historic-building regulation, expropriation, compensation, land readjustment, taxation of land values, transfer or development rights and others?
- Property rights: How to deal with tensions between public and private rights and responsibilities (i.e. with land for public services, customary collective or private rights). Contributions may look at the general theory of planning and law or investigate particular issues, focusing either on a particular country or cross-nationally. Since legal and planning systems vary greatly from country to country, authors should make the terms used, as well as the legal structures and procedures, as transparent as possible.

THE TRANSITION OF PLANNING AND PROPERTY RIGHTS IN ECUADOR

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Ecuador approved in 2016 the Organic Law for Territory Organization, Land Use and Management, (LOOTUGS), which sets the legal framework for spatial planning at local and subnational level. The LOOTUGS aims at territorialising the constitutional pillars introduced in 2008 by the Constitution of the Republic of Ecuador and especially the right to the city and the social and environmental function of property. New constitutional pillars were established within the context of Good Living (“Buen Vivir”) and through a post-colonial approach to territorial organisation. The Ecuadorian transition of law and property rights undertaken by the approval of the LOOTUGS is extremely interesting because it sets a framework which recognises the primacy of collective over particular interests and establishes a number of land value capture instruments to recover part of the land value increase due to public intervention, as well as instruments for preventing land speculation and to deal with informal settlements. The paper aims at analysing how land use and land management plans work and which are the main difficulties observed at the implementation stage (e.g. how to deal with tensions between public and private rights and how to introduce a new “culture of planning” at all levels), especially in middle and small size cities which have less technical and economic capacities. The three case studies are the Municipalities of Portoviejo, Pedro Vicente Maldonado and Patate, which have just approved or are currently developing their land use plans.

ABANDONED / VACANT BUILDINGS IN THE URBAN TISSUE: CHALLENGES TOWARDS REUSE OF RESOURCES IN THE BUILT ENVIRONMENT. A CASE STUDY OF LARISSA, GREECE

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Abandoned buildings traditionally have been considered as negative elements in the urban environment. Their «harmful» properties include hosting «nests» of criminality (drug trafficking etc.), becoming a threat to public safety (easy to catch fire, collapsing building materials etc.), degrading conditions of public health (rubbish damp, rats infesting etc.), affecting property values in the surrounding areas, loading their owners with taxes (property tax etc.) and no renewals, imposing negative impacts on the aesthetics and the quality of the urban environment. On the other hand, they might trigger opportunities for urban regeneration, provide new available spaces for urban uses if demolished, and provide a stock of urban elements of special characteristics, to be used for the formulation of housing policies. The present article reviews urban policies focusing on abandoned buildings and assesses existing implementations. Special emphasis is given to the phenomenon of squatting/occupations of such buildings by various social groups. Within this framework, self-organized housing initiatives in abandoned buildings are examined, by groups with urgent housing needs (refugees, migrants), and their impact on city resilience (solving housing needs, interacting with local society, establishing internal organization, gaining of dignity and self-respect). Related to this, the concept of «intermediate uses» is examined, whereas abandoned buildings might get temporary uses by specific social groups, until a more permanent intervention occurs (by the legitimate owners or otherwise). The various factors characterising the above initiatives (safety issues, property rights, obligations and rights of temporary users, managing structures etc.) constitute challenging planning and legal cases. The complexity of the issue of abandoned buildings in the urban environment, is to be tested in the case of the city of Larissa, Greece. Legal and planning inadequacies in dealing with the above will be investigated, and proposals for the formulation of policies and legal tools will be synthesized.

TOWARDS A CONTEXT-DEPENDENT CONDITIONAL DYNAMIC AND INTEGRATIVE URBAN PLANNING, DESIGN, AND LAW

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Since the Swiss Spatial Planning Act (SPA) was introduced in 1980, Swiss municipalities have been obliged to use urban land parsimoniously. As shown by the standard urban economics model, therefore, land at central locations, particularly if well accessed by public transport, should be used intensively by allowing higher densities, locally balanced by allowing households and firms to select locations that best meet their needs and provide an adequate design of the public realm. Despite or because of land use and design control, however, urban land use in Switzerland has grown enormously. To control the dynamics and complexity of cities and to ensure parsimonious urban land use, changes in urban planning, design, and law are inevitable. Therefore, the current static normative and exclusionary urban planning, design, and law must be replaced by a context-dependent conditional dynamic and integrative one. This paper presents the changes in urban planning and policy that would be necessary to guide urban transformation towards parsimonious land use.

PLANNING AND PROPERTY RIGHTS IN THE FACE OF TRANSITIONS

Williams A.

UCL

PLANNING LAW AND PROPERTY RIGHTS:IN THE FACE OF TRANSITIONS AESOP 2019
VENICE ABSTRACT ANNE WILLIAMS Visiting Professor, Bartlett
School of Architecture & Planning University College London Planning and Property rights in the
face of transitions My paper will concentrate on the operation of UK Planning Law and Policy in the
face of Transition. I will focus on the relationship between the Law in the form of the Town and
Country Planning Act 1990 and accompanying statutory instruments and Government policy in
particular National Planning Policy Framework 2. NPPF 1 was published after the crash of 2008
and its main emphasis was on economic recovery. NPPF2 changes the emphasis to reflect
current issues in the UK. Key issues include; • Affordable Housing-What steps have been taken to
provide ? • Air Quality-and the impact on Public Health. Publication of Clean Air Strategy 2019? •
Well-being- There is new emphasis on the role of planning . How have the courts interpreted this?
• Heritage-NPPF2 emphasis on the “special test” set out in the Listed Buildings Act 1990 and the
interpretation by the courts. Legislation takes time to get through Parliament but statutory
instruments are a speedier method of responding to changes in circumstances. For example
successive Use Classes Orders allowing changes of use without the need for planning permission.
How should this be employed to support the high street against Amazon and other online sites? In
addition, tensions remain between the need to speed up the appeal system and make it cost
effective and at the same time allow the public to participate. The Planning Inspectorate are under
pressure to cut costs and reduce the number of appeals heard by way of public inquiry. Local
Planning authorities face similar constraints this reducing the opportunity for full public
participation.

UNDERSTANDING LANDSCAPE TRANSFORMATIONAL EFFECTS OF HYDRAULIC STRUCTURES: PROPERTY DYNAMICS ALONG LOWER AUSTRIA'S DONAU

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Modern infrastructures, such as hydraulic structures in rivers, play an important role in shaping landscapes and the anthropogenic activities unfolding in them. Observing their effects is, however, complicated, as at timescales of several decades, a multitude of other developments can interfere. The temporal dynamics of both public and private land property rights is one of the key aspect that can interact with infrastructure to shape and structure landscapes. This study aimed at understanding how the presence of hydraulic infrastructures correlates to multiple landscape aspects, including land ownership. We analysed two sections of the Donau (Danube) river in Lower Austria (Austria). One upstream of Vienna, where the river was dammed for hydropower, one downstream, where the river was not dammed and a national park was created. Our study addresses how land ownership and infrastructures interact to shape landscape transformations and how the landscape and river transformations spurred by hydraulic structures affect landowners land-use. Furthermore, we highlight the effect of hydraulic structures on landscape appearance and experience. These results provide valuable insights on how to deal with the imminent replacement of degraded infrastructure from the perspective of landscape transformations. We offer conclusions on the reciprocal relationship between infrastructures and landscape and their transformational effects. These conclusions can contribute to informing design choices about replacing these structures and benefit future landscape planning and design.

MONITORING AND ENFORCEMENT OF SHORT-TERM RENTALS RULES. MISSION IMPOSSIBLE?

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Short-term rental platforms, especially Airbnb, represent a deep change in the housing sector. Online tools are the visible face of the dynamism and miscegenation of building uses and the concepts of "primary housing", "secondary housing" and "tourist accommodation" are increasingly difficult to trace. Towards the expected profit, the changes in the housing sector are fast, deep and with the tendency to ignore established rules. Is the planning system prepared for this paradigm shift? It then seems important to understand the echo of these changes in the housing sector as well as the role of the public administration, especially considering the threat of an imbalance in the access to affordable housing. In Portugal, the first attempts at designing regulatory measures to balance short-term rental are far from achieving high levels of compliance. As in other European cities, the monitoring and enforcement of the rules drawn up so far entail great difficulties for most of the management entities. With this in mind, this paper focus on the issues related to the practical problems of monitoring and enforcement of the rules designed for short-term rental, addressing the measures implemented in Portugal. Structured in two chapters, in the first part of the paper we outline the trends of informality in the era of shared economy and, secondly, we addresses the regulatory strategies adopted and achieved results. In this context we claim that there must be "social" responsibility in verifying the legality of the accommodation to be leased, as a conscious attitude and respect for the inhabitants of the place of destination.

COMMERCIAL CONTRACT LAW AS THE REAL “DISRUPTOR” OF LAND LAW – A DISCUSSION FROM A BLOCKCHAIN PERSPECTIVE

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Land does not move. Land law has been operating in much the same capacity for centuries. Consumer protection has impacted the landlord and tenant relationship, as well as providing for greater disclosure requirements. Land law has traditionally held the position of a more stable older sibling to contract law. PropTech products and services relying on blockchain technologies are new to the family. This paper discusses the consequences fractionalisation of land interests has on property law, and considers the implications for the reach of contract law into this arena. Through desktop analysis, the study interrogates media articles, corporate regulatory policy documents, and Australian and international court cases, to gather data and narratives on how contract law is contemplating fractionalised property interests on digital platforms. We ask how such disruptors impact on consumer interests, as well as what responsibility lies on corporates operating in this space. Our findings suggest that Australian corporate regulatory agencies such as the Australian Securities and Investment Commission, the Australian Competition and Consumer Commission, and AUSTRAC have no choice but to pay close attention to the fractionalisation of property interests, which rely on smart contracts and blockchain technologies. At stake is how to regulate this disruptive industry, and to allow for freedom to trade which is sensitive to the interests of landlords, tenants and those who hold contractual property rights. Findings from the study suggest that there is scope for strengthening consumer and community interests. Ultimately, all stakeholders in the chain must understand their regulatory obligations and responsibilities, and as blockchain technologies add a corporate global twist to property interests, and those transacting in this real estate space must have knowledge of corporate law and governance, as it operates seamlessly across all jurisdictions.

“NEW LEGAL PROVISIONS CONCERNING TRANSFER OF DEVELOPMENT RIGHTS IN GREECE. A “FIRST LOOK” ASSESSMENT”

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Transfer of Development Rights was introduced in relation to article 24, par. 1, 2 and 6, according to which, urban and cultural environment is constitutionally defined as protected public value. This planning tool enables the owner of a “listed” building considered as part of the national cultural heritage and whose the development rights have been curtailed due to related planning restrictions, to transfer the curtailed development rights to another building which will “accept” them. The objectives of this procedure are: 1. Protection of cultural heritage. 2. Incentives for the owners of “listed” buildings to preserve them, and encourage their integration in the urban environment. 3. Acquisition of urban space for the provision of highly needed public open spaces, and public amenities. The initial legislation concerning Transfer of Development Rights, were laws 880/1979, 2300/1995 and 3044/2002. Despite the original goal for implementation of the constitutional provision of article 24, its implementation in L.880/1979 was distorted in a way that enabled profiteering, and the Council of the State nullified it. The efforts of re-introducing it by the other two laws were also faced by similar negative consecutive decisions of the Council of the State. Recently, another effort for re-introducing legislation allowing transfer of development rights took place, by formulation of Law 4495/2017. This law retained many characteristics of the previous ones, but also introduced new ones, such as the creation of a “bank of development rights” aimed at facilitating “environmental reimbursement” to owners of listed buildings, and control the rational implementation of urban plans. In the present article, an assessment is attempted concerning the provisions of the new legislation, as well as a historical analysis of the implementations of the transfer of development rights in Greece, through a comparative approach focusing on the previous laws vis-a-vis the new one.

CONTRACTING AS A 'TECHNIQUE OF FUTURING'? A CONCEPTUAL EXPLORATION

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The growth of cities and the wellbeing of their communities are linked with the provision and operation of infrastructures. And yet as infrastructures are needed in building circular economies and creating resilient and inclusive communities, their path-dependent character hampers the transitions that city governments are after to build more sustainable futures. Governance arrangements for infrastructure and city building are largely built on contractual agreements between clients and contractors. These agreements are crucial in planning practice as well as sites of contestation: they have great potential to incorporate considerations of transitions and sustainability, but the stipulated agreements may create obstacles for finding new pathways to sustainability. Contracts come in different sorts and sizes. The common denominator is that they are aimed at achieving presentiation: making present decisions about all, including future, aspects of a relationship (Macneil, 1980). The making of contracts (i.e., contracting) is arguably a technique of futuring: "practices bringing together actors around one or more imagined futures and through which actors come to share particular orientations for action" (Hajer & Pelzer, 2018, p. 225). Contracting provides a promising point of departure for studying how the future appears in today's practices: it involves decision making under the circumstances of highly uncertain outlooks, and it offers ample opportunity for mobilizing both pasts and futures in today's policy making and implementation. However, it remains black-boxed how futuring is practiced in processes of contract making. This paper lays out an agenda for research on contracting as a technique of futuring. It theoretically explores a series of rationales, promises, and pitfalls, resulting in a research agenda including several hypotheses. Enhancing our understanding of making contracts for sustainable futures will be helpful in reforming infrastructures and redesigning institutions toward the cities of tomorrow.

COMMON VALUE: TRANSFERRING DEVELOPMENT RIGHTS IN THE FACE OF CLIMATE CHANGE CHALLENGES

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Flooding accounted for more than 37% of all natural disasters in 2017, affecting 55 million people and amounting to 20.3 billion dollars of economic losses worldwide. These figures are the highest they have ever been in the last decade and with higher urbanisation rates, these numbers are predicted to increase. Under the light of these challenges, this research analyzes the role of Land Value Capture instruments in Disaster Risk Management. More specifically, this research focuses on the Transfer of Development Rights (TDR) instrument, which has enabled some municipal authorities in the global north and south to successfully adopt preventive measures in flooding prone areas - specifically in North America and Brazil. In both countries, this instrument was implemented aiming to shift development pressure from “sending areas”, which were deemed as flooding prone, to “receiving areas” where planned densification occurred. Through TDR, property devaluation in flooding prone areas is cross-subsidized through capturing part of the “windfalls” in areas where densification, new infrastructure or land use change has resulted in considerable incremented land values. In conclusion, this paper sheds light on how municipal authorities can integrate Land Value Capture instruments into their Disaster Risk Management Plans, increasing their capacity to respond to climate change challenges and move towards more resilient cities.

EXPERIMENTAL USE OF TRANSFERABLE DEVELOPMENT RIGHTS, TAXES AND INCENTIVES IN THE EUROPEAN SOUTH: CRITICAL INSIGHTS FROM PORTUGAL

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A variety of contemporary cities across the world are facing important challenges caused by precarious economic conditions. These conditions have typically led to the implementation of significant cuts to the budgets made available to their local authorities. This is particularly the case in the South European cities most affected by the 2008 economic crisis and the austerity policies that followed. Such lack of funding is forcing these authorities to re-think their approaches to development control. A burgeoning debate has emerged in the European South as a result of these trends, directing the attention of both planning scholars and practitioners towards alternatives to development control approaches primarily based on land zoning and public funded expropriations/compensations. This research aims at offering a critical literature review about some of these alternatives and how they are experienced in the European South, with special focus on Transfer of Development Rights (TDR), Taxes and Incentives (TI), and more complex policy packages that combine elements of TDR with TI. Detailed insights from Portuguese empirical case studies are offered with the aim of critically exploring two key analytical points. First, the level of success achieved by these alternative instruments in the Portuguese context. Second, pointing out the most promising directions for the design of future development control instruments in this country. These insights are relevant not only for Portugal but also for other contexts that – similarly to the Portuguese – are historically characterised by a Roman legal system and an understanding of property rights as inalienable from the land; while facing an imposed transition towards austerity and market-oriented economies in a conjuncture associated with modest levels of economic growth.

RIGHT TO THE CITY, HUMAN RIGHTS, AND CANADIAN CITIES

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The idea of the right to the city, as conceived by Henri Lefebvre , raises questions of how or whether human rights intersect with cities. Can rights be used to implement Lefebvre's notion? A fundamental question here is whether a difference exists between the right to the city and human rights in the city? This paper argues that the Canadian state has taken the lead in guaranteeing its citizens the right to the city and all the related rights that attend this. Lefebvre challenged whether this was possible for a state to do. Concomitantly, the Canadian judiciary has further clarified, applied, and even expanded the scope of human rights as they relate to various aspects of city life. However, even if rights exist in law, their actual realization depends on the institutionalization of equality in economic, social and cultural matters; entrenched institutional biases and power politics may still prevent any progress made in law. Hence, Lefebvre's perspective remains valid in its emphasis that the right to the city is the ongoing pursuit for better conditions for city dwellers. Using examples from Canadian municipalities, the paper demonstrates that this continual struggle appears to yield better results when worked within the existing political and institutional structures.

REGULATING URBAN FUTURES. BETWEEN PROMOTING TRANSITIONS AND UPHOLDING THE RULE OF LAW

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The city faces large urban transitions. Transitions with regard to energy, mobility, housing, waste, among other things. Key instruments to enable these transitions, especially in times of public austerity, are laws. However, at the same time we see such a proliferation of laws that overly complex legal systems have been established that hamper transition and ultimately compromise the liberal-democratic ideal of the “rule of law”. This seems to be born out of the idea that legal systems must mirror the dynamics and complexity of society, whereas the most sensible response to growing social complexity are simple and stable rules (Schuck, 1992; Epstein, 1995). Social complexity and dynamics should be able to occur largely within the rules rather than by changing them. Here we focus particularly at the administrative level (rather than the legislative level), that is, the level where land-use /zoning plans are adopted. In the field of planning theory, the idea of a general “urban code”, as opposed to (many) locationally-specific, detailed and rapidly changing land-use plans, has been proposed to overcome these flawed legal practices (Alfasi & Portugali, 2007; Moroni, 2015). However, what these urban codes should look like, remains abstract and how they are to enable urban transitions remains underexplored. This paper develops criteria, based on legal philosophy and the transition literature, for legal rules that both allow for large urban transitions to occur while at the same reinstating and upholding the rule of law. A balance is sought between public norms and aspirations (Salet, 2018). In addition, it puts forward practical examples of how this balance may be achieved. In so doing, it is an exercise in “institutional design”, a core activity of planning.

SPATIAL PLANNING AND PROPERTY RIGHTS IN CENTRAL AND EASTERN EUROPE: BETWEEN EUROPEAN INFLUENCE AND DOMESTIC POLITICS

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The article investigates the role of private property rights in the process of spatial planning focusing on three of the Central and Eastern European countries – Poland, Czech Republic, and Romania. The article considers this process from the viewpoint of the dichotomy of power between the private property rights and public policy. It sheds new light on this issue by using basic concepts of the historical institutionalism approach to explain this process and emphasizes the role of the accession to the European Union (EU) as an accelerator for change. In particular, the paper identifies and analyses the critical junctures of land administration systems; adjusting public powers and private rights.

PLANNING VS. LOCATION DEVELOPMENT: RECENT DEVELOPMENTS IN AUSTRIA

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During the last years Austria has faced many conflicts about important infrastructure projects and environmental concerns. Some courts have overruled administrative authorities' decisions in favor of major infrastructure projects, like airports and tunnels, because of climate protection. As a result, the current government proposed a new law on location development. The new act provides for a "priority-status" for certain infrastructure projects, offering them certain exceptions from and preferential treatment within general administrative procedures, like environmental impact assessments. From a planner's, as well as a constitutional lawyer's perspective, however, several concerns are raised by this new act: The Austrian planning system is based on strategic environmental planning, such as strategic environmental assessment, as well as projects-centered administrative procedures, like environmental impact assessments. This new preferred treatment of priority-projects could undermine strategic environmental planning, as well as weaken environmental impact assessments. It could also be argued, that this list of priority-projects must be seen as strategic planning as such and thus needs to undergo a strategic environmental assessment. Of course, this would ruin the whole concept of "priority-projects" and undermine the intended purposes of the law. From a law perspective, the following questions arise: Are these far reaching exceptions compatible with European Union law, mainly directive 2011/92/EU and 2014/52/EU, dealing with Environmental Impact Assessment? Is the new limitation of public participation in accordance with the Aarhus Convention on access to information, public participation in decision-making and access to justice in environmental issues? Can this priority-status for certain projects be justified under the equal-treatment principle of the Austrian constitution? My contribution will analyze the above mentioned discussion points from compatibility with planning principles to accordance with international treaties, European law and constitutional rights. I will also draw general conclusions concerning possible de-legitimizations of planning principles by granting exceptions for administrative procedures.

PLANNING LEGISLATION AS LARGE PROJECT

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The Dutch minister of Infrastructure and Environment announced March 23rd 2011 the bundling of environmental and planning laws in one framework act. This bill has been promoted as the largest legal making process since the constitutional reforms in the mid-19th century. Large benefits are being projected. After several, delays, the current planning is that this Act will come into force in 2021. So, 10 years after the idea was launched to start it. This paper studies this large law-making project from the angle of large projects, which tend to be more expensive, tend to take longer to complete and have often less benefits that proposed at the time of decision making. This happens because the development of a large project becomes a goal in itself and decision makers present pros and cons of a project in an imbalanced way. This paper especially focuses on improvement at the level of planning and promoting development and the development of the underlying ICT-infrastructure of the Act, based on the idea that this new legal system would allow citizens full disclosure of information with one mouse click on the map.

INTERNATIONAL COMPARISON OF USE CHANGE MANAGEMENT IN URBAN AREA

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Use change is the main form of urban space transition, and it has also become an important part of urban planning management. In the context of China's urban planning system, the rigid single use designation in regulatory plan and complex procedures of plan adjustment hinder most of the proposals of land use change, which is not only unfavorable to the improvement of urban vitality, but also delays the transformation of the city function and sustainable development. On the other hand, it also lead to a large number of illegal use changes in existing urban environment. In the UK, development management is a relatively independent system. The Use Class Order(UCO) is applicable to the use management, which involves permitted use change. And the local authority has discretion to decide the use change application subject to specific planning conditions. The New York Zoning Resolution applies the concept of "Use Group". It divides all land uses into 18 groups, each of which specifies the types of buildings and activities allowed. In addition, Use groups are managed in conjunction with Districts, each of which can accommodate multiple use groups and cover hundreds of activity types. In the Netherlands, local governments have the autonomy to prepare land use plan. Land use plan contains use rules and includes various mixed uses, which provide relatively flexibility for use change management. This paper intends to conduct a comparative study of the land use management of China, the United Kingdom, the United States, and the Netherlands, to discuss the institutional background and planning system characteristics of different countries, analyze the basic principles of the use classification regulations and the practical performance of the use change management in each country, which might be helpful to discover transferable experience for each other to improve development management.

SEEING LIKE AN INVESTOR: URBAN DEVELOPMENT PLANNING, FINANCIALISATION, AND REFLEXIVE CALCULATION

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There is a growing orthodoxy that since the global financial crisis European policy-makers and planning systems have become more dependent on inward investment and the availability of global finance to fund welfare services and projects. This process of financialisation, it is claimed, is driven by the needs of developers and investors, who are focused on maximising returns and limiting their social and economic liabilities. Planning agencies and traditional territory-based arrangements are viewed with increasing suspicion, as standing in the way of investment and acting as a brake on much needed house-building and regeneration. However, in this paper, drawing on detailed research with investors and developers in London, we argue that there needs to be a stronger focus in academic and policy writing on the multiple, variegated, and diverse calculations and framings that private sector actors take when making investment decisions. Too often their perspectives are caricatured and/or over-simplified. We show that perspectives and imaginations of planning and regulation are more complex and that many firms have realised that market success results from becoming more deeply embedded in the local political, social, and regulatory environments in which they are investing. A greater understanding of these multiple forms of calculation, in turn, opens up opportunities for the maintenance and/or implementation of more effective forms of territorially-based soft and hard regulation. The paper concludes by outlining a broader research agenda for planning and urban studies.

PLANNING, LAW AND PROPERTY RIGHTS IN THE PRIVATISATION OF STATE PROPERTY IN TURKEY

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In the last two decades, public space and utilities have been removed from large land plots in the central areas of the cities in Turkey. These plots have been redeveloped into multi-functional complexes of commercial, residential and office space addressing high income groups. What was novel about these processes of deindustrialisation, gentrification and privatisation were the changes in the role of the state vis-a-vis the market, particularly in its definition of property rights and the rule of law. These land plots were privatised by a significant procedure, which involved the transfer of ownership from various state bodies to organisations authorised to amend urban plans on their own property, whereas, according to the Urban Development Law urban planning authority rested in the municipalities. These organisations granted very high building densities on the land plots subject to privatisation, maximising construction rights and causing super-profits on state property. State's role in these cases contradicted the liberal view of the economy and the law, whereby each market participant, including the state, was equal in the face of the market rules. Many of the plan amendments were brought to administrative courts by the Chamber of City Planners with the claim that they did not conform to urban planning law, urban plans and urban planning principles. This paper analyses the legal and administrative practices used in the privatisation of state property in Istanbul. It also studies how the Chamber of City Planners, a semi-public entity representing the urban planners, reacted to these developments. These two analyses help to figure out the transformations in the role of the state by clarifying how contemporary state practices converge from the established understandings of planning and law. The paper makes use of the relevant legislation, online data provided by various parties of redevelopment and court case documents.

RESEARCH ON THE IMPLEMENTATION MECHANISM OF PRIVATELY OWNED PUBLIC SPACE——PLANNING IMPLEMENTATION OF THE PUBLICLY TRANSFERRED LAND IN FUZHOU CITY 2008-2017

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Public space is the core content of urban planning. Privately Owned Public Space refers to the contractual control of urban planning management through the land development process, by stipulating the land development rights (preconditions) to open the part of the space to the public. Privately owned public space separate the property rights from use rights of the land and provide public space through space sharing, taking the advantage of the cost control by the enterprises and property owners. The provision of the privately owned public space includes incentive zoning and prescriptive regulation. Incentive zoning is a kind of transaction behavior between the public interest represented by the government and private interests represented by private developers. Prescriptive regulation is the establishment of rules and regulations by the land transfer mechanism and property rights system, which is realized through cost transfer and space sharing. The empirical study on the implementation of the public space for private property rights for public land transfer in Fuzhou City 2008-2017 shows that through appropriate institutional design, peace and harmony between public and private can be achieved, and the quantity, quality and service effect of public space can be improved. In the transition period of urban development, it provides a new possibility for the construction of public space in other cities.

PUBLIC SPACE AFTER TRANSFORMATION: REGULATORY INSTRUMENTS USED FOR PRIVATELY OWNED PUBLIC SPACE

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In this paper, I analyse and compare regulatory instruments of spatial planning with a particular focus on Privately Owned Public Space (hereinafter POPS) – a term used to describe physical space that is legally required to be open to the public despite its private ownership. I make two distinct contributions. First, I explore the impact of urban transformation on public space. I look at two case studies in two different contexts, Seoul and Berlin, which have undergone radical transformation for different reasons – in case of Seoul, it was rapid urbanisation; in case of Berlin, reunification and the subsequent rapid privatisation of state-owned properties in the former East Berlin – but have come to the same conclusion in terms of public space i.e. the incapacity of public authority to secure land for public space. Second, I analyse and compare regulatory planning instruments which address this challenge. Based on case studies in two cities, I show how instruments intervene in private property right to encourage private provision of public space in form of POPS. The findings drawn from document analysis, site analysis and expert interview suggest that securing land for public space is especially challenging, when cities undergo radical change and thereby feel high development pressure. Private involvement in providing public space, in this case, is inevitable. However, due to the fact that POPS is private property, a careful approach is needed. At the end, a general policy recommendation is written to inform policy makers about different kinds of regulatory instrument for POPS as well as their strengths and weaknesses. It shall help them make the best decisions.

SELF-BUILDING AS A RIGHT TO THE CITY

Salet W.

Prof. Dr. Willem Salet - Netherlands - Amsterdam

Self-Building as a Right to City Willem Salet In cooperation with Camila D'Ottaviano (Sao Paulo), Stan Majoor (Amsterdam) and Daan Bossuyt (Amsterdam) the author edits a collection on Self-Build Experiences (Salet et al. 2019 forthc.). It is a comparative study of self-build experiences of low- and middle income groups in city-regions of Latin America, Africa and Europe. Obviously, these experiences hardly could be more different. The chapter sets up the analytical framework to make sense of comparing such differences in the south and the north. The analysis focuses on the underlying field of tension of contested urban governance of the (local) government, market actors and social organization which is manifest in all cases, north and south. It positions the commissioning role of inhabitants and governmental programs vis à vis the economic powers that capitalize on material growth of cities on the one hand and the social and cultural powers of the urban population, claiming a right to the city, on the other. References Harvey, D. (2008) 'The Right to the City', *New Left Review*, (53), September-October 2008. [<https://newleftreview.org/11/53/david-harvey-the-right-to-the-city>]. Lefebvre, H. (1996) *Writings on Cities*. Oxford UK: Blackwell. Purcell, M. (2003) 'Excavating Lefebvre: the right to city and its urban politics of the inhabitant', *Geojournal*, (58): pp 99-108. Robinson, J. (2015) 'Thinking cities through elsewhere: Comparative tactics for a more global urban studies', *Progress in Human Geography*. Retrieved from: 0:0309132515598025v1-309132515598025. Salet, W. (2018) *Public Norms and Aspirations: The turn to Institutions in Action*. London and New York City: Routledge. Salet, W., D'Ottaviano, C., Majoor, S. & Bossuyt, D. (eds) (2019 forthc.) *The Self-Build Experience: Between self-regulation and formal government*. Bristol: Policy Press.

HOW A NEOLIBERAL INCREMENTALISM LED TO THE DECAY OF PUBLIC SPACE PROVISION IN CARRÉ DE SOIE

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The logic of incrementalism to urban planning is getting attention in contemporary urban developments. This incremental philosophy to planning implies a stepwise progression of urban development. This paper discusses how a neoliberal approach to incrementalism results in a challenge to determine appropriate property rights regimes for the public realm. Policy aspirations for the public realm can be secured, or even intensified, through property rights and the rules used to influence how these property rights are anticipated. This paper proposes an interaction model to better understand the reciprocal interaction among property rights and policy aspirations to the public realm. This framework is then illustrated through a case-study in Lyon (France) called Carré de Soie. This former industrial site is being redeveloped following the logics of neoliberal incrementalism. The interaction between private property rights and policy aspirations for the public realm are analyzed for two particular sites: TASE and Villeurbanne-la-Soie. The results show that a minimal share of public ownership led to the nonappearance and underinvestment of public space provision. This nonappearance and underinvestment of the public realm is even further aggravated by the incremental philosophy that steers highly fragmented parcellation of property rights. It is concluded that fragmented private property right regimes provide strong bargaining powers for privatized individualism at the expense of collective aspirations to public realm provision.

PROPERTY RIGHTS IN ALBANIA: A CASE OF SUBVERSION VIA EXPROPRIATION LAW

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In this presentation, we focus on lack of regulation with regards to property rights in general, and in particular to expropriation law in Albania. Problems with private property law have persisted since the 1990s, due to confiscations of private property by the communist regime. Restitution and compensation of former expropriations confiscated by the state during the communist regime in Albania happens in three ways: via restitution, compensation of property with land with similar value in a different location, and cash settlements, or other financial compensation. Relying on recent protests against new urban plans in Tirana, we demonstrate how property rights are still undermined by expropriation law. At present, legal institutional barriers render private ownership unclear. We argue that the following represent the major issues:

- Devaluated assets – Another major problem is the lack of a determined methodology for appraising the value to be compensated to owners of devaluated objects. Such compensation does not take place in practice, and the lack of a methodology of evaluation is used as an excuse. In this case, the State is practically violating the rights of these owners.
- The law provides for the compensation of third persons whose property has lost value because of public investments, but not in the case of an owner, whose property is partially expropriated, causing the other part of his property to lose value.
- Extension of the expropriated area – There are also problems and misconceptions with regard to the requirement stated at the beginning of the report which states that expropriation may be done only to the extent that is essential for the realization of the purpose of the expropriation.
- Lack of direct negotiation terms – A shortcoming of the law is the lack of a negotiation procedure between the beneficiary and the owners of the expropriated properties.

QUOTAS IN LAND USE PLANNING – A FEW THOUGHTS ON AN ESSENTIAL INSTRUMENT TO DEAL WITH SCARCITY

Gerber J.

Prof Gerber Jean-David - Switzerland - Bern

Following a popular initiative in favor of stronger measures against sprawl, Switzerland had to vote in February 2019 on the introduction of a nation-wide quota limiting the expansion of the building zone once and for all. A quota refers to the political definition of a proportional part of the total area of the country allocated to a specific activity. Quotas are ubiquitous in land use planning. They are an essential instruments used by public authorities to regulate spatial development. However, they seem to be able find political acceptance only as long as they are not absolute. After a short presentation of the Swiss anti-sprawl initiative, I discuss the role of quotas as land-use planning. Although there are many economic, environmental and justice-based arguments in favor of quotas, they are unpopular, especially if they are truly binding, in particular because they clash with (the myth of) absolute property. In front a scarce resources, and densification objectives, I argue that quotas are essential tools for effective land policy. I finish my presentation with a few thoughts on the discrepancy between the scope of planning instruments and the reality of our planetary boundaries.

LAND READJUSTMENT IN MARKET-LED URBAN DEVELOPMENT ENVIRONMENTS

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Recent population flows from immigration have led to high levels of growth in some cities, putting pressure on housing and planning systems. Melbourne, in Victoria, Australia, is one example of this where strong population growth in the last 15 years (at 1.6% pa) is forecasted continue into the foreseeable future. Much of this growth has been accommodated by new housing on the urban fringe, which has brought to the fore problems associated with land assembly, value capture and provision of infrastructure and land for public purposes. This paper analyses whether land readjustment as a land management strategy could be an option to respond to these problems. Land readjustment has (re-)gained currency with a growing body of academic literature which promotes it as an effective land management strategy that enables government to re-order land plots, and through this facilitate and improve the planning process (Muñoz Gielen 2016; Hartmann & Spit 2015; Van der Krabben & Lenferink 2018; Yilmaz et al 2015; Hong & Needham 2007). Currently, the land assembly process for greenfield development in Australia – once it is re-zoned to residential – is generally more influenced by land developers buying and assembling land for their development projects rather than the policies of government agencies. The paper investigates how land readjustment is implemented in different countries, with a focus on Germany as there is a long history of land readjustment with a wide and regular application, particularly in greenfield development. The comparison between Germany and Australia in particular highlights important differences in land use policies and housing development in the two countries influencing the implementation and specifics of land readjustment. With this in mind, the paper will critically assess the potential for this strategy in a currently market-led development setting.

WHAT INTENTIONS DO WE HAVE BY PARTICIPATION? A PATH DEPENDENT SYSTEMS PERSPECTIVE ON PARTICIPATION IN MUNICIPAL LAND-USE PLANNING

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Public participation and participatory rights cannot fully be understood irrespectively of the planning legislation and the system supporting municipal land-use planning. Despite this, descriptive and normative perspectives, based in deliberative democracy, characterize Norwegian participatory research. Too often, the research lack a prescriptive understanding of the legislator's intentions. In a system perspective, the public right to participate in land-use planning competes with other and more specifically designed rights of sector authorities, stakeholders, neighbours, etc. Hence, an adequate understanding of public participation must reflect the general design of all participatory rights in statutory land-use planning. The right to participate in municipal land-use planning is often established and shaped through several generations of planning legislation. The establishment of statutory participatory rights generally reflect a wish to safeguard specific interests. In Norway, the safeguarding of property rights was the starting point for participation rights being introduced in the planning legislation. Other and more general participatory interests and the related rights in line with this have subsequently been developed on this basis. This has created a path dependency in the design, content and relative strength of public participation relative to other and more specific participatory rights. In this paper, public participation in Norwegian municipal land-use planning is analysed from such a path dependent systems perspective.

EVALUATION OF THE LAND VALUE CAPTURE EXPERIENCE IN THE CITY OF SÃO PAULO, BRAZIL

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The use of Land Value Capture (LVC) tools has been advocated by many authors as way of financing public investment and projects. The rationale behind these tools is to capture part of capital gains on land derived from public sector interventions on urban development, such as infrastructure implementation or land use regulation change. They can be of great importance in very limited budget environments such as rapid urbanising countries that need to provide a great amount of infrastructure and urban services to accommodate urban growth. The City of São Paulo, Brazil, has implemented LVC since the 1980s through a wide range of different tools. The objective of this paper is to evaluate the implementation of two of these tools, CEPAC (Certificado de Potencial Adicional Construtivo) and OODC (Outorga Onerosa do Direito de Construir), from 2002 until 2014. Rather than evaluating these instruments just from a revenue point of view, the work intends to analyse also how effective they are in reducing social disparities, considering the location and kind of investments done.

STRATEGIES OF LAND POLICY FOR URBAN DENSIFICATION IN DIFFERENT PLANNING CONTEXTS

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After decades of decline as a consequence of suburbanisation and deindustrialisation many European cities are experiencing sustained and rapid population growth (Turok & Mykhnenko 2007). This subsequent increasing demand for housing has resulted in planned and unplanned densification in metropolitan areas. Densification has become a planning strategy in many local authorities as it helps drive population growth within the administrative boundaries and at the same time contributes to policy goals of compact and sustainable urban development. Densification can take a variety of forms. Our focus here is on changes that involve physical work within the existing built-up urban area, while acknowledging that densification can also occur through, for instance, higher occupancy rates (Bibby et al. 2018). We are interested in identifying how urban densification is enabled through land policy instruments in different planning contexts and how different strategies play out in these contexts. We aim to demonstrate the specific challenges of densification strategies both in terms of planning and land policy instruments as well as the outcomes of these strategies. In the light of current urbanisation trends, densification is one of the key challenges if urban sprawl is to be limited. How can planning and land policy instrument support this and what are the caveats to mitigate some of the negative consequences? Bibby, P., Hennberry, J., & Halleux, J.-M. (2018). Under the radar? 'Soft' residential densification in England, 2001–2011. *Environment and Planning B: Urban Analytics and City Science*. DOI: 10.1177/2399808318772842. Turok, I., & Mykhnenko, V. (2007). The trajectories of European cities, 1960–2005. *Cities*, 24(3), 165-182.

**THE DEMOLITION OF UNAUTHORIZED BUILDING IN SOUTHERN ITALY.
LEGITIMACY CONCERNS, SELECTIVE VALUE REASSIGNMENT AND BUILDING-RIGHTS
TRANSFERRING TOWARDS NEW PUBLIC-PRIVATE ALLIANCES**

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The demolition of unauthorized building is not simply aimed at restoring conditions of legality, neither is it an act of mere restoration of pre-existing environment. In southern Italian territories, where illegal construction has been an enduring and widespread phenomenon, demolition has to be intended above all as a planning tool aimed at reorganizing the built environment and establishing new alliances between administrators and citizens. Only through such approach it will be possible to reassign value to legal private assets, safeguard threatened public goods (beaches, wetlands, river banks) and turn disordered and poorly infrastructured settlements into more efficient and safe ones. The effectiveness of a reform plan for unauthorized building in the so-called Mezzogiorno is, without alternative, connected to the political and institutional capability to conceive and manage a widespread demolition project within the aforementioned multidimensional meaning. Highlighting the collective gain that could derive from this intervention represents an essential aspect for the success of the project. The paper aims to explain – first – the peculiarity of the Italian case, in which a widespread attitude of tolerance by public authorities towards illegal construction has been a trend since the Seventies. An attitude that has created strong social expectations for building amnesties, and has set the scene for intricate legal disputes and an impasse in demolition process. Secondly – also bearing on the outcomes of a recent seminar held at Politecnico di Milano – the paper reflects on the margins of manoeuvre within the current national regulatory framework and explores policy innovation perspectives that try to maximize the collective benefit through incentives, compensation, land readjustment and transfer of development rights.

NEVER-ENDING STORY: DIFFICULTIES IN THE URBAN RECONVERSION OF ILLEGAL SETTLEMENTS IN PORTUGAL

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The territories occupied by large areas of self-built dwellings, settled without legal authorization, are a reflection of the central administration's difficulty in dealing with land management (planning, licensing, supervision, market control, public-private articulation, etc.) and, in particular, the inability to adopt a housing policy that is appropriate for more dynamic urban and metropolitan areas, under demographic and economic pressure. Despite the progress made in applying transitional legal measures, surveys carried out by local and regional authorities or in the context of academic and scientific research show that many of these areas are still undergoing urban reconversion. While some simpler cases have been resolved, the delays in concluding the process have left unaddressed mostly those cases that reveal greater procedural difficulties or greater difficulties in finding a solution within the current legal framework in force. This presentation focuses on the illegal settlements that now seem to be in a situation of double marginality, since the historical condition of their illegal origin and marginal existence is now joined by its condition of exclusion from the law that oversees the processes of urban redevelopment. The authors conducted a structured evaluation of this dual marginality, which led to a systematization and proposed typology of the cases still without solution in the current legislation. The typologies are classified according to three main issues: social/demographic; political/legal; environment/risks. The work also demonstrates that these typologies are not hermetic, as the dominant issues are not mutually exclusive, but rather coexist and overlap. This has likely contributed to the protracted solution to the problem and suggests that the reconversion of these illegal settlements requires innovative solutions that addresses these different issues.

LEGITIMACY CRISIS OF THE VILLAGE PLANNING IN CHINA AND ITS RESOLUTION

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Based on the three-phase legality theory of regulation, standard and morality of the new institutional sociology, the legal basis of village planning in China is embodied in three attributes: state legal empowerment, industry standard management and public interest expression. The introduction of the China's Urban and Rural Planning Law in 2008 has endowed the village planning with legal status from the national legislation level, and promoted the legitimacy structure of village planning towards integrity, which has made the village planning officially enter the era of "legalization". However, a comprehensive review of the development results of village planning over the past decade reveals that the current village planning legitimacy structure is now facing some major legitimacy crisis, such as the absence of subject under the contradiction of jurisprudence, the failure of planning caused by the deviation of technical rationality, and the dilemma of seeking a maximization of public interests. The legitimacy of village planning presents a crisis state of complete structure and incomplete function. To resolve the legitimacy crisis of village planning has become an important part of village planning towards public policy in the new era in China. Based on a comprehensive analysis of the original mechanism of crisis generation, this paper proposes the corresponding resolution paths so as to promote the village planning legal structure to an ideal condition of form and function integrity. Firstly, we should repair the relevant legal gaps in village planning. Secondly, we need establish rational technical guidelines for the village planning. Finally, the current village planning in China should be turned to "contractual village planning" with multi-subjects affirmative.

COMMUNICATIVE PLANNING, DEMOCRATIZATION OF PLANNING, AND THE “LOCAL TRAP” – ANALYZING CLASHES BETWEEN DIFFERENT SCALES OF DEMOCRACY IN THE FINNISH PLANNING SYSTEM

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This paper discusses the so-called local trap, associated with communicative planning by theorists such as Mark Purcell, who claims that the proponents of communicative planning assume democracy at the local level as being qualitatively better than democracy at other levels. Even though this assumption has never been explicit in the theory of communicative planning (CPT), it is true that the empowerment of local communities was highlighted when the CPT made its breakthrough in the 1990s. Our paper analyses the local trap in the Finnish context, where the ideals of communicative planning were formally institutionalized in the end of the 1990s along the renewal of the Finnish planning law. In the resulting Land Use and Building Act, there are no notable differences between formal requirements concerning public participation in local detailed planning, local general planning and regional planning. However, Finnish legislature aimed at enhancing participation not only by creating new formal rules or rights of participation, but also by increasing flexibility in the planning system. In so doing, it followed CPT, which seemed to suggest that flexibility is needed in the system, because through flexibility it is possible to create spaces for informal communicative practices. In Finland, flexibility has resulted in the increased leeway for local norm application. Local stakeholders have had their share of the increased power in the local level, but we argue that this has not happened in such a way that would have increased democracy in planning. The institutionalization of communicative planning seems to have led to local traps, where goals created in higher level democratic processes tend to be disregarded in local processes. This paper not only analyses the local traps, but also introduces some suggestions as to how to make both the theory of communicative planning and the Finnish system more resistant to local traps.

SPATIAL PLANNING AND INFORMALITY AS CONTRADICTING AND COMPLEMENTARY REGULATORY SYSTEMS. CHALLENGES OF IMPLEMENTATION OR LEGITIMACY?

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The transition of the centrally planned economies of the Eastern Bloc towards the free market after 1989 entailed, among others, fundamental constitutional and legislative changes related to the redistribution of property rights and the formulation of new frameworks of spatial planning, as well as the allocation of real assets. This presentation will examine issues of planning implementation related to property rights in the context of the post-socialist transition, by focusing: first on Albania, a former socialist country with distinct particularities regarding property issues and second, in Albania's Southern Coast, in an area of weak property rights, insecurity in land tenure, absent owners and intense pressures for tourism development. Methodologically, the presentation mainly rests on qualitative approaches and systematic fieldwork; involving in situ observation, semi-structured interviews and active participation in planning processes. By focusing on Albania's Southern Coast, the presentation will examine whether and how certain planning instruments (of regional and urban scale) get implemented, exploring which parts of the plans can be implemented and which meet severe challenges –and why. Through this analysis, the presentation will show that spatial planning is but one of the regulatory systems that define land development; the other one being informality, and will move on to briefly analyse aspects of informality in land ownership and development. In doing so, the presentation will elaborate on the complex interrelations between spatial planning and informality, envisioning them as both contradicting and complementary regulatory systems of land development. By employing an approach based on the analysis of various property rights regimes and scales of capital investments, the presentation will contemplate the impact of both spatial planning and informality on various social groups, wondering whether the real issue is a challenge of implementation or, rather, a challenge of legitimacy, particularly in a context of weak property rights.

INSECURE LEGAL SYSTEMS OF PROPERTY OWNERSHIP AND VACANT SITES INITIATIVES. CHALLENGES TO THE INTRODUCTION OF A VACANT SITE LEVY IN IRELAND.

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This paper examines modern legislation dealing with urban derelict sites in Ireland and explores how the potential efficient operations of this land policy intervention are hampered by the legal nature of property ownership which can both contribute to the problem and militate against attempts to provide effective policy solutions. The UK, Ireland, Australia, large parts of the USA and other parts of the world have both inherited and evolved from a British Common Law tradition which emphasises individual property rights. The introduction in 2019 of a modern derelict/vacant sites levy in Dublin Ireland is used to explore the legal challenges facing planning and policy efforts and initiatives in this area. The paper will focus on an analysis of the lobbying, political and legal challenges raised to the new vacant site levy during the period of introduction and early implementation. The pre-cursor of many modern city planning and land management systems in Western Europe is the Estate Management style of urban development in the period to the nineteenth century developed from the feudal style of all property ownership of such periods. Problems associated with modern development activity especially in the inner-urban areas include the difficult legal and tenure system which makes site assembly and the management and maintenance of existing property extremely difficult. Such complications greatly increase the costs involved in dealing with urban property and delay or often completely defer decisions on refurbishment or development. It is in the inner city areas where such policy issues are most significant as such property is frequently multi-occupational with a variety of leases, agreements and legal rights affecting individual properties. It is therefore important that these related policy areas be investigated as to their impact on the use and development of property and proposals to deal with vacant or derelict sites.

A DUTY TO HAVE “DUE REGARD”? EQUALITY, HUMAN RIGHTS AND COMPULSORY PURCHASE IN ENGLAND

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The Equality Act 2010 imposes an “equality duty” on UK public bodies. This equality duty requires those public bodies to have “due regard” to the need both to prevent discrimination, harassment and victimisation and to promote equality of opportunity. Local authorities in England must comply with this equality duty when exercising their power to take privately-owned land for property development purposes. In the UK, the process for taking privately-held land is known as compulsory purchase: a local authority wishing to use its compulsory purchase powers for property development purposes must first make a Compulsory Purchase Order (“CPO”) before obtaining approval for the CPO from the Secretary of State for Communities and Local Government. However, the Secretary of State will only grant approval for a CPO after receiving recommendations from a Planning Inspector appointed to adjudicate at a Public Inquiry arranged to consider public objections to the making of that CPO. Since 2016, local residents and small business owners affected by the use of compulsory purchase powers have begun to argue that local authorities making CPOs have failed to discharge their public sector equality duty. Consequently, some compulsory purchase proceedings have been suspended or abandoned. Drawing upon recent Court of Appeal judgements and Public Inquiry recommendations, this paper considers the implications of this public sector equality duty for property development proposals founded upon the compulsory purchase of privately-held land. In particular, the paper will analyse a recent case in which the Secretary of State refused approval for a CPO where that CPO would have had significant adverse effects on equality of opportunity. The paper will then demonstrate how the Secretary of State’s decision has affected local authority decision-making with regard to the use of compulsory purchase powers for property development purposes.

THE JUST CITY. THREE BACKGROUND ISSUES: SOCIAL JUSTICE VS. DISTRIBUTIVE JUSTICE, CONCEPT OF JUSTICE VS. CONCEPTIONS OF JUSTICE, PHILOSOPHY VS. DEMOCRACY

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In the fields of planning theory and human geography there is growing discussion of the “just city”. The impression is that in order to continue the discussion of the key issue of the just city, certain methodological considerations and precautions which are not always present (or at least not always to the fullest extent) in the current debate are necessary. The article will focus on three in particular: (i) the incomplete overlap between social justice and distributive justice; (ii) the distinction between the concept and the conceptions of social justice; (iii) the relationship between philosophy and democracy.

GROUNDING IT: EXPLORING LEGAL, INSTITUTIONAL AND BEHAVIOURAL CHALLENGES AND OPPORTUNITIES FOR IMPLEMENTING SOUTH AFRICA'S FIRST NATIONAL SPATIAL DEVELOPMENT FRAMEWORK

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On the 1st of July 2015, the Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA), was passed into law. This Act not only introduced a new spatial planning and land use management system in the provincial and municipal spheres of government, but, for the first time in the country's history, also provided for the preparation of a legally-sanctioned 'National Spatial Development Framework' (NSDF). Four years later, the national department of Rural Development and Land Reform (DRDLR), is ready to publish the 'draft NSDF' for its 60-day public comment period, and soon thereafter, present it to the national Cabinet for it to adopt. While SPLUMA provides substantial guidance as to (1) the content of the NSDF, (2) the process to be followed in its preparation, and (3) the public and stakeholder consultations to be embarked upon in the course of this process, it provides very such guidance with regards to its implementation. This has led to many multi and bilateral stakeholder engagements and deliberations as to how and by whom (1) it would be implemented and its objectives be realised, and (2) progress in this regard be measured and acted upon. In this paper, three of the members of the consultant team appointed by the DRDLR to assist it with preparing the NSDF and providing detailed guidance as to its implementation, provide an overview of (1) the legal, institutional and behavioural challenges and opportunities for its implementation, (2) the routes that were considered, and (3) the final proposal that was submitted. While not a European example, the complex legal and intergovernmental dynamics explored, the engagements with human behaviour in power-dense, multi-governmental environments, and the power, scope and limits of 'the law' in the pursuit of 'national spatial developmental objectives', should be of interest to a European audience.

NEOLIBERAL GOVERNANCE AND ACCUMULATION BY DISPOSSESSION IN KARABURUN PENINSULA, IZMIR, TURKEY

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The transition to neoliberal governance brought along the transfer of the property or the right to use of natural areas to the private sector. As the state rollbacks, it undertakes the role of protection either of nature or of the interests of capital. Having undertaken the role of deregulation and reregulation, the state has provided the legal framework of new capitalist activities leading to the commodification and marketization of natural areas, which were previously non-commodified or non-marketized. In this way, the biophysical world has been encompassed in the accumulation process. However, “sustainable” capital accumulation has contributed to the increasing environmental degradation rather than natural conservation. On the other hand, with privatization or the assignment of use rights, unowned, state-owned, communally-owned areas have become spatial fixes for capital. Hence, the people living adjacent to, or in these areas, have been deprived of the right to use of them. In Turkey, by the 1980s, the privatization policies associating with the deregulation and reregulations created the legal framework for the accumulation by dispossession process. Karaburun Peninsula is encompassed into this process especially after the 2000s. The forests, pastures, natural conservation areas, coastal and the sea, which were belonging to the state or open to the use of local people, have been enclosed for, and exposed to the sustainable energy investments, fish farming, quarries, industrial agriculture, and tourism by private sector initiatives. The commons, having been previously used by local people for making their lives, were radically decreased. So the local people have been dispossessed by legalized transfer of use or property rights, as they can no longer sustain their daily practices and relations to nature to make their living.

PLANNING THE RIGHTS TO LAND, VALUE AND FREEDOM

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Urban planning represents the 'interference' by the state in the freedom of property owners in the interest of the wider community. In England, property development rights are held by the state and granted to landowners upon successful application. Rights to the ownership of property in general remain with landowners. But what about the rights to the ownership of property value? This question is a particularly vexed one in the context of the ownership of property in development land. The granting of planning permission by the state often results in a significant uplift in land value. It is generally accepted that it is unjust for the landowner to retain all of this uplift. This is because the vast majority of the increase in value is usually the result not of any labour on the part of the landowner, but of public investment and the progress of society in general. However, precisely how (and how much) development land value should be 'captured' by the state through the planning system has intermittently been an area of ideological contestation and policy dynamism in England for over 70 years. After a relatively long period of apparently 'post-political' settlement around the question of the ownership of development land value, this area of planning law and policy is now once again a site of political rupture and ideological debate in England. This paper examines the current political moment in the context of the legacies of previous periods of ideological contestation around the proper distribution of ownership of development land value. The paper shows how the effects of the relegation of this highly political question to a specialist technocratic planning process during the last 30 years recently intersected with the wider dynamics of the 'housing crisis' so as to create the conditions for a 'return of the political'.

FRAGMENTED GOVERNANCE AND THE REGULATION OF HOUSING PRODUCTION IN NEOLIBERALISING AMSTERDAM

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In the last decades, the Dutch system of housing production underwent extensive transformation, shifting from its strong welfarist focus towards a more neoliberal model which is characterised by an enhanced role of market forces and actors. Within this framework, funds for social housing were abolished in the mid-1990s (Priemus, 1995), and as widely studied, Dutch housing associations has been transformed into hybrid organisations that use market instruments to supply affordable housing (Tasan-Kok & Altes, 2012). However, the influence of wider regulatory shifts in the Dutch planning law and policies particularly since the 2008 economic crisis (like the new Dutch Environment and Planning Law-Omgewingswet) on the housing production system remain underexplored thus far. In this paper, we revisit the governance of housing in post-2008 crisis Amsterdam and examine the influence of regulatory shifts on its institutional structure. Moreover, by identifying the core aims and objectives of public policy agendas and by employing an analytical framework by Tiesdell and Allmendinger (2005) to understand the types of policy interventions into Amsterdam's housing production, we illustrate a mismatch between policy discourses and property-led planning practices. We argue that this mismatch plays a crucial role in the city's fragmented governance, and call for greater emphasis on the relationship between public planners and market actors in the regulation and production of housing.

LANDSCAPE PLANNING IN ITALY: SO POWERFUL, SO PRESCRIPTIVE ... SELDOM USED

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According to the Council of Europe, landscape is an essential component of social well-being, and “a matter of democracy”, which entails “rights and responsibilities for everyone” (CoE, European Landscape Convention, ETS n. 176, 2000). For these reasons, landscape policies must be adopted on the entire territory of the states. This relatively new approach to landscape policies had a deep impact all around Europe (being the ELC ratified by 38 States), but particularly in Italy, where landscape was a matter for protective measures only, on the basis of a long-lasting tradition of cultural heritage preservation. By a relevant reform in the legislative framework (L.D. n. 42/2004), which reshaped governance model and practices at national and regional level, landscape plans were introduced as mandatory and superimposed on any other spatial plan. Landscape protection is still their main concern, addressed by prescriptive regulation. Landscape protection is a general principle entailed in the Italian Constitutional Law, no compensation is due to property rights' limitation. But, because landscape planning is now extended to the entire territory of each region, an excessive regulatory approach may result in no acceptance by the general public. Twenty years after the Convention, and fifteen years after the Code on Cultural Heritage and Landscape, many dilemmas are still unsolved, and the solution seem to be the inertia of bureaucracy in applying the legislative reform. Spatial planning has a key role in the transition from protection of heritage sites to the management of landscape qualities across the entire territory. The paper will discuss how, nevertheless, this process cannot be not limited to a mere elaboration of new plans, but involves innovating governance processes and public participation.

THE DARK SIDE OF URBAN GOVERNANCE: HOW CORRUPTION, ILLEGALITY AND ORGANIZED CRIME SHAPE URBAN POLICIES IN ROME

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News stories and judicial investigations often report of illicit and illegal practices in the urban planning and development process in many cities across the world. Despite this, while illegality has been investigated in specific sectors, such as public procurement and organized crime infiltration in the formal economy, there is still a lack of focus on the specific urban aspects of the illicit and the illegal. As a consequence, most research and theory on urban development and governance only takes into consideration legal practices and actors, and treats illicit ones as insignificant anomalies, unable to structurally affect the production of space and urban governance. While this can be true in some countries, such an approach might be inadequate to explain urban dynamics in other contexts where corruption and organized crime are a structural feature (e.g. several countries in the so-called Global South, the former Soviet bloc and Southern Europe). This paper aims at explicitly addressing the role of illicit/illegal actors and practices in urban planning and development in the Italian context. The research centres around the analysis of two main case studies in the city of Rome (the “Mafia Capitale” investigation about a criminal network which infiltrated many urban policies at the local level and several municipal departments and agencies, and the investigation on the project for new Stadium of the soccer team A.S. Roma); it shows how such practices are a structural component of urban governance at the municipal level. The general aim of this research is contributing to the debate on urban governance dynamics in Italy and in other contexts, by to underline the necessity to investigate also the “dark side” of the formulation, adoption and implementation of urban policies.

WILL IT EXECRATE URBAN REGENERATION? THE FEASIBILITY OF THE "STATUTE FOR EXPEDITING RECONSTRUCTION OF URBAN UNSAFE AND OLD BUILDINGS 2018" IN TAIWAN—A CASE STUDY OF THE HISTORICAL QUARTER IN CENTRAL WESTERN DISTRICT, TAINAN CITY

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With the growth of cities and the expansion of population, the aging housing becomes one of the major issues in regards of urban life quality in Taiwan. Accordingly, "Urban Renewal Act 2001" aims at improving the quality of living and recovering urban economy. Nonetheless, it lacks incentives to motivate implementer to invest. Meanwhile, in response of the urban disaster prevention issues, the Ministry of the Interior promulgated the "Statute for Expediting Reconstruction of Urban Unsafe and Old Buildings 2018" to increase the private sector and the residents' willingness to participate in the urban renewal projects through the enhancement of incentives, such as bulk reward and tax reduction. For those areas eligible for promoting reconstruction projects in "Statute for Expediting Reconstruction of Urban Unsafe and Old Buildings 2018", some of them encounter more comprehensive debates. Hence, the main purpose of the research is to explore the feasibility of the implementation of "Statute for Expediting Reconstruction of Urban Unsafe and Old Buildings 2018" from different aspects, and to figure out the possible conflicts between cultural preservation and disaster prevention. Therefore, The research take the historical quarter in the Central Western District, Tainan City as a case study area, that has been confronted with obsolescence of physical environment and the conflicts of disaster prevention at the same time. The research methods includes cost-benefit analysis (CBA), overlay analysis, and questionnaire survey. The research results confirmed that the increasing floor area will cause the possible impacts of local scenery in the historical quarter due to the extra bulk rewards granted by the Statute. Additionally, in terms of CBA, although it's economically feasible, it still fails to have enough incentive for homeowners to conduct the reconstruction projects. Finally, survey respondents express their concerns for disaster risk and acknowledge the urgency of reconstruction.

URBAN-LEGAL PARADIGMS SUPPORTING POST-MILLENNIAL EVICTION: THE ROLE OF THE COURTS IN DISPLACEMENT PRACTICES

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Why is Brazil, a country with one of the most progressive and inclusive land legislations in the world, being accused of violating its citizens' constitutional right to housing? Why is the Brazilian Judiciary, despite all the legal mechanisms created by recent laws to reverse exclusionary patterns of land use, executing forced evictions of thousands of marginalized families? I argue that these violations and removals must be understood as legalized displacement. Namely, land dispossession practices that are not only a direct result of the commodification of housing, but of a much broader discriminating process, in which the courts are playing a major role. Judicial dispossession can be read as a direct outcome of eviction mandates ordered by the courts. However, what makes it legitimate is not only the fact that it is ruled by judges. These practices are embedded within governmental, legal, and policy apparatuses. Drawing from Porto Alegre, a city with tradition in participatory planning programs, this article will analyze how urban-legal paradigms support post-millennial evictions in Brazil by answering "how are legal frameworks on land use and property rights used to justify displacement?". By employing archival research and discourse analysis, I show that courts are ignoring recent legal mechanisms created to ensure the constitutional right to housing in the country. I find that judges are mobilizing discourses that idealize private property regimes at the expense of alternative forms of tenure already established by paradigmatic land legislation. At stake here is the fact that these removals are expelling the disfranchised from the city. Lastly, I am calling into question the false distinction being made between evictions in the context of the Global South – perceived as violent conflicts involving mostly informal tenants – and similar processes in the Global North, often understood as part of more "legalistic" processes.

EXPROPRIATIONS IN CITY PLANS AND INADEQUACIES OF IMPLEMENTATIONS. THE CASE OF THE CITY OF LARISSA, GREECE

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Urban planning in Greece is identified by two characteristics: the domination of the legislative/legal level on the policy-making one, and the “implementation gap” between laws and plans, and related implementations. The causes of the latter have been often documented as being the lack of planning policies, the complex and often-contradictory legislation, political clientelism, corruption, and the inadequacies of resources (human, fiscal) to be used for planning implementations. In fact, the most frequent reason for the implementation gap is the inability of local administration to compensate landowners whose properties are meant to be expropriated, and become public spaces or amenities. An additional reason for the non-implementation of Urban Plans is that if the expropriation/compensation is delayed for more than a legally specified period, the landowner can ask the lifting of the expropriation. Larissa is a Greek city, which faces such difficulties. Due to lack of money for expropriations, its --- years-old Urban Plan has been implemented only by 77%. This problem of non-implementation is intensified as we move away from the city center and towards the periphery and the recent extensions of the Urban Plan. In the city there are nearly 120 of cases to be expropriated/compensated, and the total amount needed is estimated to 150 million Euros. Obviously, the municipality is impossible to afford this amount, and the Urban Plan is in serious risk of not being implemented. In that context, the paper suggests a re-examination and a re-classification of the prescribed spaces based on three critical factors: the “urban importance” of each “prescribed space”, the economic affordability of financing its expropriation, and the legal characteristics of property rights. In addition, the paper explores other institutional urban tools as alternative forms of compensation, based on the most recent institutional framework in Greece, but also on good practices from abroad.

IMPLEMENTATION PROBLEMS OF SOCIAL AND TECHNICAL INFRASTRUCTURE IN TURKISH SETTLEMENTS

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In urban settlements, social and technical infrastructure has a critical significance. The provision of social and technical infrastructure is an issue that affects all cities. While the provision of social and technical infrastructure affects the well-being of residents, determines the effective operation of the urban economy, and assists in the functioning of property markets. In Turkish settlements have three basic problems relate to social technical infrastructure. First is related to the determination of social and technical infrastructure areas in local plans. According to the traditional planning approach, their location in the local plans is determined according to urban needs as effective as possible. However, with the effects of neo-liberal economic policies, private social and technical infrastructure areas have increased. While location criteria for the private sector are maximization of the profit, location criteria for public sector is ensuring public benefits. Second is related to the provision of social and technical infrastructure. According to the traditional planning approach, public services and facilities are provided by public under approach of welfare state. This situation has changed with neo-liberal policies. Private land development tools have begun to be used much more than public land development tools. Third is related to implementation and sustainability of social and technical infrastructure areas. Many plan changes from social and technical infrastructure area into the other land use functions were made in urban areas. Also, after implementation of local plans, social and technical infrastructure areas can be used for out of purpose. The paper is focused on the third problem. That is, the paper aims to analyze how social and technical infrastructure areas were used for out of purpose on Istanbul case. For this, plan changes in the last ten years are examined. The findings are important for the holistic evaluation of social and technical infrastructure in urban areas.

REVIEW AND REFORM PROPOSAL OF CHINA'S URBAN PLANNING COMMITTEE: TAKING GUANGZHOU AS AN EXAMPLE

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Guangzhou established the Urban Planning Committee in 2006 and is one of the first cities in China to establish a city planning committee. As the democratic decision-making institution of urban planning, the members of Urban Planning Committee include experts from different professional areas and representatives from different departments. It becomes a consultant body to assist the municipality government to make urban planning decisions. It changes the internal administrative way in which the planning preparation and adoption both by government under the Planning Law. According to provisions of local legislation, both the preparation and adjustment of local regulatory detailed plan of important areas must be examined and approved by the Planning Committee before submitted to the municipality government. The Planning Committee represents the democratization of China local planning system, especially in cities such as Guangzhou. Guangzhou Urban Planning Committee has been in operation for more than ten years and has undergone three organizational restructurings, however, with the rapidly increasing number of regulatory plan adjustment in recent years, the current Planning Committee has begun to expose many problems in its performance, including unfixed time of convening, insufficient ranges of committee members, inefficiency to review large amounts of cases, lack of professional judgment in special cases, etc. This paper intends to briefly review the evolution of Urban Planning Committee in China planning system, and then take Guangzhou as an example, analyze the convening of the Planning Committee and cases which are examined by it in the past 10 years, propose some principles to classify the cases, such as their public characters and externality, and designs different procedures and criteria of examination for different categories of cases. Through comprehensive evaluation of the performance of Guangzhou example, recommendations are proposed to improve the organization and operation of China Urban Planning Committee.

INVISIBLE AFFORDABLE HOUSING: ATTEMPTS TO REGULARIZE ACCESSORY DWELLING UNITS

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Accessory dwelling units (ADUs) are self-contained units that are added to existing housings. The literature reports mostly on ADUs in single-family houses, but these units prevail also in condominiums where apartments are divided into two or more units. Often, ADUs are created without permits. They are rented out or serve to house family members. Unauthorized ADUs prevail not only in developing countries but also in many OECD countries. ADUs are usually rented at lower prices than regular units due to their smaller size and lack of permit. ADUs capitalize on existing infrastructure and enhance social diversity because they may attract households with a different profile than the main owners. But ADUs also pose challenges to urban management. Without accounting, planning agencies are not fully able to deliver the required public services. Unauthorized ADUs facilitate tax avoidance and can cause tension among neighbors. This study focuses on Israel as a unique case study, where population growth and density are very high, and affordable housing is a major issue. Whereas in other countries policies to regularize ADUs are taking their first local steps, in Israel two national legislative initiatives have already been attempted. In 2011 the legislation addressed condominium apartments, and in 2017 single-family houses. The Israeli legislature views ADUs as potential affordable housing, but the degree of success in implementation has yet to be assessed. The paper analyzes the details of the Israeli regulations and evaluates their effectiveness as a policy tool to increase affordability and density at the same time.

HOW DO MUNICIPALITIES PLAN FOR RESIDENTIAL DENSIFICATION TO PURSUE SUSTAINABLE HOUSING DEVELOPMENT IN LIBERAL HOUSING MARKETS?

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Prof Gerber Jean-David - Switzerland - Bern

In the last decade, in many countries facing challenges of intensive population growth and scarcity of land, densification became a central policy objective of spatial development. However, particularly in built residential areas, the implementation of densification has remained a major challenge for the actors involved. In the name of ecologic and economic sustainability, densification puts at risk the social dimension of housing sustainability due to higher rents after redevelopment. To counteract social exclusion processes, tenants and their political representatives increasingly develop social resistance strategies to block densification projects. This article addresses the challenge of ensuring housing sustainability in cities under increasing residential densification pressure. We ask: How do municipalities plan for residential densification to pursue the three dimensions of housing sustainability simultaneously? Using a (neo)institutionalist approach, we assess the local institutional setting related to residential densification in five different Swiss cities. Our results show the different local densification policies strategies available to guarantee social justice in housing in the Swiss liberal housing market. We will not only give a detailed interpretation of the local policy instruments implemented in favour of housing sustainability. Through comparative case study analyses, including document and statistical data analysis as well as selected expert interviews with local policy makers, public authorities, and planning professionals, we will reconstruct over the last forty years the local strategies promoting the shift towards sustainable housing development in selected densification projects. This analysis allows us to draw conclusion from the different local approaches available to implement residential densification and demonstrates how the residents' acceptance of densification projects can be enhanced. As a result, the effectiveness and justice issues related to the densification policies applied will be discussed.

COPING WITH VALUE CONFLICTS: MUNICIPAL LAND POLICY FOR HOUSING DEVELOPMENT IN THE NETHERLANDS

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Housing developments are not just about housing, but increasingly also about the circular economy, climate adaptation and mitigation, energy transition, et cetera. The number of ambitions attached to urban development projects is growing. To achieve goals through urban development, municipalities are dependent on market developments and different private and semi-private organization in the roles of land-owners, developers, investors and users of space and real estate. Besides, inhabitants and other stakeholders in the area can have significant impact on development projects. The value conflicts can therefore not be solved by the municipality in isolation. While municipalities have different private and public instruments at their disposal, the capacity of what an urban development project can absorb is restricted, especially by financial conditions. Besides, different values may be incompatible and incommensurable. This results in tensions between values, both at the policy making level and the level of project management at which concrete decisions are made. In this paper, two mid-size and growing Dutch municipalities (i.e. 's-Hertogenbosch and Zwolle) are studied. Through policy document analysis and semi-structured interviews we explore how different municipal officials cope with value conflicts. Especially the role of different land policy instruments in solving value conflicts is regarded. While land policy instruments are strategically chosen for their use in achieving different policy goals at the start of the project, the initial decision can also have significant (unforeseen) consequences in regards of the ability to incorporate additional policy goals related to different values.

LAND USE PLANNING AND REGULATION OF SHORT TERM COMMERCIAL VISITOR ACCOMMODATION: THE CASE OF EDINBURGH

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Many cities globally have seen an expansion of short-term rental accommodation (via online platforms) as a means of increasing capacity and encouraging additional tourism revenue. The speed of growth in this activity has led in some cases to concern for more effective regulation, for instance via land use planning. This is because of associated problems such as loss of amenity, and a change in the character of previously-residential areas to de facto tourism zones, with displacement of uses such as retail. There are also concerns that this has led to displacement of the supply of traditional residential letting, as well as a rise in overall rents and capital values. This paper considers the case of Edinburgh and the associated potential of regulation via land-use planning as considered in the current Planning Bill considerations, with debate on potential alteration of the definition of development for land use planning control. It explores how such regulation might seek to minimise problems while retaining benefits arising from expansion of the overall tourism sector and associated revenue. Such outcomes might be derived via the more effective management of incidence and location of short-term commercial letting activity, balancing the needs for economic development as well as for protection and enhancement of residential character and amenity. However this is not straightforward, as evidenced by the significant variation in practice between cities this regard. In addition, there are significant associated problems related to the difficulties of detection, monitoring and enforcement in relation to letting activity. The experience of Edinburgh in these respects is instructive for many other cities globally which experience similar pressures.

UNINTENDED OUTCOMES OF THE MARKETIZED HOUSING AGENDA IN SWEDEN: THE TROLLS THAT NEVER WERE INVITED WHO WE NOW HAVE TO DEAL WITH

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ScopeThis article discusses how the marketized national housing agenda in Sweden has resulted in unexpected local outcomes that to some extent spur illegal activities, or ways to survive.
ArgumentIn Sweden, we find several examples of how public-private solutions have emerged in the marketized era, more as local developments and responses than as effects of nationally monitored housing policies. Aside of the general overall picture, we find deviating examples to compare. Firstly, we locally find private slumlords, exploiting their properties to a maximum but with no local responsibility to the tenants. Second, under the housing shortages for immigrants, a black market of temporary housing -or beds- have emerged, that spur illegal actors. Thirdly, we find private-public partnerships who collaborate locally in order to serve long time interests for the properties, but also in relation to the community and a wider social responsibility.
ConclusionsWithin the field of spatial and housing planning, we find both great solutions provided by the market, and weak, even illegal such. In order to prevent the latter, long-term relations are necessary to invest in, for the general wealth of both properties and society at large. In order to solve the global pressures, the neo-liberal agenda needs to be anchored by place and institutional long-term relations between non-anonymous people in defined places. Results imply that the planning processes need to address this new landscape of actors, and processes.

CONDOMINIUM APARTMENTS AS A CHALLENGE TO URBAN REGENERATION: A COMPARATIVE VIEW OF LAWS AND PRACTICES

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The extensive knowledge on urban regeneration to date focuses mainly either on owner-occupied or on rental housing. Research has largely ignored situations where the existing housing is in condominiums (or similar co-ownerships). Yet, such tenure is a major part of housing. In many countries, condominium tenure serves not only the upper middle and rich households, but lower income households as well. Since condominium laws are not as old as private or rental tenure, the need to consider regeneration of such housing has emerged only in recent years, but is now on a steep curve in many regions in the world. The structure of condominium law makes coowners' decision making by the owners more difficult. What is the decision-making mode in the growing number of cities where regeneration policies encourage condominium buildings to be demolished and rebuilt with a higher number of units? In this case, must the condominium be legally terminated and another one created? The owners are usually offered a better apartment, and in theory, but not all condominium owners may be interested in such an initiative, for various reasons. The situations described do not entail the use of expropriation, but do have some kinship to this sensitive area of law. There are major issues of rights and fairness, rules of appraisal, possible displacement (though short-term), new unanticipated costs for maintaining the upgraded housing, and the possibility of "holdouts" who do not want to participate. The basic rule in most countries is (probably) that all owners must agree to such drastic decisions because they affect the very essence of ownership. However, in response to growing need to regenerate condominium housing, there are recent examples of majorities short of full consensus. The research reported seeks to analyze and evaluate the emerging laws and practices of regarding condominiums in urban regeneration.

HIGH-RISE CONDOMINIUM LIVING: PRIVACY, SURVEILLANCE AND PROPERTY RIGHTS

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The use of closed-circuit television (CCTV), also known as video surveillance, in residential condominiums is growing. The introduction of CCTVs parallels the shift to high-rise condominium living. This article examines the implications of installing CCTVs in the private-domestic space of Israeli condominiums. It points out to the changing relationship between privacy rights and property rights in condominiums, and to new legal challenges that arise. These challenges are magnified with the growing use of "smart homes" devices in condominiums management. The article argues that under the current legal framework, placing surveillance cameras in the condominium's common property, deriving from the owner's property right, prevails over the privacy right and reduces it. However, in the absence of adequate legal tools, reduction of privacy rights in the condominium might have adverse consequences and eventually also harm the private ownership. This process is embedded in a context of privatization and growing involvement of market rationales in the private sphere of the home. The article points to new legal tensions that arise and suggests new regulation of condominium management and decision-making processes, management agents, the reasonability of the use of CCTVs, and data protection.

MASTERS IN TRANSITION?

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My grandmother lived through six different regimes: influence of Austrians, then Germans and later the Russians on Czechs and Slovaks, with a Jewish flavor until the 40's, framing the Central European region and its spatial planning culture in the XX century. One may say people that were living there were required to be masters in transition. The paper presents outcomes of a qualitative comparative research of planning law in the CEE region and seeks possible lessons to be learned to tackle with upcoming challenges. The research focuses primarily on the relationship between public and private stakeholders in the process of planning and permitting. How the public sector deals with agreements with developers? How the land-value captures development work? What are the developer's obligations, if any? The study demonstrates, based on data from residential development in the Czech Republic, the impact of social and economic changes to the statutory (regulatory) planning system and its instruments. The transition from socialist to capitalist system combined with current and upcoming challenges (sustainability, hazards, social changes etc.) creates a colorful puzzle to be disentangled. There were many attempts to address these issues in different ways but it does not seem the light at the tunnels' end is yet visible. Planning is too complex to allow the experiences of others to be easily implemented in our home market. After almost 30 years of democracy in the CEE region there is permanent legislative uncertainty in the construction industry. This depreciates private savings and diminishes the competitiveness of the country. The paper provides also an analysis of World Bank data in the field of construction (Doing Business) which discloses the reasons for losing the relatively good starting position after the fall of Iron Curtain. Nevertheless there were and are good examples of legislative interventions which tackled the transition successfully. VR

AUSTRIAN TOURISM DESTINATIONS – THE CHALLENGE OF CONDOMINIUM OWNERSHIP

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Austria is a well-known tourism destination. Especially winter tourism and cultural tourism contribute substantially to the regional economy and generate jobs. The overall accommodation offer is still strongly fragmented, small-scale and mostly run as family business. Hotel chains and real estate developers used to be rare. This has recently changed. Besides the high demand for second homes for recreation, condominium ownership as an investment with a stable rate of return, gains popularity. For example, existing hotels get converted into apartment hotels or completely new projects developed by investors to be divided into condominiums for sale. Multi-owned tourism accommodation (MOTA) becomes more and more popular. This development is accompanied by effects on local land and real estate markets and raises the question of the long-term perspective on the use of such MOTA. Tourism condominiums are often buy-to-let models to bypass restrictive second home regulations and tend to be vacant or underused most of the year. In contrast private investors buy flats to rent them out via Airbnb. This leads on the whole to a competitive situation on the land market with rising rents as well as land and property prices and a lack of affordable housing. Villages transform to investment objects. This development and possible strategies get widely discussed among planners and politicians. Firstly, state land transfer laws are widely toothless to steer the actual use of property. Secondly, regulatory spatial planning tools (zoning, development plans) have limitations and need to be complemented by civil law contracts to be effective. The challenge of steering the market driven condominium development remains unsolved so far. The contribution aims to highlight the challenges and effects of increasing condominium ownership in Austrian tourism destinations and intends to give an overview of legal possibilities and constraints from a planning perspective.

PA16 Tourism, public spaces and urban cultures

Ceren Cezer
Gabriella Esposito De Vita
Stefania Ragozino

Over the last decade, public spaces have received an attention more than ever in urban research, policy and public debates as a facilitator of diverse, equal and democratic urban cultures. These debates are underlined by the decline of welfare state model and a rise in the neo-liberal approach to urban development to promote city's position in global competitiveness in order to achieve its economic success and prosperity. Among others, tourism has been seen as one of the key drivers of economic success. This implies that investments are not evenly distributed at the city level but concentrated in some selected parts of the city, such as historical city parts, waterfronts, business hubs for finance and high-tech industries, and neighbourhoods for creative industries. Some of the consequences of these developments are: social and spatial segregation, lack of public participation in the urban planning and design processes, gentrification in the central neighbourhoods, privatisation and control of urban space, marginalization of some social groups based on their gender, race and religion, dislocation of neighbourhood residents, and lack of accessibility and distribution of amenities. This track welcomes theoretical, methodological and empirical contributions addressing the role of public spaces in promoting a diverse, equal and democratic urban cultures, including, but not limited to the following aspects:

- public space between global and local mobility
- tangible and intangible heritage and public space
- urban change and public spaces in transition
- urban spatial and social justice
- tourism and impact urban transformation
- social innovations
- centre-periphery relations and imbalances
- gentrification,
- circular and sharing economy models and tourism
- self-organization and democratic place-making processes
- environmental dimension of urban public space

CULTURAL TOURISM AS A DRIVER TO PLACE-BASED REGENERATION

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CNR IRISS

A rich scientific debate and several local initiatives concern consequences that mass tourism is imposing to cities such as a loss of authenticity of places and spaces, spreading processes of gentrification and numerous cases of disneyfication. These phenomena are often affecting tourism destinations considered of cultural value that feed processes of commodification of cultural heritage in which the lack of regulations caused the increased real estate values and the expulsion of inhabitants to host visitors, the loss of traditional artisan activities to host globalised brands, the transformation of entire neighbourhoods in thematic parks for mass tourism. The set of these issues highlights a misunderstanding about the meaning of cultural tourism that doesn't preserve the intrinsic value of the cultural heritage but produces anti-urban practices depauperating the social fabric by reducing authenticity and sense of place. This research assumes cultural tourism as tourism based on a cultural experience that respects and enhances the intrinsic value of cultural heritage in line with the principles of the integrated conservation. According to this vision, the paper will discuss the following research questions: What could be the role of cultural tourism within strategies to struggle or better avoid gentrification and disneyfication phenomena? How cultural tourism could become a driver for place-based regeneration processes founded on authenticity and local identity? Starting from a literature review on cultural tourism in different geopolitical contexts and a first screening of international practices, the paper aims to offer useful insights for a different approach to cultural tourism for urban regeneration.

SPATIAL SPILLOVER EFFECT OF SHANGHAI DISNEYLAND: USING MOBILE CELLULAR DATA

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Shanghai Disneyland, the first Disneyland park in China, has attracted more than 11 million visitors since 2016, becoming a growth pole of Pudong New District. How to evaluate its impact on Shanghai is of great significance. Mobile cellular data is individual-based data which can record nearly every person's travel chains. Thus, it can provide a bottom-up perspective to evaluate the externality effect of Shanghai Disneyland. This study is aimed at exploring Shanghai Disneyland's spatial spillover effect by using mobile cellular data and putting forward suggestions to strengthen Disneyland's spatial effect on Shanghai. It is suggested that Shanghai Disneyland has spatial spillover effect in both the center of Shanghai and built up areas surrounding Shanghai Disneyland especially in less developed suburban areas. Besides, areas along metro lines are also essential spillover space, which suggests that improving public traffic can enhance the spatial spillover effect of suburban theme park like Disneyland. Finally, the spatial spillover pattern in Shanghai is due to the mismatch of the Shanghai Government and the Walt Disney Company.

ANTIFRAGILE PRACTICES TO DESIGN SOCIAL DIALOGUE IN CONTEMPORARY EUROPEAN URBAN PUBLIC SPACES

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European territories are crossed by a lopsided transition that, beyond economic boundaries, highlights a new geography of inequalities, fragilities, and fragmentations, questioning European identity. Public spaces are one of European culture core features and today a number of events undermines the everyday body-scale dimension of public spaces - beyond their progressive cordon off - exacerbating risk perception, and bringing mixophilia in danger of being lost. Thus, public space has become the place of crisis representation and the playground of a potentially change-maker social dialogue. This paper will show some outcomes of my ongoing PhD research, that is digging a new spatial/relational strand built around the antifragility concept, defining guidelines for projects in public space to structure social cohesion and democracy potential. Antifragility, Taleb's neologism (2012) introduced in opposition to the notion of fragility, is radically different from resilience that just resists shocks and reinstates former conditions, as it is designed to take advantage of volatility by dealing with randomness, disorder, and unpredictability. Holding this perspective, the paper will focus on deepening five specific antifragility features, such as the ability of learning from errors, the capacity of gaining from disorder, the fruitfulness of mixing top-down and bottom-up processes, the potentiality of maintaining a certain degree of indeterminacy in processes, as well as optionality and redundancy as a method to reduce shock exposure. To explore the crucial planning potential of these characteristics, they will be examined through spatial and relational investigations on four of the most interesting recent public space projects in Europe. The presentation will be supported by interviews, drawings, and short videos defining features that make public spaces antifragile places to enhance existing local environmental and social resources, to relate contexts, and to generate relational interactions as formative elements to renew European collective dimension culture and design.

WHO LIVES HERITAGE: INVESTIGATION ON THE IMPACT OF TOURISM FLOWS AND HERITAGE PROTECTION IN THE USE OF PUBLIC SPACE.

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Università degli Studi Roma tre

For some time now, the protection of heritage in both urban and small towns is increasingly accompanied by economic interests due to the strong tourist flows that characterize our time. The impact of this phenomenon can be traced on several fronts: the discomforts caused by a real estate market increasingly oriented to temporary rentals, the musealization of small historic centers that, on the Italian territory, are emptying of inhabitants and filling up with seasonal tourists, unable to revive the places or to substantially reactivate the local economy. In this context, the public spaces of big cities do not avoid the consequences of mass tourism. The big cities, in fact, are affected by the problem of social separation and the migration of public life from the historical squares to the more marginal and unconfigured areas more than by the problem of depopulation. While it is true that tourism has increased the protection of heritage, it is also true that this protection has made the heritage, and the space in which it is placed, an object of exclusive use of the tourist himself, actually taking away the historical places from the life of the city and its inhabitants. The study, therefore, works to a theoretical reflection on the results that over the last decades the policies for heritage protection had on the use of public space and urban life, trying to compare the effects that have been observed on different urban models such as large metropolitan cities and small historic towns. The aim is to investigate the different responsibilities that contribute to the process of moving urban life away from historical and heritage sites, studying, among these, the impact of mass tourism.

BALANCING TOURISM GROWTH AS PRODUCTIVE AND DISRUPTIVE FICTION. A DISCURSIVE-INSTITUTIONAL APPROACH TO URBAN PLANNING.

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The claimed successes of the city of Amsterdam in terms of its innovativeness and popularity for tourists have come together with growing concerns about over-crowding, noise pollution, a decreased visitor experience and alienated residents. The municipal government responded with the “Stad in Balans” (City in Balance) program, with spatial distribution as an important part of a solution to the perceived pressures. Through a discursive-institutional approach (DI), we analyse how the idea and discourse of ‘balance’ and ‘spreading’ has been institutionalised and how it got remoulded in this process. An in-depth qualitative analysis of the relocation of the Passenger Terminal Amsterdam (PTA) serves as an embedded case to sharpen our theoretical framework and to illustrate the discourse(s) on the spatial distribution of visitors and institutional dynamics that influenced each other over time, leading into new moments of institutionalization that shifted emphasis from ‘spreading within in the city’ to ‘spreading beyond the city’s borders’. But that, when taken together, and in spite of new political leadership in the city, brushed aside community concerns. Above all, it created a high sense of uncertainty for players such as PTA and citizens alike, raising the question whether or not the policy turmoil fundamentally altered the city’s growth-oriented tourism policy.

SPACE FOR TOURISM, VENICE PLANNING TOPOGRAPHIES

Velo L.

University Iuav- Venice

In Venice tourism has become one of the first economical power since the last decades. During the years of crisis, tourism was almost the only economical source which seemed not to show any recession if compared to manufacture or industrial production in the Region. Although the regional long touristic vocation related not only to the historical heritage, today some conditions have changed. Many changes have occurred since the 70s considered the period of extreme expansion in terms of buildings spaces and infrastructures for tourism with the direct consequence of a huge amount of land use. Venice today faces peculiar conditions where the struggle for inhabitants to keep their residential and daily lives crash against the huge power of private investments oriented exclusively to tourism. According to recent surveys there are no more long rental affordable houses in the whole island. Many associations belonging to the local society have struggled through provocative actions and initiatives in order to defend this specific right to the city. The paper aims at documenting how the city has changed in terms of physical space, modification in use of public spaces and the lack of administrative local policies to defend inhabitants. In the meanwhile some researches, especially in the University Iuav, suggest to reuse and recycle spaces for living or collective purposes, but these seem no longer affect the local administration. Is there the need to display a reflection much more related to space and the its specific role in a peculiar city like Venice? This kind of work is oriented to read this phenomenon by a spatial lens through maps, re-drawings and interpretation of datas. In order to show how the impact of tourism seems affecting the daily and ordinary spaces, the study focuses on potential spatial planning initiatives towards a possible, hopefully alternative, scenario.

UNVEILING THE RELATION BETWEEN URBAN COMMONS AND THE (LOCAL) STATE: THE CASE OF BARCELONA

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In the last few decades, the practice of the Commons has emerged as a new paradigm to develop alternative and autonomous spaces from the State and the Market. However, the same Commons' literature recognises that, especially in the space of the city, the Commons cannot be entirely autonomous, as they have to relate with many other forms of ownership and governments. This paper aims to illustrate the quality and quantity of relationships that Urban Commons have to maintain with the (local) State to understand to what extent these relationships are needed for the survival of Urban Commons and to what extent they can affect the Urban Commons' self-governing capacity. The analysis is set in the urban context of Barcelona. The paper presents the results of 101 responses to a questionnaire that has been sent to 428 Urban Commons. The paper concludes sustaining that, although Urban Commons need to relate with the (local) State and many of them need its economic and proprietary support, their self-governing capacity is not necessarily affected. Nevertheless, the (local) State's support does not have to be underestimated, as the latter does have the possibility to decide whether an Urban Commons can exist or not in the space of the city.

PUBLIC SPACES - A NEW POLITICAL AGENDA OF LIBERAL ECONOMY IN KOSOVO

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This paper explores the changes in the public space after 2000 in Kosovo. It takes into consideration two periods 1999-2008 and from 2008 to date. The nature of public spaces after socialism has significantly altered primarily in terms of functional and social dimension. The new socio economic system brought different social relations, replacing empty ideological function of the public space of the socialist system with a new energy of private initiative reflecting in the urban fabric and public space in particular, although in some cases commercialisation of the public spaces prevailed the public interest. The authors investigate the shift in political agenda of the local governments in regard to public space, which became a tool for political gains the local election campaigns. Political parties have found out the importance of public space in terms of increasing the quality of life in the cities, in terms of social, economic and environmental dimension. Fight for new and reclaiming back and 'legally' occupied public spaces, became a promising slogan of every election campaign since 2007, as most of the public interest was visually manifested in the public space. In the other side the pressure from the civil society regarding the the public interest rose permanently. The research combines interpretative historical and the case study method and strategy, comparing with cases of similar context in the region. Since the research is spread through a period of different political, economic and social contexts, it was necessary to use the combined strategy at different levels. The cases were carefully chosen mainly in the cities comparing also enrichment of public life and design improvement through the period from 2003 to nowadays.

WHAT UNCONDITIONAL SUPPORT FOR GROWTH OF TOURISM MEANS FOR ACCESS TO PUBLIC SPACE: A CASE STUDY OF STOCKHOLM'S NATIONAL CITY PARK, DJURGÅRDEN

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Together with tourist agencies such as Visit Sweden and Svensk Turism AB, the Swedish government promotes an unconditional call to expand the country's tourist sector. Judging by policy documents and public statements, there seems to be a generally accepted view among policy makers and public decision makers that tourism should be considered a pillar for Swedish economic growth and that more visitors to the capital city would categorically lead to positive outcomes. Since interests of local residents in heritage cities often oppose the growth agenda of the tourist sector, this article investigates how politicians judge who is ultimately entitled to the city in the case of Stockholm; do they lean towards the preference of the private tourist operator or do they opt to promote a diverse, equal and democratic approach to public space? As a case study, the article uses an open conflict of interest related to the expansion of an amusement park located in the city's national park, Djurgården. On one side of the conflict, Parks and Resorts - Sweden's largest theme park operator - wants to pass a proposal regarding development of a new plot next to the existing park space. The proposal seeks approval to close off coastal space attached to the plot, and to build a number of large joy-rides in the same place. On the other side, heritage experts and civil society organizations argue that the proposal is guided by private capital interests and disregards preservation of cultural heritage and access to the surrounding public space area. The method employed in this article is based on qualitative interviews, discourse analysis and desktop study of relevant documents. In conclusion the article presents policy recommendations.

NEGOTIATED PUBLIC: AN INVESTIGATION ON THE STREETScape OF BEIJING'S OLD CITY

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In Beijing's old city, the emergence of conflictual practices in the street life have challenged the conventional concepts of 'public' and 'private', as well as the design principles based on this normative expression. This paper proposes a novel way of reading and understanding the street spaces by exploring a traditional type of street in Beijing— namely the hutong — through its controversial and conflicting spatial practices and ambiguous social expressions. Substantiated by the practice of lived experience, it argues that instead of a given urban condition or an idealised category of urban design, public space is best understood as a dynamic realm negotiated and renegotiated by simultaneous solid and soft interventions from multiple social groups. This argument hopes to open discussions towards a more localised and inclusive understanding of public space in the Chinese city.

PRELIMINARY STUDY ON THE RENEWAL STRATEGY OF THE NEW ESTATE FOR WORKERS:FROM THE PERSPECTIVE OF PLACE-MAKING

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Public spaces could be the embodiment of urban culture ,as well as the collective memory of the neighborhood residents. In the context of China's urban development transitions, paying progressive attention to quality improvement, this paper selected representative “ the new estate for workers” in YangPu District Shanghai, which providing to workers in the past planned economic system. From several aspects ,such as “quantity, order, surface and shape” analyzing the site’s physical spatial feature, founding that it faced the drawback of “old, worn, isolated and lack” in the development .Meanwhile from the perspective of place-making, exploring unique opportunities and resources related to the collective memory. Eventually , this paper proposed its spatial and environmental design update strategy in terms of “recall, live, experience and link”.

THE ROLE OF PUBLIC SPACES ON SOCIAL COHESION AND INCLUSIVITY

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Public spaces with different degrees of inclusiveness and exclusiveness are critical in both attaining and sustaining social cohesion between diverse groups, thus achieving coherent community life from neighbourhood to city scale. This chapter aims to examine the notion of social cohesion through the lens of the inclusivity of public spaces. It first provides a model for the qualitative assessment of the inclusivity/ exclusivity level of public spaces and then uses it to examine the largest historic park in the old city centre of Ankara, namely Genç lik Park (GP). It studies GP's metamorphosis from its heyday to the present regarding the four dimensions of access in relation to design, management, control and use processes, as well as the contextual aspect of the inclusivity– exclusivity continuum of public– private spaces. It argues that the inclusive nature of public spaces evolves over time along with the local and global contexts within which the public space is set and bounded. Revealing the multiple, site- specific and interrelated driving forces behind the inclusivity of the public space, it shows how GP's original design, which has been modified several times over the last 90 years, changed its inclusivity and thereby its contribution to social cohesion for the residents of Ankara. Prior to the presentation of the case study, the following section introduces the inclusivity model for the qualitative assessment of public spaces.

VISIBILITY OF TURKISH AMENITIES, IMMIGRANTS' INTEGRATION AND SOCIAL COHESION IN AMSTERDAM

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This paper examines the social and spatial characteristics of immigrants' commercial and communal amenities to understand the dynamics of their visibility on the street. It defines visibility as the observable physical features of immigrant amenities such as signs and practices, important for the integration of immigrant groups to the mainstream society. The research focuses on the visibility of Turkish immigrants in Amsterdam. For the social characteristics, it studies public and parochial realms that are established and maintained by these amenities. For spatial characteristics it examines these amenities at city level in terms of their location and at neighbourhood level in terms of their personalisation, permeability and robustness. The findings of this study indicate that visibility can be an operational concept to improve the amenities for the goals of integration.

UN HABITAT'S PARTICIPATORY INITIATIVE TO PUBLIC SPACE DESIGN INVOLVING RESIDENTS, REFUGEES AND LOCAL AUTHORITIES: THE CASE OF NABAA', BOURJ HAMMOUD, LEBANON

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This presentation explores the process of engaging participants in designing a public space in a neighbourhood with socially deprived people from different backgrounds. The space was designed by locals and refugees, with the support of the local authorities. It investigates the extents to which placemaking, initiated by a third party could generate a civic space that combines people according to generalised, everyday needs rather than isolate and discriminate them. These needs stem from the context, and are addressed over time, rather than in a fixed design outcome. The presentation addresses the case of an intervention initiated by UN Habitat Lebanon in a municipality at the eastern boundaries of administrative Beirut, which is Bourj Hammoud. Within this municipality, the area of Naba'a has a history of stratified population flows consisting of Lebanese migrants and foreign refugees. Studying this public space initiative within Naba'a addresses marginal neighbourhoods that are associated with fragmented and vulnerable population and are in dire need of establishing some form of communication and cohesion among its residents. While Naba'a is considered a refuge and first landing point for some, it is looked down to as an area within the capital's suburbs. Nevertheless, some NGOs and activists in the area are working on ameliorating living conditions, and improving the quality of life for the population. The intervention of UN Habitat comprised working with the local residents and refugees within one neighbourhood of Naba'a in order to define their needs for an open public space. UN Habitat then acted as a mediator with the municipality, and engaged them in supporting the locals in executing this public space. The presentation argues that this process enabled place attachment for people with no official claim to an urban area.

POP-UP LANDSCAPE DESIGN AND THE DISRUPTION OF THE ORDINARY

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We investigate a seasonal pop-up landscape on Philadelphia's plain and concrete waterfront a few blocks away from historical downtown. In 2013, the Delaware River Waterfront Corporation, a non-profit agency overseeing the master-planning process on the Delaware River waterfront, commissioned a local landscape design firm to rethink underused public spaces. Spruce Street Harbor Park, a publicly owned, fairly forlorn park most of the year, was turned into a seasonal pop-up landscape. This pop-up landscape combines temporary architectural elements using recycled materials (such as construction fences, plastic bins, etc.), lighting and movable furniture with flexible play components, which has created multiple place experiences. We present a qualitative study of how temporary and flexible design interventions take advantage of the underlying spatial qualities of a park to produce a socially cohesive space on a small scale. To understand how people responded to this pop-up space and how social integration played. We asked how they had learned about the park, to comment on their experience and on the feelings and sensations the design evoked. We also asked them to reflect on its temporary aspect. Additionally, we interviewed its designers to ascertain their design philosophy. Finally, we examined online newspaper articles, blogs and user comments to triangulate the observations and interview data. We critically examine how these activations can provide places for people to reimagine social interactions in urban space. We found this pop-up landscape's flexibility and temporary nature plays a crucial role in promoting social cohesion in situ in a highly segregated city. The Philadelphia urban context exemplifies the socio-cultural and economic dynamics of historically conditioned segregation by income and race in the US. We focus on the following: (1) possibilities for social integration; (2) intergenerational bridging; and (3) self-identification.

NEW PUBLIC SPACES OF CIRCULATION, CONSUMPTION AND RECREATION AND THEIR SCOPE FOR INFORMAL SOCIAL INTERACTION AND COHESION

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There is a shared consensus that to overcome ethnic cultural differences and to achieve social cohesion demands regularity of everyday social encounters with strangers and that public spaces play an important role in achieving this. Several research has attempted to identify the places and qualities that can support social cohesion. However, little attention is given to the emergence of new types of public spaces that are not truly public but are nevertheless becoming very popular social spaces. This is the case of the new designed public spaces of consumption, mobility and recreation. It is precisely this knowledge gap that provides the impetus for this chapter. To do so, it examines a well-regarded new designed neighbourhood in Lisbon, Portugal. It focuses on the spaces of social encounter in its new types of public spaces to understand the qualities that make them popular. It reveals that such environments can bring new knowledge on the role of urban design in framing social cohesion. It demonstrates not only that these spaces are not necessarily dead, rigid and unchangeable entities but also, and more importantly, that they are sociologically more open for a diversity of users, creating and sustaining new forms of social cohesion.

RESEARCH ON THE IMPROVEMENT OF URBAN PUBLIC SPACE VITALITY BASED ON THE CONCEPT OF SOCIAL RESOURCE SHARING--TAKING TIANLIN COMMUNITY IN SHANGHAI AS AN EXAMPLE

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Based on the concept of social resource sharing, this paper takes Shanghai Tianlin community as an example and proposes feasible suggestions on how to improve the vitality of public space in the stage of urban accumulation and development. The Tianlin Community is located in the east of Xuhui Innovation Industry Park which brings a rich cultural and scientific resources together in the downtown of Shanghai. With the increase of land prices, the widening gap between the rich and the poor is obvious and the serious closed community phenomenon have led to the problems of weak public continuity and low vitality of the public space. The author selected 20 different public spaces in this area and evaluated them with five criterion: surface, identity, commerce, leisure and accessibility. By the usage of Grasshopper, a five-minute network of local connections with different degree was finally formed and found: (1) The area is not accessible everywhere and fragmented in different parts; (2) The area has some spaces in need for certain qualities while there are other spaces around have corresponding quality which can help to balance. In order to improve the accessibility of these 20 points of interest and sharing the public resources, the author tried to propose strategies of connection and balance to enhance the vitality of the public space in the Tianlin community: (1)Based on the current situation, increase the public access and visual corridors between the semi-closed community and the closed community; (2) According to the evaluation of surface, commerce, leisure and identity, provide various equipments in four categories to improve the wickest points. Through such strategies, it is possible to achieve a fair social resource sharing of the public space to the greatest extent, while at the same time solving the unbalanced development of different regions.

SUPPRESSING URBAN CREATIVITY: DISPLACEMENT OF THE ART SPACES OUT OF THE MAINSTREAM CULTURAL SCENE OF ISTANBUL

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Istanbul's contemporary cultural scene has been struggling with the displacements of cultural assets due to the applications of top-down urban redevelopment and renewal projects. In particular, the stigmatization of the city's long-established movie theaters as a non-profit places and the de-functionalization of their buildings through long-term closures and neglect have appeared as a political strategy of urban policy makers to legitimize the replacements of public spaces by profit making private spaces. In this paper, as focusing on one recent case of the displacement of Emek Movie Theatre that has symbolically important place for Turkey's local cinema scene through the application of urban renewal project, I investigate the reasons that the survival and resistance tactics of the bottom-up agencies failed to evolve planning processes into a communicative and collaborative structure. It is aimed to evaluate the drawbacks of the non-communicative and non-collaborative governance structure arising in the urban policy scene of Istanbul in the generation of urban creativity. The study will underline the importance of non-mainstream cultural scene in the development of Istanbul's creative and innovative capacity along with contributing to enhance the status of bottom-up urban players in the public spaces of cities. Thus, it draws an attention towards sustaining urban environments with the vision of innovative and positive nature of bottom-up urban practices, and contributes the debates on how the urban processes in Istanbul are democratized by the participation of bottom-up urban actors in formal planning and urban development processes.

CULTURAL PLANNING AS AN APPROACH TO BUILD CREATIVE CITIES -A CASE OF MYSORE IN INDIA

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Vision meets strategy in a cultural plan. A cultural plan translates the cultural needs and identity of a community into a tool for implementing recommendations. These recommendations seek to address gaps in cultural service delivery, expand participation, broaden the impact of culture, identify new opportunities, and spread city's identity through nativity. A cultural plan is devised to address distinct objectives specific to a city's cultural sector, including all art forms and heritage, cultural activities, creative industries and resource providers. Culture activities induce creativity in minds of participants or stake holders. Creative thinking is essential for innovation which is backbone of a creative city. This study is classified broadly into two categories one is to study the creative economy of the city that is to study creative industries which are native identity of the city or the region and to give policy proposal for the improvement of those industries. And second one is to study cultural creative space in the city and potential of different cultural capital of the city to propose local level action plan and guidelines for improvement of these cross cultural interactive spaces. These provide a platform in the prominent areas of the city for different creative players and creative industries to showcase themselves with dignity. city of Mysore which is known as cultural capital of Karnataka state in southern India is taken as a case to study the topic.

THE INCLUSIVE ASPECT OF URBAN CREATIVITY IN THE CONTEXT OF CITY BRANDING PROCESS

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Much of the literature concerning the 'creative city' paradigm refers to the negative aspect of its impact. Gentrification, household dislocation, social exclusion and privatization of urban and public space are some of the most common effects that the rhetoric of the creative city has been criticized of. In many worldwide known cases, these effects reflect the reality, leaving their controversial footprint in the urban web and the social urban structure. Furthermore, city branding seemed to be the appropriate strategy with which the label of the 'creative city' could be promoted. As it has also being criticized, city branding serves political and economic interests, transforming an authentic place into a brand, while excluding local communities, as well as privatizing urban public space. There have been numerous cases in large cities where creativity has been expressed through catalytic cultural investments in public areas, acting as brands, representing the image of a city as a whole, usually ignoring its authentic identity and often leading to its touristification. On the positive side, with the implementation of strategies or policies that ignored the local distinctive characteristics, new approaches have been formulated in the realm of urban creativity and city branding strategies. City branding adopted bottom-up and participatory planning processes, while creative strategies included local communities and local participation in the place making process. In this paper, the inclusive and participatory aspect of the controversial notions of urban creativity and city branding will be developed in a theoretical framework, analyzing selected indexes of a creative environment and socially inclusive methods of place branding techniques. Reference will be made to international case studies and the outline of testing this approach in the cage of the Region of Thessaly, Greece, will be developed.

A STUDY ON THE DEVELOPMENT TREND AND TRANSFORMATION OF SHANGHAI AS A CREATIVE CITY IN THE 21ST CENTURY

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In the 21st century, under the wave of globalization, society is entering an economic development model with knowledge and creativity as its capital. Against global convergence, playing local characteristics of the city itself is the key to improving the city's competitiveness. This model of creating a city image with creative economy and stimulating economic development through creative industries has adapted to the requirements of post-industrial society for urban transformation. Therefore, it has been strongly supported and promoted by many governments, and has rapidly swept the world – “creative city” has gradually become a new paradigm for urban development. Based on the data of the Shanghai Statistical Yearbook for the past ten years, this paper visualizes creative investment, creative achievements and creative workers at the creative economy level, and hierarchy structure, proportion and salary at the creative class level, and creative immigrants, homosexual index and creative ideas at the creative city level. Thereby it analyzes the development trend of Shanghai as a creative city at various levels in the past ten years, and summarizes the advantages and disadvantages of its development. This paper found the advantages are that the national level has a large investment in research and development in Shanghai, a large number of patents granted, a rapid development of creative industries, and a leading index of creativity across the country (except Beijing). The shortcoming is that the number and proportion of the creative class is not big enough. At the same time, Shanghai as an international metropolis, the openness, inclusiveness and diversity of the city are far from enough. In these respects, we analyze the creative city—Helsinki's successful experience, meant to guide Shanghai's future development strategy and transformation as a creative city.

NEW SPATIAL DYNAMICS: INNOVATION AND CHANGE IN CENTRAL ZONES

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The recent debate on urban areas' dynamism, especially the central zones under deterioration process, has dragged attention of specialists on urban policy studies. There is a growing focus on creativity and diversity as a stimulus to innovation and urban development, what has contributed to the emergence of new activities in the central areas of cities. Those are called 'creative activities'. They promote the employment and wealth generation and are accountable for the development of new residential logics and creative dynamics. However, those logics and dynamics are causing spatial changes visible, above all, in the increase of gentrification processes (Gregory 2016). Into certain extent the tourism can be considered as creative industry (Richards 2011; Tan, Kung, and Luh 2013; Booyens 2012). It's continuous growth in the last decades, mainly in the central zones, is contributing to the economic development of the cities. Recent debates link tourism growth and the blossoming of innovative residential logics and shows the importance attached to 'short-term rentals'. This new class of tourist accommodation is responsible for a series of spatial changes and transformative processes in the central zones of the cities. This can be mainly found in the new dynamics of the real estate market (Zervas, Proserpio and Byers 2017; Gurrán e Phibbs 2017), the commercial landscape (Lambea Llop 2017; Schäfer e Braun 2016) and the gentrification processes (Gant 2016; Gutiérrez et al. 2017). Thus, it is necessary to understand what implications these transformations have for urban policies. Therefore, this work explores the new dynamics and spatial changes in cities central areas that arouse with the growth of innovative activities, especially of the 'short-term rentals, and what are their implications for urban policies.

CHARACTERISTICS IN THE SPACE RESHAPING OF CREATIVE CLUSTER DURING GENTRIFICATION: THE CASE OF TIANZIFANG IN SHANGHAI

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With the deepening of globalization process and rise of the new economies, the “Creative Industry Cluster” expand rapidly. Over the last decade, with the growth of tourism investment in inner city creative cluster, a “Creative based Gentrification process” has been developing. A considerable amount of research has been made on social network reconstruction of the creative cluster in gentrification, but little research has been made on space reshaping. So it is desirable to carry out surveys of the “space reshaping” characteristics of creative clusters in gentrification. Tianzifang area, a new landmark in Shanghai, shows a “Creative based Gentrification process”. It was formed in 1920s, as a result of expansion of the French Concession. At that time, it was used as residential quarter and industrial area. After a long-term renovation, it’s now become a creative cluster and a tourist attraction. This paper explores the process of gentrification in Tianzifang and analyses the space reshaping characteristics during this process. The study finds that: the attraction to the leisure and lifestyle business of Tianzifang leads to a population gentrification and because different people have diverse space use characteristics the space have been reshaped during the gentrification process. The main driving forces include:(1) The space consumption and experience demand of tourists(2) The space competition and privatization demand of businesses owners(3) The space renovation and defense demand of local residents(4) The space renovation demand of creatives(5) The space control and guidance of local governmentAs a result of five main driving forces, the space has been reshaped and shows new characteristics including reserved space structure, mixed functions, segregated living space, commercial space sprawl, privatized public space. This paper provides suggestion that coordinating the relation among diverse stakeholders will be the key to promote transition of urban space and maintain social justice.

SPATIAL DISTRIBUTION CHARACTERISTICS OF CULTURAL TOURISM IN HISTORICAL REGIONS: A CASE OF SHAOXING ANCIENT CITY BASED ON POI DATA

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As an important industry to achieve sustainable economic development, the role of cultural tourism has become increasingly prominent. The concentration and dispersion of various functions in the urban often reflect the distribution of different activities. It has become a crucial topic to consider how to respond to changes of urban function and balance the regional cultural protection and tourism economic development in historical areas for urban studies. In order to realize the comprehensive management and dynamic supervision, the article provides a method for analyzing cultural tourism in historical regions by using big data. In this work, we obtain the POI data of Shaoxing ancient city in China from Gaode map, combine them with GIS spatial analysis function and summarize the spatial distribution. In order to quantitatively identify the urban single and mixed functional area, the article also illustrates a way to reclassify the POI data and use the RGB color method to visualize the functional diversity index. The result shows that (1) With a tendency of decreasing from the road to the periphery, Shaoxing Ancient City function is relatively distributed in the marginal areas rather than in the central parts, especially in the traffic distribution square. (2) It is confirmed that the larger the functional density and diversity, the higher the public awareness of the historical blocks in Shaoxing Ancient City. (3) From the perspective of functional mixing, cultural function shows a high ability to be mixed with the tourism, but the spatial distribution of the two is still relatively discrete, which has not yet formed a good collaboration in Shaoxing Ancient City. (4) Compared with the network electronic map, the quantitative identification method provided by this study is more precise and accurate.

RECORDING, EVALUATING AND MANAGEMENT TANGIBLE AND INTANGIBLE CULTURAL HERITAGE, THROUGH A DECISION-MAKING MULTI-CRITERIA ANALYSIS

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Nowadays, we live and act in cities fulfilled with urban spaces, architecture and of course heritage culture, expressed by tangible and intangible assets. The last decade, the economic crisis, shows that cities and global heritage is demolished, damaged or in danger. This paper tries to identify culture in multilevel way, through space to global. As tourism is concerned with cultural (culture routes, touristic heritage attractions cities), this project aims to record culture from object to plan, including tangible and intangible assets. After the Convention for the Safeguarding of the Intangible Cultural Heritage, both tangible and intangible culture are fully protected. The paper, proposes a table, separated in tangible and intangible categories such as buildings, oral traditions, biodiversity etc. That's a first step of a fully record of the heritage of a city. In a step below, criteria indicators are placed in each category, concerning to a decision-making analysis called MAUT. Each criteria has the same calibrated system and the user, following the analysis evaluates the criteria from 0 to 4, regarding to the culture significance. After this, easy mathematical models are used, and the system is evaluated, giving the culture significance by number. With this system each city can have a record, evaluation and knows which culture assets must save, manage, promote or protect first. The system can be used for touristic, politic, social ways etc. This work, attempts to make use of this table in an Aegean island, called Syros and the results of this work, will be confirmed by place-making processes, such as questionnaires and urban experiment and practices in citizens and tourists. The mainly idea of this project is to propose a new innovated system about urban culture, including multilevel heritage analysis and a new management system, which can be used for tourism, urban actions etc.

UNDERSTANDING TOURISM IMPACTS ON HISTORICAL NEIGHBOURHOODS: PLANNING FOR CHALLENGING TRANSITIONS

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Travel and tourism is one of the world's largest industries. According to the United Nations World Tourism Organisation, it "surpasses that of oil exports, food products or automobiles". Although there is a broad consensus regarding a wide variety of positive and negative economic, environmental and social impacts boosted by tourism on historical neighbourhoods, there is still scarce literature and practice about how to monitor and balance their effects on the quality of life of these communities. Within this background, this paper first intended to identify and relate the different impacts produced by the recent boom of the tourism activity in Alfama's community, a millenary neighbourhood in the historical centre of Lisbon (Portugal). Using new and unpublished data collected by an extensive survey conducted in Alfama to their inhabitants, economic agents and tourists, complemented by a Focus Group session with chosen representatives of the main local actors, it was possible to identify the main positive and negative tourism impacts and then relate them in a cause-effect matrix. The cause-effect relations between the different impacts were then analysed with a Social Network Analysis (SNA) software – Gephi. This kind of tool is not traditionally applied to tourism impacts data analysis. However, network maps highlight with great clarity the type of relations among the impacts perceived by the different users of historical neighbourhoods, as it is possible to identify which are the most and least referred to, connected and centralised. Once obtained, these results are critical for researchers and decision makers in the tourism and urban planning field, showing new perspectives to shape future researches and urban planning policies. Monitoring and balance tourism impacts is therefore essential to address the challenging transitions observed in historical neighbourhoods and to plan new approaches to cities as systems of interaction between inhabitants, tourists and economic activities.

SLOW TOURISM AND URBAN REGENERATION IN CHINA: EXPLORING ALTERNATIVE TRACKS IN SUZHOU'S HISTORIC CENTRE

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The burgeoning development of cultural tourism in China has a significant impact on historic urban sites. With an annual growth of 10% in recent years, cultural tourism offers valuable economic, historical and cultural opportunities for urban regeneration. In its mass form, however, tourism also poses a direct threat to the quality of life and the authenticity of urban cultures. The historic city of Suzhou can be considered as an illustrative case in this regard. Despite its status as a world-renowned tourist destination for its canals and world heritage gardens, the centre of Suzhou has nevertheless been gradually abandoned by those who could afford to settle in newly built residential areas in the periphery. As a consequence, the old centre of Suzhou is now polarized between over-commercialized touristic sites and declining neighbourhoods, poorly maintained and densely populated by ageing and/or transitory (migrant) residents with little concern for the future development of the city. Taking the emerging concept of "slow tourism" as a framework and drawing on previous international case-studies, this research explores in the old centre of Suzhou how alternative, spatially distributed, place-based and co-productive forms of tourism can contribute to the long-term and sustainable regeneration of historic cities and their communities. Through fieldwork, stakeholder interviews and strategic design explorations, the research investigates in particular how navigation instruments as well as the reconfiguration and reprogramming of urban spaces (public and private) can support the development of alternative models and practices of tourism that benefit the local population. This case is used to outline the potential and limits of slow tourism as an agent of urban regeneration, and by extension to critically discuss the interplay of urban planning, heritage protection, tourism development and management practices in the context of Chinese historic cities.

EUROPEAN PORT CITIES AND MEGA EVENTS. EXPLORING PORT-CITY RELATIONSHIPS THROUGH EVENT-LED URBAN REGENERATION

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Policy makers in European port cities have been particularly keen on bidding for mega events (MEs) in the last thirty years, as a means to boost or sustain processes of urban regeneration and tourism development. This appetite seems untouched after a decade of economic crisis and austerity policies throughout the continent. Despite being MEs an increasingly regular feature of urban and cultural policies in these cities, little effort has been put in exploring the specific issues and outcomes that event-led urban regeneration generates on the conflicting and deterritorialised liminal space that is the port-city interface. This paper presents the findings of a PhD research analysing the spatial, political and socio-cultural relationships between ports and cities and the impact of MEs and urban regeneration on these links. This study consists of a comparative analysis of four European port cities that hosted MEs in the last two decades. The experiences of Rotterdam (EURO 2000; European Capital of Culture 2001), Genoa (European Capital of Culture 2004), Valencia (America's Cup 2007 and 2010; Formula One European Grand Prix 2008-2012) are put in conversation in relation to the recent case of Kingston upon Hull (UK City of Culture 2017). The analysis was informed by: a review of relevant policy documents, such as event programmes and spatial plans; interviews with officials from municipalities, port authorities and event management bodies and experts; street surveys on redeveloped waterfronts; observations. The analysis of these experiences helped to problematise the 'cultural' role of port authorities, the impact of the 2008 crisis and the reaction to cultural mega events in port cities, the spatiality of event-led regeneration at the port-city interface and issues of authenticity and cultural demaritimisation on the waterfront. Such issues contribute to outlining a 'cultural' dimension in the evolution of port-city relationships in Europe.

SUITABLE RENEWAL AND SPACE ORGANIZATION METHODS OF HISTORIC TOWN IN THE TRANSITION PERIOD: A CASE STUDY IN CHINA

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China's urban planning and construction have stepped into a transition period, with three major characters, which are transitions "from efficiency demand to humanity demand", "from perceptual planning to rational planning", and "from incremental expansion to inventory planning", this bring new demands to urban space planning, especially historic towns in China. The previous planning approaches caused some problems to historic towns, some of them were turned into tourist attractions, some of them were abandoned by natives. Most of them are facing the problems: how to develop sustainably with the consideration of the natives? How to demonstrate cultural heritage in a proper way? With the demands of transition period, this paper studied a typical historic town in Jiangsu province, China. First, this paper summarized the three characters of the transition period of China. Then through the study on the typical case, the paper summarized the problems caused by the previous planning approaches, which were missing of the original life pattern, narrow use of resources and inefficient use of public space. In order to solve these problems systematically, studies were made on three key parts "resource understanding", "function activation", and "space organization". Firstly, on resource comprehensive understanding aspect, multi-dimensional resource understanding and excavation systems were construct, which expanded resource understanding ideas, and offered resource discovery system, to adjust the old perspective of economic optimality. Secondly, on function activation and implantation aspect, a function activation system taking people and value as the double core was construct, which expanded function organization ideas, and offered a function activation system. Thirdly, on coupled spatial renewal aspect, an embedded planning model facing urban renewal was construct, which condensed spatial renewal man points, and improved renewal planning ideas.

TRANSITIONAL APPROACH FOR ENHANCING PLACE-BASED AND COLLABORATIVE POLICIES AND PRACTICES: THE TREND PROJECT

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The paper introduces aims and approach of the project “Transition with Resilience for Evolutionary Development” (TREnD), funded under the Horizon 2020 RISE Programme. The focus of the project is strengthening the regional capabilities in triggering, implementing and managing Transition Management (TM) strategies towards driving “resilience-building” processes towards a reforming process of Cohesion Policy. The project agenda is expected to produce a novel concept encompassing “resilience-building” processes and Transition Management strategies based on the Evolutionary Economy’s assumptions. According to the results of the preceding MAPS-LED project, three levels of spatial investigation have been identified within the EU-US broader contexts: I) Internal areas, II) Leading regions, III) Regions in transition. Moreover, the diagnosis will assess the potential drivers of TM strategies including: I) territorial milieu, as successful factor assessed in preceding MAPS-LED and CLUDS projects; ii) resilience, conceived as the ability of systems –people, communities, ecosystems, nations – to generate new ways of operating new systemic relationships; iii) crisis, which hit local defined areas, conceived as opportunities, including: migration flows and economic crisis. By focusing on the need to diversify regional economic portfolio in order to minimize the “path dependent” transitions, the paper starts discussing how to manage the continuing changes by enhancing the resilient capacity of regions and applying transitional approach to tailored placed-based innovation policies. In order to nourish the project with local knowledge as well as to enhance local awareness and skills regarding the territorial capital, a collaborative and dynamic platform aimed at capturing local demands and managing conflicts among involved players, needs to be developed.

PUTTING TURIN ON THE GLOBAL MAP: VISIONS, PARADIGMS AND BUZZWORDS

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In the last decades many cities all over the world tried to position and to reposition themselves in national and international urban hierarchies, first of all by diversifying investments, beyond traditional manufacturing sectors, and by promoting themselves as cities which are attractive for companies, financial capital, investors, events, real estate developers, tourists and the creative class. This article focuses on the case of Turin, Italy, a city which has experienced the transition from Fordism to 'different' economic vocations. Over the last thirty years, Turin has been branded and promoted by mobilising a number of key urban concepts and global imaginaries, including cultural and creative city, the city of sports (it hosted the Winter Olympics Games in 2006), the capital of taste (first of all, because of the presence of the Slow food association), automotive city (even though FIAT/FCA moved its headquarter out of Turin in 2014, after more than one century of massive presence in the city), design city (it has been the World design capital in 2008) and, more recently, sustainable, smart and resilient city. In many cases there are synergies between these labels, but in some cases they seem to be disconnected and fragmented, reflecting a frenetic attempt to position the city in the global urban map. By mobilising reflections on the relationships between urban policy mobilities and urban development paradigms, the article analyzes the strategies enacted by local actors in order to define urban development trajectories for Turin, and it argues that local development visions have been defined, to a large degree, by global urban trends and fashionable buzzwords circulating on a global level, rather than the meaningful recognition of local assets. From a methodological point of view, the reflection is based on the analysis of political, technical and promotional documents produced by the city of Turin.

GHOSTLY FIGURES OF THE PAST IN NORTHAMPTON'S MARKET SQUARE; THE CASE OF ART IN REDEVELOPMENT OF THE OLD MARKET SQUARE

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Kadir Has University

Culture, as a key ingredient of urban formations and transformations, and a primary economic driver for cities, has played a central role in the past few decades, in particular in revitalisation and regeneration of decaying urban fabric. At the same time, the value of place and distinctiveness has been recognised as a cultural and economic asset. Art is seen as helping to create a unique sense of place, as well as greater connectivity with the local community. The emphasis on the social and economic benefit of arts and culture became the new way of reframing a debate on the need for urban regeneration and brought arts and culture in the realm of urban design. This paper seeks to identify how art contributes to urban regeneration by analyzing the linkage between arts-related activities and place-making within the context of the proposed case study. Designed by public artist, Jo Fairfax, Northampton's historic Market Square regeneration scheme, 'Square Light', brings art and town regeneration together in one major project. Aiming to deliver a sensitive scheme that emphasises the historic elements of the square and also achieve a vibrant artistic concept with practical regeneration to provide a unique experience, Northampton's Market Square's transformation serves to exemplify art's formal, spatial and symbolic contribution to the city. Despite of being in place since late eighties systematic evaluations of regeneration schemes and examining to what extent do arts contribute to urban development and the regeneration of urban places have been scarce. In response to this gap, this paper presents the findings of a qualitative research based in over a year of participant observation, interviews of artists, urban designers, architects, authorities, property owners, and the users of the public place. This is a polemical issue considering the importance of delivering broadly based, inclusive and context sensitive regeneration outcomes.

THE RESEARCH ON FORMATION MECHANISM OF THE RURAL RED CULTURE TOURISM INDUSTRY CLUSTER AND APPLICATION --- REFLECTIONS FROM THE COMPARATIVE ANALYSIS OF THE “REVOLUTIONARY RESORT” XIBAIPO TOWN AND “GREEN DOT” DASHI TOWN

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Red culture tourism has emerged as a new theme tour in China since the Reform and Opening-up. Because most of the “red resources in our country remains in the countryside, in the case of widening gap between urban and rural areas, developing red culture tourism industry is a special way to activate economic and revitalize cultural for the old revolutionary area and villages. In fact, when red tourism intervenes in rural development, some villages can work together to form red culture tourism industry cluster in the township area. In addition to the villages' own resources, social network condition and market demand, the policy regulation and planning guidance behind are also important factors. By taking “Revolutionary Resort” Xibaipo town as an example, whose red tourism have developed into a rather mature stage, we firstly studied the overall distribution of the red tourism industry cluster, and analyzed the formation mechanism from the angel of policy, market and industrial basis of each village in the town scope. Then, we used Xibaipo town as a comparison case. With the help of the National “Green Dot” Rural Revitalization Competition platform, we analyzed the practical problems in the development of red tourism resources in the Niujaogou village, Dashi Town, Sichuan Province, and put forward the industrial cluster model of “Cultural Innovation” and “Scientific and Technological Innovation” based on rural red resources and ecological environment to promote the benign development of rural agriculture, society and ecology. By this way, we hope to provide a new idea about the red resources’ development and the healthy urban-rural relations for the villages in the old revolutionary area in the future.

NON-CORE AREAS, INTERNAL PERIPHERIES AND INLAND AREAS: A CONTENT ANALYSIS TO MAP STUDIES AND PRACTICES

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CNR IRISS

This contribution is developed within the project “Innovative Strategies for the Regeneration and the Fruition of Small Villages and Inland Areas” of the CNR IRISS, which aims to activate regeneration processes based on the enhancement of the landscape as a driver of social, cultural and economic innovation of these territories and on the synergy between top-down policies and bottom-up initiatives. In the field of urban studies, this research is intended both as an in-depth study of the trajectories of development/regeneration/contrast to the marginalisation of inland areas, and as a basis of knowledge to initiate a broader discourse on the imbalance between central metropolitan areas/city of art and non-core areas. This work aims to help systematize the “chaos” that we go through if you deepen the literature about non-core areas, and to contribute with a theoretical and methodological approach to study and operate in these marginalised contexts. From a first phase of literature screening, different fields of study have emerged, ranging from regional sciences to geography and urban studies, from urban health studies to urban economics studies, and different definitions have come out as internal areas, inland areas, internal peripheries, knowledge peripheries, etc., describing similar processes and issues but addressed from different geopolitical points of view and contexts. This work represents an intermediate step of research prior to the construction of a framework of content analysis, based on citation maps and cluster analysis, to collect and systematize scientific literature, national and regional policies and bottom-up initiatives related to different geopolitical contexts, as well as to discuss these issues with the scientific community so as to broaden the perspectives of work.

IMPACTS OF SHARING PLATFORMS FOR TOURISM ON SPACES AND COMMUNITIES: THE POSSIBLE ROLE OF PLACE-BASED REGENERATION PROCESSES

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Within the national and international scenario, the phenomenon of sharing economy in tourism is strictly linked to the “shadow hospitality” models, spread on platforms such as: Airbnb, Homelidays, Wimdu (Travel like e local), Vrbo (Vacation rentals by owner); Kid&Coe, HouseTrip, OnlyApartements. This new trend in tourism needs to be investigated in terms of impacts on local communities, public spaces and urban cultures. The so called “Airbnb effect” is influencing the housing sector, the typology of commercial facilities, and the local productive traditions, also pushing gentrification processes. The original idea of sharing spaces with local people and improving opportunities for an experience tourism appears to be lost within a new “platform capitalism” tourism-led, managed by companies and networks. Several initiatives - both at municipal and communities level - started recently in cities affected by these phenomena. In such experiences as Lisbon and Madrid, street protests and demonstrations were launched for tourism platforms’ negative effects on neighbourhoods and historic centres. In other cities, such as Barcellona, Parigi, Berlino and Amsterdam, several policies and measures were adopted for: protecting the housing accessibility, regulating the real estate speculation and stopping the expulsion of residents. In line with this perspective, the paper will discuss the following research questions: How to investigate the impacts of the shadow hospitality on cultural, social and economic environment of the urban areas affected by these phenomena? How a place-based regeneration process could contribute to re-balancing economic opportunities and risks produced by sharing platforms in tourism, by dealing with the loss of authenticity of public spaces and the gentrification trends? In order to address these questions, the contribution introduces a national and international framework on sharing economy and platforms, the key Airbnb impacts on European cities and the role of a place-based approach for urban regeneration.

FROM THE BARBICAN TO SMITHFIELD - LONDON'S URBAN MUSEUM IN TRANSITION

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The Museum of London (MoL) was formed fifty years ago from a merger of rivals - the Guildhall Museum, representing the antiquarian bias of London's ancient core municipality and the London Museum, metropolitan in scope, eclectic in its collections, modelled on Musée Carnavalet. From its formation MoL has sought to combine and reconcile these strands, making it - as IUAV expert Prof Donatella Calabi notes - a seminal example of a modern city museum. Its purpose-built home in the Barbican complex - an iconic modernist megastructure - has always suffered from an inaccessible deck-level location. After several unsuccessful attempts to open up ground-level access, the museum has decided to relocate to two halls formerly belonging the wholesale meat market at Smithfield. The new premises are in a prime visitor location close to the massively enlarged railway station at Farringdon, meeting point of London's north-south and east-west Crossrail routes. The halls combine spacious ground levels under high domed roofs with deep cellars intended for cold storage of meat. Plans for the transition are well advanced with MoL scheduled to reopen its doors in 2022. I shall discuss both the challenges of relocating the Museum from a purpose-built modernist structure to buildings that are larger and older; and the consequent choices for organisation and presentation of the collections. We see how those basic questions of urban museology which fuelled the rivalry between MoL's predecessors continue to perplex transition planning today.

MAPPING DIVERGENCIES IN PUBLIC SPACES: PRIVATE OR PUBLIC? PLANNED OR SPONTANEOUS? PRODUCTIVE OR REPRODUCTIVE?

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Public spaces have always been at the centre of the discussion around city development. They are places of political manifestation, places of social and cultural diversity and places of negotiation and contestation. It is especially through their public spaces that cities become vibrant and, thereby, competitive in a global context. Nowadays, in times of globalization and neo-liberal approaches in cities, public spaces have been shaped by private interests towards places of consumption for a global community. Thus framing the design of public spaces to serve ever more recreational and reproductive activities. However, taking a closer look at manifold of emerging public spaces, three types of divergency can be observed: public spaces are diverging between private and public interests, between planned and spontaneous uses and between productive and reproductive activities. Questioning, therefore, the sometimes one-dimensional strategies for design of public spaces. Through a case study approach, this contribution addresses the question of where and in what form can these diverging patterns be found in a selected area of the city of Dortmund in Germany. The city of Dortmund is part of the deindustrialised metropolitan region of the Ruhr which is in the mists of structural change and, therefore, heavily investing in education and services. Moreover, with a comparative approach between neighbourhoods these patterns are analysed to establish densities of divergency and the link to city development. Grounded on this empirical study, a development scenario for public spaces in the city of Dortmund is conceptualized and put forward to discussion, reflecting on the challenges of shaping public spaces in the future and the need for openness in such a model.

PUBLIC SPACE VS. LIVED SPACE - LIMITS AND CRITIQUE OF PUBLIC SPACE RESEARCH

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Public Space has been heralded as a key concept in (post)modern spatial planning and urban development practices. Connotations of democracy, inclusion, integration and cohesion have fuelled the tenor that public space is indispensable in developing contemporary curricula and research agendas in planning, urban design and architecture. Also, public space has been used to create 'extensions' between the spatial arts faculties and urban societies, particularly through developing planning approaches with activists, artists, associations, NGOs, NPOs and third sector organizations. While appreciating positive impacts of public space to understand action-based and praxis-oriented approaches in planning with citizens, inhabitants and community, this presentation is dedicated at delineating also limits, obstacles and aporias of public space research. Particularly stemming from feminist and post-colonial traditions, yet also with an increasing awareness of the post-political condition of contemporary 'democracies', there is a need to issue the limits of dealing with public space in planning theory and urban studies in order to avoid further concept stretching and blurring of needed clarity. Therefore, the concept of lived space will be introduced to start a productive dialogue an needed research and educational agendas that inform planners and architects in the near future.

ALONG THE RIVER, RE-LINKING LANDSCAPES AND PUBLIC FACILITIES. A TEACHING AND ACTION RESEARCH EXPERIENCE TO SUPPORT THE BUILDING OF THE CORMOR RIVER CONTRACT IN FRIULI VENEZIA GIULIA (IT)

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In Italy, the drawing of policies for an Urban Agenda has only recently re-gained attention on the national level. However, while the discussion still focuses on metropolitan and inner urban contexts concerned by major transformations or abandonment trends, the ordinary framework of small cities – building the most of Italian territories – remains at the background. These situations prevail in Friuli Venezia Giulia, where the 71% of municipalities count less than 5.000 inhabitants, with a progressive decrease of residents also due to the lack of job opportunities. Many urban centers stand nearby the system of rivers, which structures a variety of landscapes from the mountains to the sea. Since the 2000s, a number of Municipalities from the Cormor river valley started re-thinking their economies, taking slow mobility as the driver for sustainable tourism. Using EU funds, they built the northern part of a cycling/horse track along the stream. With the support of a citizens' Association, they are now working on a "river contract", a non-compulsory tool (l. no. 221/2015) for the participatory construction of strategic/planning instruments combining environmental protection with local development. This is the context of the activities that the Course in Architecture of the University of Trieste has recently carried out in collaboration with local stakeholders. The design of the southern extension of the cycling track gave the opportunity to reframe the issue of tourism in a larger planning perspective, aimed at enhancing the relations between the river, the small/medium urban centers it goes through. Results offer inputs to: interpret Cormor as the spine of a new network of ecological services; re-use and re-connect a rich framework of existing public facilities (green spaces, mobility and parking, social-assistance and educational-cultural equipment); better define the topic of "slow tourism" in relation to the specific nature, sensitivity and lifestyles of these contexts.

PUBLIC SPACE AS PROTEST SPACE: BETWEEN VISIBILITY AND INSECURITY

Neumann U.

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Public space of the European city is, by definition, a place of political publicity, debate and open exchange of opinions (Schäfers 2006). Social movements use public space to create visibility and to express their political, social or ideological convictions and demands. The symbolic occupation and appropriation of public space serves them to transport specific moods and atmospheres (van Leeuwen et al. 2016). Looking at the situation today one can observe an escalation of lines of conflict between right-wing and left-wing groups on the one hand, and an increasing eventisation of protests - a "pleasure for the state of exception" (Blickhan/Teune 2003) or "amused protest" (Betz 2016) - on the other hand. What do these developments mean for public space and its inherent qualities? What are the consequences of conflicting demonstrations? How do protesters assess the situation? Based on the results of quantitative surveys of participants in the project "Organized Pedestrian Movement in Public Spaces (OPMOPS)", funded by the German Federal Ministry of Education and Research, two types of protest are contrasted: 1) a conflicting political demonstration march where different, polarizing political attitudes and convictions meet, 2) a less conflicting and more festivalized Christopher Street Day parade, originally a festive day of remembrance and demonstration for the acceptance and against discrimination of LGBTI. The results show significant differences in the visitors' structure, motivations and individual perception of the events. There are also differences regarding the perception of security and police presence. The framework conditions and perceptions of protest have an effect on public space: If they implicate security risks or public space itself is instrumentalized or abused for the purposes of specific groups, there is a considerable impact on its accessibility, usability and political quality.

ALTERED STATES OF SUPERKILEN

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Based on a Danish case, this paper explores and questions how the design of a public space contributes to democratic urban everyday life. Cities increasingly develop public spaces to promote an inclusive, democratic urban community and (to brand themselves as) a liveable city with a high quality of life for everybody. The City of Copenhagen is often praised as a prime example of successful public space policy and high-quality public space design. Copenhagen's vision is that public spaces should empower people to actively take part in the democratic life of the city. Superkilen is a much-debated example of this strategy, both for its bold and playful design of a multicultural urban space and for its innovative, artistic approach to civic participation. Built on a 750-meter-long former railway site, Superkilen is divided into three urban spaces each with a distinct colour scheme – the Red Square, the Black Square and the Green Park – populated by more than 100 collaboratively chosen everyday objects from 60 countries which represent the cultural diversity of the local population in the district Nørrebro. In this paper we focus on the everyday life at Superkilen over a 2-years period with both extreme spatial conflicts (a local gang war with long-term police presence in the public space) and substantial architectural alterations of the Green Park and the Red Square. Guided by actor-network theory, we study what design does at Superkilen, how people and things act together and gather into more or less stable socio-material actor-networks. We ask: How did the original spatial design work – or not? Why and how was the design revised and who had a say in it? What can we learn from Superkilen about democratic place-keeping – a crucial, yet often overlooked aspect of public space design.

WHERE THE STREETS HAVE NAMES

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The subject of street names can be interesting to understand a country's history. The choice of a street name testifies to a country's interest towards a topic: as, for instance, naming the high street after a renowned patriot, a war hero or a scientist. Over the years various countries renamed streets or squares to make a statement in favour or against a particular historical period. This paper aims to study the toponymy of Italian streets. By analysing the toponymy database published by the Italian National Institute of Statistics (ISTAT), the authors seek to: • rank street names from most to least frequent (by municipality); • classify them according to broad categories (e.g. geographical names, politicians, scientists, saints, etc.); • georeference them by municipality. This work allows the authors to consider the ranking of streets and the possible reasons behind it. First, the ranking shows the relative importance of a street name. It could highlight Italy's young history: an emphasis on the capital cities, on the Risorgimento period, on the Italian language. Secondly, the classification shows the recurrence of some themes: the most important categories are cities, historically important politicians, WWI references, and literati. Lastly, showing the location of street names on a map also allows to make a geographical analysis of Italian toponymy: some names could be more frequent in specific regions than in others due to the influence of local traditions, to political reasons, etc. Looking at a country's toponymy as a whole shows what matters are most important to it and how it describes itself.

ANALYSIS AND RESEARCH OF URBAN STREET FUNCTIONS BASED ON GIS: A CASE STUDY OF XUHUI DISTRICT, SHANGHAI, CHINA

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In the context of the shortage of public space resources in large cities, the concept of "Street Space Renaissance" has been reintroduced, and the social attribute of urban streets as public space have been reemphasized. Street vitality is one of the main indicators to evaluate the social attribute of urban streets, and it is also the main target of urban street design and control in recent years. In this paper, GIS technology is used to evaluate the vitality of streets of different functional types, which makes up for the deficiency of ignoring the functional properties of streets when evaluating the vitality of streets by spatial syntax. This paper takes the Xuhui District of Shanghai, China as an example and comprehensively analyze urban facilities' POI data of different functions (commercial, office, residential and public service facilities, etc.) to identify the functions of urban streets density, mixing degree and the dominant nature of the streets, and using the three indicators, identify the dynamic distribution characteristics of urban streets from the three dimensions of macro, meso and micro block in the whole city . (1) The results show that the streets in the urban center and the old districts are more vigorous. (2) There is a certain correlation between the distribution of streets' vitality and the distribution of streets' dominant functions. (3) the vitality of the streets near the intersection is stronger than the middle of the streets. The purpose of this study is to evaluate the street vitality based on the street's own functional attributes, and to guide the rational matching, control and reconstruction of street function formats by establishing a scientific quantitative index system.

STREET VENDING IN TOURIST DISTRICTS-THE DEMAND SIDE OF THE STORY

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Street vendors are an important part of New York City's landscape. This is especially true in tourist areas. The presence of vendors, however, is seen as a problem by business and property interests. For them, vendors constitute unfair competition to storefront businesses, they create congestion, and generally bring down the character of the area, interfering with top-down placemaking efforts. While the conflict that arises between vendors and business/property interests is well documented, little empirical research has been carried out addressing some of the specific issues raised in the debate: Why do visitors patronize vendors? Do vendors constitute competition to storefront businesses, "unfair" or otherwise? How is their presence perceived by visitors? Are they marginal actors that exist in conflict with tourism-oriented development, or do they exist in a more symbiotic relationship with other businesses in tourists districts? This paper will seek to answer these questions by carrying out surveys and field interviews of customers and vendors in two parts of the city that are common destinations for visitors: Times Square in Manhattan and Flushing, Queens. Times Square draws mostly international and domestic tourists from outside the New York region. Flushing, by contrast, is more of a regional destination. A busy East Asian neighborhood, it is an important center of gravity for the New York region's Asian community as visitors from across the metro-area come to the neighborhood to shop, meet family, and eat out in one of the many large restaurants. Both areas are heavy with street vending and rife with conflict between vendors and business/property interests. By investigating the vending issue from a demand-side perspective, we hope to contribute much needed hard data to the debate over the role of vending in tourist districts, and in tourist economies more generally.

FROM 'ABSOLUTE' TO 'ABSTRACT' SPACE: THE TRANSFORMATION OF FENG SHUI IN HONG KONG

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Feng Shui has had a pervasive influence over China's built environment for centuries, but the nature of that influence has altered during recent decades. There has, in many places, been a transition away from the 'absolute space' of Feng Shui – as an authentic representation of belief and values, reflected in a particular social relationship with nature - to an 'abstract space' in which culture is mobilised by capitalists and regulators to create synthetic spaces in which property values are elevated and relocating communities, facing unsettling change, placated. Feng Shui has its roots in an agrarian, pre-capitalist society: in its most 'authentic' form, it remains an important system of beliefs – reflected in the organisation of space – in many rural locations. But many of those locations have been subject to 'chengzhenhua' – transformation to city and townships. Urbanisation has threatened and displaced traditional values. People have carried some of those values with them, recreating the absolute spaces of Feng Shui in the cities. But at another level, Feng Shui has been instrumentalised by the agents of urban change, generating an abstract space of domination and manipulation (Lefebvre, 1991) for the purpose of passifying communities and enhancing asset value. The distinction, however, between 'valued absolute spaces' and 'devalued abstract ones' (Molotch, 1993, p. 893) is not entirely clear. In this presentation, I explore both the transition (and distinction) noted above and the nature of authenticity. Feng Shui has been lifted from its cultural cradle in rural China and transposed, through regulation and property development, into a variety of new contexts. I explore the transposition of Feng Shui into the abstract space of urban property development in Hong Kong.

GOVERNING MURALS: A CONCEPTUAL FRAMEWORK FOR COMPARING MUNICIPAL MURAL POLICIES

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Public urban spaces are constantly changing environments shaped by formal and informal social acts, serving as a dynamic stage for diverse communities and individuals who may have conflicting interests. Murals have become a major avenue for public expressions, reflecting and influencing the city's social, political, cultural, and aesthetic values. Some murals are carefully promoted by the establishment while others are inserting spontaneity into today's heavily regulated urban public spaces. They are markers of identity and provide many other benefits to individuals, communities, and cities. With a broader shift towards cultural planning and given the impact of neoliberal approaches, cities around the globe have adopted (or coopted) murals as means to entice urban growth, economic and social development. As a result, local governments around the world have made considerable efforts to establish their own mural policies. These policies focus on their creation and management, while balancing a variety of interests, such as maintaining public order, and protecting individual rights and freedoms. Mural policies affect the city's appearance, and help theorize how public spaces are shaped and managed. Mural policies vary from one city to the next, and their differences highlight a vast array of motivations, approaches, and attitudes towards public art, order, city planning, public spaces, and diverse urban cultures. This paper introduces a conceptual framework for systematically analyzing mural policies, enabling cross-national learning and facilitating the development of best practices. The conceptual framework is also designed to map the level of involvement and permissiveness of municipalities, and to reveal the way in which they cater to public and private interests with respect to mural art.

STUDY ON THE CHARACTERISTICS AND CHANGES OF STREET CULTURAL ATTRIBUTES IN MINGCHENG DISTRICT OF XI'AN

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As an important component of the city, the street is the artery of transportation and the carrier of history and culture. The cultural attributes of the street highlight the connotation of the city, exploring its characteristics and changing rules is an important way to study urban culture. Xi'an Mingcheng District carries profound history of the city. The study of the cultural attributes of the streets in the region is the key to explore the cultural development of Xi'an. This paper takes Xi'an Mingcheng District as the research object. In order to understand the street cultural attribute characteristics of each period, working through the historical data query and the current situation matching, based on the ArcGIS platform, the three types of cultural space and the four important periods of the street pattern are coupled and analyzed. Subsequently, the streets are divided into religious, educational and humanities streets according to their cultural attributes. The overall evaluation of each type of street is conducted to obtain the number proportion, cultural index and type statistics of streets with cultural attributes in each period, and finally the change rules of street cultural attributes in Mingcheng district of xi 'an are summarized. The research shows that the number of streets with cultural attributes in Xi'an Mingcheng has decreased, and the cultural index has gradually getting low. In the type statistics, religious streets maintain steady state, educational streets increase, and humanities streets decrease sharply. In response to this phenomenon, to guide the urban cultural context continuation and development, as a world historical and cultural city, Xi'an should adopt strategies such as resolving the urban function, increasing the number of cultural space and restoring some cultural nodes, so as to enhance the cultural attributes of the street, finally achieve the purpose of Xi'an urban culture rejuvenation.

TOURIST CONSUMPTION: THE ELUSIVE AND ALLUSIVE “AUTHENTIC” EXPERIENCE OF A TOURIST IN LISBON

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Tourism is claimed as “the world’s largest industry” of this century. This leads to a questioning of many of the assumptions about tourism, not only in terms of policy or economy, but also, more fundamentally, in the ways it is theorized and conceptualized, including its interference in the construction processes (physical, functional and symbolic) of the cities. This paper aims to raise some questions about the complex and changing relationship between consumption and tourism, or what Goss calls the “tourist mode of consumption,” in which material objects and places are represented as the embodiment of an “authentic” essence, referring to a temporally or spatially distant origin and evoking seductive narratives. Individual commodity brands, retail concepts or tourism sights contain a certain sacredness as they intermeditate between transcendent essence and ordinary materiality. Specifically, the work considers the multi-faceted cultural construction of meaning along with the impact that tourist consumption has on places and local communities, using the case study of Lisbon, which has been overwhelmed, in the last few years, by an extraordinary phenomenon of touristification.

MOBILITIES AROUND US: TOURIST MOBILITIES AND “NEIGHBOURHOOD EFFECT” IN SOCIAL SPACES. THE CASE OF POBLENOU IN BARCELONA

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The progressive disentanglement of social relations from the local context has often been pointed out as one of the main traits of society in the global age (Bauman, 2006). Taking that as a starting point, this paper excavates the shift in social relationships at the neighbourhood scale in the context of cities that are hubs of different mobilities, focusing on the agency of tourism mobilities. The paper thus engages with the concepts of mobile spatialization (Urry, 2000) and relational space (Massey, 1992, 1998, 2005) under the broader “mobility paradigm” (Sheller & Urry, 2006), linking the mutation of the sociocultural landscape to the effects produced by different mobilities actuating (in) urban space on the situation and affordabilities of other collectives. This paper reinterprets these transformations, departing from notions of ‘relational space’, re-conceptualizing urban spaces as mobile and relational, continuously reconstructed and regrounded by flows of people, knowledge, and capital. We examine physical displacement, representations of mobility, and embodied mobile practices in relation to the ongoing mutation of a neighbourhood of Barcelona, Poble Nou, in which the urban transformations linked to the 1992 Olympic Games, the renewal of the waterfront and the later development of a hi-tech cluster (the ‘22@’) has triggered a profound and long-lasting process of social change. On the one hand, we classify specific spaces in this neighbourhood according to the dominant relational structures of socialization which are observed in them, and, on the other, we associate this classification to the mobile practices and representations that symbolically and materially construct them. From this point of view it is understood that displacements produce new relations and imbalances in place and that tourism mobilities have an important destabilising role.

GOING AGAINST MASS TOURISM: CREATIVE TOURISM AS AN ALTERNATIVE, CREATOUR AS AN EXAMPLE

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In recent years, tourism statistics in Portugal have been showing a growth that is already beginning to cause some concern in the two major cities - Lisbon and Porto - while the rest of the country still expects to grow and benefit from this wave of tourist attractiveness that have been projecting the country in several international rankings. However, there is the notion that this growth should be done with some caution and in an adjusted manner, regarding the different territorial realities and in order to value the tangible and intangible assets that constitute tourism resources. For peripheral territories, such as rural areas or small sized cities, investing on creative tourism as a wide process of co-creation and exchange of cultural and symbolic experiences can be a good opportunity, not only to retain population and revitalize their cultural and social heritage, but also to enhance creative milieus and foster organic territorial dynamics, reflecting the “sense of place” and the unique characteristics of local communities. This communication will focus on cultural and creative tourism as a more sustainable and adapted alternative for low-density territories, giving the CREATOUR project as an example. This national multidisciplinary research project is being currently developed in the four NUTS II regions of Portugal. Simultaneously, CREATOUR works as an incubator of ideas and actions, aimed at providing the visitor-tourist co-production and knowledge experiences. Alongside with this creative tourism project and its conceptual bases, some of the results already obtained in the four regions of the country will also be presented and explored.

AN OVERVIEW OF THE FORMATION OF CITY-BRAND CORE VALUES AND CITY-MARKETING PROJECT GOALS: THE CASE OF DAEJEON METROPOLITAN CITY, SOUTH KOREA

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This study reports the process and planning implications of the project of “Daejeon City Marketing Long-Term Masterplan”, which was conducted for 10 months from April 2018. A second-tier city in industrialized countries, including Daejeon, one of seven Metropolitan Cities in South Korea, is forced to achieve substantial innovations for sustaining its competitiveness (i.e., improving the city image as formed by outsiders and the identity and loyalty among its residents) in the middle of the ongoing globalization (hyper-connected society across the world) and localization (self-governance and autonomy in Korea). Accordingly, this study analyzes the internal and external environments regarding the city marketing of Daejeon. Then, it specifies core values of the marketing and suggests what goals should be aimed at by future urban marketing projects. Demographically, Daejeon has a population pyramid that combines the spindle type (implying a lower birth rate) and the star type (suggesting the influx of young people for employment/education). Also, overall population aging in Korea is reflected in the population structure. While the elderly population of Daejeon is the most rapidly decreasing in Korea, it is also the most visited area by the elderly partially because of elderly-friendly leisure facilities including hot springs and Confucian temples as well as convenient inter-regional transportation (Daejeon has long been considered a transportation hub in Korea). Through the environmental analysis, this study identifies 18 keywords that define the city identity of Daejeon, and through a subsequent big data analysis, four core value (composure, prestige, innovation, and inclusiveness): “an innovative and inclusive city pursuing the living of composure and prestige”. The composure and prestige values result in the internal goal of “creating urban amenities for better quality of life” and the innovation and inclusiveness values in the external goal of “improving the status as a crux of the Korean central economic region”.

TOURISM, PUBLIC SPACES AND ICT

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Tourism has been one of the economic activities that have developed most in urban space, in the last decades. The growth in the number of people who make tourism along with the changes in information and communication technologies (ICT) are having a significant impact on the appropriation of urban space. The evolution of Information and Communication Technologies (ICT), from static to relational information, the mobility and connectivity of the devices and the possibility of secure transactions have had a very rapid and exciting development. From the national level to the local or neighbourhood levels, technology is changing the way information reaches the local and foreign population. The development of WIFI services can be considered a new quality of urban spaces, namely public spaces. How local authorities are dealing with it? Urban planning is far from being able to predict or control these new forms of appropriation of urban space and accommodate them. The development of useful APPs for tourism activities that disseminate information and facilitate the appropriation of the urban or rural space in a much larger way than traditional tourism use to do is amplifying the economic impact but also opening new territories to tourists. The new urban cultures can benefit from this new accessibility to their work. This presentation intends to analyse some of these new challenges to the urban planning and city management, created by the tourist activity at the local level. It also wants to reflect on new urban management instruments, which are faster and adapted to the speed of urban changes.

THE IMPACT OF CULTURAL CREATIVE INDUSTRIES AND TOURISM DEVELOPMENT ON THE AUTHENTICITY OF HISTORIC DISTRICT FROM THE PERSPECTIVE OF SPATIAL PRODUCTION: A CASE STUDY OF TIANZIFANG, SHANGHAI

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Coordinating the protection, renovation and commercial development of historic district is one of the difficult problems for many China's cities in transition period. Although micro-renewal by means of function replacement has gradually become a popular mode of historic district renovation, the impact of industry injection and tourism development on the authenticity of district has become increasingly prominent. This paper chooses Tianzifang historical district in Shanghai as the research object. It was originally an old-fashioned Shanghai characteristic district with mixed functions of residence and factory, which has been transformed into cultural creative district and popular tourist spot in the later development. Based on the theory of spatial production, analyses the (re-)production process mechanism of Tianzifang's authenticity under the influence of creative industries and tourism activities. It shows that (preliminary): Tianzifang has experienced the (re-)production process from the place of residence (representing the Shanghai living culture) to the place of cultural creative industries, and then to the place of modern tourism consumption culture; The main body of Spatial Practice has gradually changed from original inhabitants to artists, businessmen and tourists, with its social network reshaped in varying degrees; For Representations Of Space, the physical transformation of buildings carriers is relatively light, but their functions have undergone a change from residential living space to cultural (re-)production space and then to cultural consumption space; For the Spaces Of Representation, the cultural authenticity has gradually evolved into the staged authenticity, with the symbolization and commercialization. In addition, this paper summarizes the (preliminary) effects of space production: Tianzifang's physical space has changed from carrying collective memory to catering to consumer demand; Its spiritual space has been reconstructed, accompanied by the demonstration effect and cultural acculturation; Social space tends to be fragmented, and there are twice gentrification processes, accompanied by the phenomenon of spatial injustice.

HOW DO LOCAL RESIDENTS' LIFE GET AFFECTED UNDER PROPERTY-LED URBAN REGENERATION? THE CASE STUDY OF NANJING, CHINA

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There has been growing political, policy and popular interest in the redevelopment of historic urban neighbourhoods and quarters in China over the past decade. The effect of property-led urban development on historic urban areas generally means that they are either destroyed altogether, to be replaced by high-rise living, or become tourist destinations and thus do not respond to the needs of local residents or maintain or sustain everyday economic, social and cultural practices. Many residents are displaced to the urban outskirts while the urban memory of local residents has been cut down as well. This research will address this problem by focusing on the role of urban governance and public participation in seeking to advance the future development of historic neighbourhoods and quarters in Chinese cities. In this research I want to highlight the importance of local residents' daily activities in order to structure the uniqueness and local identities of historic urban quarters. Their daily activities in public spaces are unique and different from other urban forms. In doing so the research will work at the intersection of theoretical engagement with urban planning, governance and public participation and critical thinking about everyday life in cities. The study will be underpinned by qualitative and ethnographic research including; textual analysis of documents and policies; in-depth interview with key stakeholders and participant observation. Offering new geographical perspectives into the spatialities and relationalities of urban governance and public participation the study will generate theoretical insights and qualitative research findings that can contribute to, and impact on popular debate, public policy and practice with regards to the redevelopment of historic urban districts and quarters.

HANDS-ON URBANISM URBAN INTERVENTION BETWEEN ART, ACTIVISM AND RESEARCH

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The paper discusses urban interventions as approach between art, activism and research based on a series of urban interventions in the realm of the urbanize festival for urban explorations in the years 2012 and 2013. The intervention series “production of urban space” series was the starting point for the approach we evolved in different seminars working with students in the public space in the years 2015 and 2017. My colleague Carmen Keckeis and I co-opt urban interventions as a method between art and social science, reflecting the practice of planning and urban research with the question “to whom belongs urban public space”? Both of us have a background as urban researchers working with the methods of socio-spatial analysis in the scope of planning and research processes. We concluded that these methods exclude a wide range of users who are dependent on public spaces, such as homeless people or specific migrant groups. From this perspective it is necessary to work in the public space itself if we want to reach vulnerable user groups, therefore we went from the level of discourse to practice. We understand urban interventions as an opposed way to appropriate urban public spaces, which can be a political, artistic, scientific practice or a practice of activism. We tried to reinterpret urban public space temporally, as space of negotiation and linked to de Certeau (1980) as a way of everyday anti-discipline. We conclude that it is an experimental method, which can be used to identify users, their needs, visions, associations, memories and different kinds of usage, identification and dependencies, of public spaces. Moreover, phenomena such as social inequality, poverty and deviant behaviour are getting visible through this approach.

ISTANBUL AIRPORT: SCALE, REPRESENTATION AND URBAN SPACE

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The airports, as one of the defining public spaces of the 21st Century, are the gateways and nodes of their respective cities to the global space of flows. As such, they are inter-scalar and inter-modal entities; often depicted as 'a city of their own', as an assemblage of public, private and semi-private spaces that entails overlapping mobilities of different kinds, scales and volumes. Claimed as the 'largest airport terminal under one roof', and 'the greatest Project of Republic of Turkey' the new Istanbul Airport is planned to raise Istanbul's position to a global hub singlehandedly, with a capacity of 200 Million passengers a year and expected economic benefits equalling to %5 of GDP. Due to its scale, its production methods and prevailing discourses around its planning and realization, the Istanbul Airport signifies a new understanding of public space for Istanbul, exemplary of the production methods of the urban spatial organization of the last decade. The immense scale of the airport as an essential Urban Mega Project is legitimized through political, cultural and economic discourses where space itself, its perception and representation is often instrumentalized in new narratives into a curated 'tourist gaze'. On the other hand, the immediate surroundings and its localities are lost in a vast horizontality particular to the airport landscapes and extensive infrastructure, creating an inherent discrepancy with the perceived space and its design(at)ed representations. The study, following a contextual depiction, positions Istanbul Airport within the debate of Istanbul as a hub city. Secondly, it discusses its staged representation(s) in the making of the spatial organization in different scales. And finally gives concluding remarks, aiming to provide a broader understanding of the political and representational contexts of airport projects and their capacities in producing public space in general.

THE ROLE OF THE LOCAL IN IMPROVING COHESION AND SPATIAL JUSTICE

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Joint development is a collaboration construction between a transit agency and real estate operated by government and private individuals. Mostly focused on transit-oriented development (TOD) which ensures dense, walkable, mixed-use development near transit and at the same time improve the transit system. With China's national policy on prioritizing the public transit development, now is the critical time to achieve a sustainable urban form through implementation of Transit Oriented Development (TOD). Higher residential densities in the vicinity of transit station will make residents more likely to use public transit, and support local economic activities. Based on the TOD principle of designing high-quality mixed-use areas that are pedestrian friendly, it facilitates socioeconomic and cultural diversity. A case in Wulin Square, Hangzhou was chosen to better illustrate the win-win cooperation based on the involvement of social group in the TOD transformation case analysis. The proposal greatly contrasts with existing developments in the way land use is integrated with transit and how the public groups' ideas are included in the transit-oriented concept. The proposal greatly contrasts with existing developments in the way land use is integrated with transit and how the public groups' ideas are included in the transit-oriented concept. The public group encourages self-organization and promotes place-branding. Meanwhile, this third party concerns about public participation, continues to play the role of public spaces in promoting a diverse, equal and democratic urban cultures.

RESEARCH ON MULTI-LEVEL PUBLIC SPACE SYSTEM PLANNING STRATEGY IN HISTORICAL AND CULTURAL BLOCK BASED ON THE CONCEPT OF "COLLAGE CITY"—— TAKING BEIJING MOSHIKOU HISTORICAL AND CULTURAL BLOCK AS AN EXAMPLE

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In China, historical and cultural blocks serve as the material carrier of traditional culture and resident life in the city, but due to the rapid development of the city, it has been declining, forming a backward infrastructure and a dirty living environment. Therefore, the protection and renewal of historical blocks has become a hot topic of research and discussion. However, the current historical and cultural blocks renovation projects often focus on the development of tourism and economic benefits, ignoring the daily life of the original residents. The reconstructed blocks are too commercialized and socially isolated, eventually leading to those renovation projects has not achieved the expected economic and cultural benefits, nor can it meet the basic living and leisure needs of the residents. Thence, it is the main content of this paper to use multi-level and time-series public space system planning to reshape traditional culture, display urban style and enhance living environment. Based on the living and leisure needs of residents, this paper firstly interprets the concept of 'collage city', which emphasizes the integration and coordination of space and surrounding population demands, land use function and landscape style, and proposes an approach to planning public space system for historical and cultural blocks. Secondly, taking the Beijing Moshikou historical and cultural block as an example, after classifying the potential public space in the block, realizing the diversified and systematic public space system through the three levels of 'node-corridor-area' planning. Meanwhile, we plan community and festival activities to promote neighbourhood relationship and tourism development, which encourages community residents to participate in the planning process through time series construction. Finally, by using the collage techniques and landscape way to promote the integration of multiculturalism, coordinate the balance between tourism development and residents' lives, it can achieve sustainable urban transformation in Moshikou block.

PRIVATIZATION, MARGINALIZATION AND REUSE OF WATERFRONT SPACE IN NEW TOWN—TAKING ZHANGJIANG SCIENCE CITY ZHONGSHI UNIT AS AN EXAMPLE

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In the past ten years, China has ushered in a new era of urban development. The urban renewal project has gradually changed the original urban pattern. In the suburbs, the construction of new cities has replaced the old towns and formed two types—an industry-led new towns and life-oriented new towns. The Zhangjiang area is one of the earliest industrial zones in Shanghai. It is currently in an important period of transition from industrial zones to the urban area. The comprehensive improvement of scientific research capabilities, living environment and urban vitality is its development goal. The long-term industrial development has led to the relatively closed industrial parks in the Zhangjiang area. The high-end communities have been built everywhere but the supporting facilities are insufficient. This has led to the emergence of separation of production and city, and separation of jobs and residential in the Zhangjiang area. These problems are particularly prominent in the Zhongshi units. In the process of building a fast new city, the old town of Zhangjiang, which was originally water-based, gradually declined, and was replaced by a new city with roads as the development axes. Planners used modern and mature design methods to design high-end residential communities and spacious car roads, but also brought public space with novelty. Taking the Zhongshi unit of Zhangjiang Science City as an example, this paper first analyzes the existing characteristics of public space, and takes the waterfront space as the research focus. It is found that the waterfront space is characterized by privatization and marginalization. After that, some urban design method was used to redesign the form of waterfront space, function, and relationship with the surrounding area in order to realize the reuse of the public space.

“WHAT ELSE?”: COMMUNITY PERSPECTIVES ON TOURISM-LED URBANIZATION IN SPITI, INDIA

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The remote Spiti Valley in northern India, is experiencing a tourism boom, which, in turn, is fuelling a construction boom in the villages of the region. The region offers a unique landscape – a rocky high altitude desert with splashes of greenery. Rare wildlife can be spotted in winters, with the region under a cover of snow. At any time of the year, making the trip to the Spiti Valley is an adventure in itself. Perhaps the most important component of the region’s cultural attractions are the monasteries of Tibetan Buddhism. Today the fragile Himalayan ecosystem is threatened by the rapid urbanization and increasing tourist loads. Social structures and cultural practices are under stress. Two questions lead this project. (a) What are the community’s concerns with regards to tourism and urban development in the Spiti Valley? (b) Why, despite witnessing undesirable urban outcomes in numerous Himalayan towns, has very little changed in terms of tourism policy in this sensitive region? The study examines attitudes towards tourism in Kaza, a small town in the Spiti Valley, facing rapid urbanization as a hub for the fast-expanding tourism sector. Based on a survey of residents and business-owners (N=400), 22 in-depth interviews with key informants, and personal observations, the paper reports the principal narratives on the themes of growth and sustainability. All major interest groups, including monasteries, government agencies, NGOs and the local community are represented in the study. The analysis highlights the essential aspects of each group’s interests, and the contradictions inherent in their perspectives. The paper concludes with suggestions for interventions to protect the heritage and ecology of the Spiti Valley. Not least, it is argued that small and medium towns in India, with exceptional tourism resources but low institutional capacities, ought to be studied as a special category.

RESEARCH OF MICRO-SCALE SPATIAL INTERVENTIONS FOR AGING COMMUNITIES IN TOURISM-ORIENTED HISTORIC DISTRICTS IN SUZHOU

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The current rapid urbanization has transformed Suzhou, one of China's most significant historic city known for its world-heritage gardens, scenic canals, and vernacular architecture, but it particularly impacts the elderly populations that still live in the old town. The demography has undergone dramatic changes in Pingjiang Historic District, which witnessed a fast-growing number of tourists from all over the country and beyond as well as new residents from other cities attracted by the tourist industries and some related sectors. In the meantime, a large portion of young adults have moved out to the new districts surrounding Suzhou that offer more corporate jobs and better amenities for life. As a result, the elderly residents have raised to more than 25 percent of the population in Pingjiang. This paper examines the issue of spatial transformation for the aging population in Pingjiang District using both qualitative and quantitative methods. It reveals that the rapid commercialization and growth of tourism have squeezed the social spaces of elderly residents, and the spatial ambiguity and disorder have created further conflicts between different demographic groups. All these are challenging the model of Aging-in Place as the dominant form of elderly housing in China. The paper analyzes the behavior logics behind these phenomena and proposes urban design strategies at the micro-scales to address the issues related to the environmental for the aging communities including identity, territorial division, and symbiosis of population.

PARTICIPATORY VISIONING OF THE FUTURE CITY: PUBLIC SPACE AS A COMMON GROUND IN COMMUNICATION BETWEEN STAKEHOLDERS

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Slovenian cities often entail the boosting of tourism in their future development strategies. One of the tools used in the last decade to enhance tourism in urban areas was the investment into the improvements of public spaces. Majority of bigger cities have used this tool with greater or smaller success. While the investments were primarily an economic incentive, they improved spatial conditions in the cities and brought benefits not only to the visitors but also city residents. However the ongoing democratization of the society puts such top-down approaches under questioning as they do not include residents as active stakeholders in the decision making processes but limits their role to the one of the final consumers. The paper will present an alternative approach to the visioning of the future of Slovenian cities developed in research project commissioned by the national Spatial development ministry and National Research agency. The initial purpose of the research was to define urban development measures that will have greatest future effects on the comprehensive development of cities and urban areas in terms of economic development, environment as well as social cohesion. The paper will present the research track that focused on the potentials of participatory approaches in the visioning of the future development of cities. It will present the results of the case study research in four small-sized cities of Ajdovščina, Kočevje, Ptuj and Velenje where different stakeholders were interviewed to identify their common grounds of possible cooperation. The points of view of local authorities, civil initiatives and local youth will be presented into the detail. The results show that tourism is not necessarily seen as the major future development opportunity and that public spaces can be embraced as something more than a mere economic category if bottom-up visioning of the cities' future is put in force.

THE BUILT ENVIRONMENT AND ACTIVE LIFE-STYLES IN OLDER ADULTS: AN ANALYSIS OF THE LOCATION OF CARE SERVICES IN PORTUGAL

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The relationship between the built environment and people's health has been a subject largely debated in academia. Several studies have been focusing on this subject, either by trying to understand the impact of the built environment on public health, or by discussing the way in which public policies could jointly approach these two domains. The ageing of many developed countries has further increased the interest in this relationship. At the core of these studies is the assumption that, as people age, they become more sensitive to the physical space they live in, which can form barriers or, on the contrary, contribute to healthier and more active life styles. Outside the boundaries of this debate, however, is the broader role the institutions for the elderly can assume in this context and how the location of such facilities can affect older people's mobility. The aim of this paper is to analyze the relation between the built environment and the mobility of the older adults who use care facilities. Interviews were conducted with 36 professionals and 137 users in 17 care facilities in Portugal. These interviews were designed to understand the degree to which the users of these facilities leave the institution walking and what was their main motivation and perceived barriers. To understand the walkability of the surrounding environment and to map the services and amenities that are within a certain radius of the institution, an in locu assessment of the location of these institutions was also made. Findings show that the proximity to primary services is fundamental for an active lifestyle in institutionalized older adults and their integration in the neighborhood. Accordingly, particular attention should thus be paid to the broader location of these facilities in the urban context and not only to the assessment of the surrounding environment's walkability levels.

HOW WELL CAN PRIVATELY OWNED PUBLIC SPACES (POPS) FACILITATE SOCIAL INTERACTIONS IN TAIPEI CITY? A CASE STUDY OF THE COMMUNITY RESIDENTS' DAILY LIFE

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In Taiwan, the high-density urban environment is the normal urban form as many highly populated counties. The concerns of possible impacts of vertical-developed cities have long discussed for several decades. Since the 1980s, in order to improve the urban environment and increase open spaces, the Taipei City Government granted additional floor area bonus as incentives in exchange of the private developers providing privately owned public space (POPS) for public use. Nevertheless many studies identify that the openness and the publicness of most POPSs are lower than expected. However, other concerns such as the possible external costs of the urban environment i.e. the decline of public service quality, more energy consumptions, increasing residential density, and skyline destruction derived from the additional floor area bonus as incentives for POPS are still to be studied. Early local research regarding the POPS usually focused on the usage of such space, and has given advices on design details. There is a lack of discussion about the impacts on the social behavior of residents by the POPS. Hence, this paper will discuss the possible impacts of the POPS on the social interactions(social relation) . We will conduct questionnaire survey and field studies at the selected communities with more POPSs in Taipei. The research results will expect to gather some information about how can POPS benefit residents daily life at the community level and provide policy feedbacks on future POPS in Taipei.

BY NO PLACE TO PUBLIC SPACE: A NEW RESOURCE FOR CAPUA

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Capua is one of older cities in Caserta province and today its socio-economic, spatial, social, economic and settlement disequilibrium is clear. The analysis done discloses functional, social and physical degradation of the city and the missing of identity, mixed with phenomena of urban disorder and social and environmental degradation. Very often, infrastructures and social services miss as well. This deficit of public space takes to the creation of denied territory, localized in urban and rural areas. The area of ex C.A.P.S., the our case study, is between the historical centre and housing buildings realized over the 80s-90s. Thanks to Law Scelba (1952), ruling assistance to refugee, this area is destined to a "Campo di Accoglienza", used to host refugee coming from East Europe. Nowadays, the area is not destined to anything and is a state of abandonment. Nowadays, the area misses its identity. It is neither an empty nor a dismissed area. It might be considered a non-place, without any value, any functional link with the context and with no social aim. It is a marginal place since Institutions have ignored it for years. The aim is to revitalize this area starting from its criticalities, such as accessibility, green and parking areas, services, infrastructures and the missing of social integration through the creation of a big urban park full of utilities and housing buildings. As for accessibility, pedestrian, cycling and driveway paths have been thought to improve it. The last, and maybe the most important, criticality deals with the missing of social integration since the area is not functionally connected with the context. A mixed housing park has been created in order to overcome this criticality. No distinction between public and private buildings has been done in order to achieve a social, functional and housing mix against mono-functionality of peripheral areas.

THE SONG DOES NOT REMAIN THE SAME: REPRESENTATION OF ATHENS IN TRANSITION THROUGH SONGS

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The scope is to investigate the ways that songs, as components of urban culture, represent the transition of a city, mainly through its urban spaces, and how can this perspective contribute to an alternative approach of urban cultural planning going back, again, to the classics, e.g. Sitte's 'artistic fundamentals'. The conceptual framework involves the link with soundscape, especially the analysis of the urban dimension of music, and the relationship (not necessarily secondary) with tourism and city branding. The city is the occupation of time by space, while music is the occupation of space by time. Music is an inseparable part of everyday life and is also recognized as a social and symbolic practice encompassing a diversity of roles and characteristics: as a culture or way of life distinguished by social and ideological conventions, as sound, as speech and discourse, as well as a commodity and industry. Popular music is related to the decline and renewal of the city. This paper aims at answering a variety of additional questions: In the contemporary world, songs belong more to art or to industry? Are they confined to popular culture? What role do they play in the relationship between consumption and production, as well as between the local and the global? Is their role strengthened in the case of cities in socio-economic crisis? The methodology focuses on the content analysis of selected songs. This route through space and time starts from the international experience, e.g. Cooder's 'Regeneration', and passes to international songs about Athens, e.g. Cave's 'Lightning bolts'. It moves to internationally famous older Greek songs, e.g. 'Misirlou', 'Never on Sunday', and ends in contemporary albums, e.g. 'Babel' and 'Kallithea'. The conclusions relate to the answers to the aforementioned questions and the inputs of this perspective to the study of cities in transition.

ON AFFECTIVE PEDAGOGY FOR STUDYING URBAN FORM

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The study of the built urban form anchors abstract conceptual and analytical thinking about space to a tangible form of visual representations (such as maps, ground plans and diagrams). While enabling even the most complex forms and processes to be encapsulated by visualisation strategies, such an endeavour also streamlines and homogenizes space, largely disregarding asymmetries in power relations and experiences within hierarchically produced lived space. My contribution introduces a pedagogical approach which aims to extend the domain of the study of urban form beyond the assumed rational objectivity of visual analysis and behavioural methodologies. It draws from a relational-material epistemology and affect theories as promising analytical resources for enhancing a productive and ethical relationship between everyday spaces of urban inhabitants and the praxis of urban design and planning. While giving attention to material and affective notions of lived space and spatial praxis, in particular those which are difficult to convey in words and visuals, this epistemology opens disciplinary fields to a range of explorative methodologies and experimental methods which nurture transdisciplinary and empathic learning. Based on experience of a two-week workshop in Porto, Portugal, this contribution discusses how empowering students to take active part in creating learning methods reveals and renders urban morphology a political project and lived space. By developing methods mindful of lived, cultural, social and material differences in urban space the students introduced the politics of materiality and affectivity as key dimensions of the production of shared places of ethical interaction with the other. The relevance of such an approach lies in developing an inclusive perspective as regards everyday spatial praxis of urban inhabitants: their collective capacity to negotiate belonging, to appropriate space and to contest structural constraints through practices of improvising and inventing that are part of everyday life.

INSIGHTS ON 'URBAN IDENTITY' – UNDERSTANDING HOW MUCH A CITY CAN CHANGE THROUGH THE RESILIENCE CONCEPT

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Urban identity has been an extensively discussed topic in various research areas, although there is a considerable gap in urban planning when it comes to understand the concept, and how it can give and strengthen meanings and values to urban places. Consensus can be found in discussing the threat of losing city identities with the 'commodification' of places, as a result of standardizing concepts in planning and development. Urban marketing increasingly transforms the city into stereotypical thematic fragments, emptying local specificities. Many cities have been facing marketing strategies and struggling with increasing tourist pressure, counterbalancing both benefits of increased investment in real state markets, and threats inherent to huge flows of tourists, not always with the approval and contentment of local people. To aggravate this situation, some of those cities, such is the case of Porto, were already experiencing a less favourable period. Due to multiple and diverse phenomena, authorities have been yielding to tourism investments. Strong tourist pressure is inevitably associated to the rise of polemic debates around the threat of losing the identity of places. The main purpose of the paper is (i) to understand how 'city identity' can incorporate such a key role in face of change, and (ii) to explore 'how much a city can change before losing its identity'. The research uses the concept of resilience, through an identity-based approach. Ultimately, it intends to understand the role of planning in nurturing, or not, urban identities, in particular, analysing how planning has been regulating the interventions and mediating the agents, stakeholders and community, in order to prevent from threats. It expects to evaluate the risk of losing the 'true local character' in this transformation strongly influenced by global versus local values, and evaluate the features that reinforce the identity of the city.

ALTERNATIVE URBANISM IN THE HISTORIC CITY CENTRE: A TRANSNATIONAL PERSPECTIVE ON THEORY AND PRACTICE

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Historic city centres are characterised by the tension between the local, represented by authentic spaces of everyday life, and the global, responding to the needs of tourism industry and capital flows. Under the neoliberal paradigm, state-led urban regeneration projects often benefit developers and private investors (eg. property owners or businesses) with little regard to the socio-economic dynamics of existing communities. Recently, however, this approach has been challenged by alternative practices of place-making that represent a transition from top-down imposition of urban change to the co-production of space. Such practices are characterised by more emphasis on the lived experience in public space to be enjoyed by all through a more temporary, flexible and tactical approach to the design of space. Such alternative process represents a collective desire that involves several actors, from local residents and business owners, to civil society organisations and design professionals in the role no longer of the exclusive author but as facilitators and mediators of change. Originally emerging informally as a form of urban activism in opposition to official prioritization of economic gains and indifference towards socio-spatial entanglements, such practices have recently taken on a more mainstream character, enabling the coming together of seemingly oppositional forces. Observing the development of such practice in the western world, and the corresponding theorization attempts developed mostly by western scholars, this paper looks further to its applications in the global South, and analyses the contextual differences but practical similarities of the approach, with evidence drawn from empirical research in London, UK and Cairo, Egypt. The paper discusses the impact of alternative urbanism on both the local and the tourist experience, and suggests that it may be indicative of a longer-term transition towards a more equitable urban planning practice.

URBAN PUBLIC SPACE DESIGN FROM THE PERSPECTIVE OF ENVIRONMENTAL BEHAVIOR——A CASE STUDY OF THE ROUND-CITY-PARK IN XI'AN

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Abstract: Urban public space provides the place and environment for leisure, entertainment and social intercourse for residents, and it is an essential part of urban composition. In the process of building public space, we should pay full attention to the use value of public space to people and people's perception of public space. Through the use of various dynamic elements in public space, the space environment can play a guiding role in human behavior, and create a city public space that corresponds to the behavior of communication activities. Based on the theory of environmental behavior, this paper deeply interprets the interaction between space environment and human behavior, and analyses the characteristics of human behavior in urban public space. It also elaborates the influence of environmental behavior on public space in combination with Xi'an Circle Park, and explores the ways of constructing urban public space with local historical and cultural characteristics, so as to improve the quality of urban public space.

THE CITY OF NAPLES THROUGH THE LENS OF URBAN PLANNING STANDARDS

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Naples is a city full of contradictions, rich at social and cultural level, a palimpsest of urban traces, site of social conflicts where crime replaces an ineffective government power, but featured by integration and social inclusion. The paper proposes a reflection on Naples through the lens of urban planning standards. This legislative instrument was introduced in 1968 at national level to ensure the construction of public spaces according to a parametric value and thus contain post-war building speculation, improving the quality of collective life. The urban planning standards — such as schools, parks and open spaces, amenities and parking — represent the formalization of the right to the city. They were mainly made in areas of expansion, to compensate for the lack of space necessary for urbanized areas. According to the modern urban model, they contribute to build peripheries, defined by a low accessibility and amenities. Nowadays peripheries spread throughout the city. Starting from these topics, paper aims to reconstruct two stories: the first concerns the institutional history, which led to the creation of public spaces as required by the Decree. The second one intercepts self-organization processes, informal practices, uses and management that have settled on these spaces as an alternative answer to the lack of welfare. The paper focuses on emblematic case studies depicted as "biographies" of spaces at the neighborhood scale, where the decree was not implemented, the neglected and the incomplete are compared with informal subsidiary practices. Reflecting the local cultural identity, they could scale up to response to low value of tangible heritage and lack of confidence in the institutional role. Paper aims to verify if substitutive self-organizations processes have an impact on the urban scale and if a transition to flexible regulatory, organizational and management models, valid in contexts with common features, is possible.

WHEN PARTICIPATION MEETS PEDAGOGY: CHILDREN'S PARTICIPATION AND RE-FIGURATION OF PUBLIC SPACE

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Building on gathered data through case-study research, the paper discusses the way children, in the frame of a fairly heterodox participatory design process, challenge the conceived vision of design professionals, in regard to the physical alteration of public space. Evidence stemming from an ongoing public space transformation project, located in the outskirts of the city of Lima, Peru, suggests f.e. that children, by appropriating and modifying according to their intuitive needs and preferences specific aspects of the intended design, as it is being implemented, defy the "prescriptive affordance" that underpins its pedagogization – that is to say, the both explicit and implicit 'spatial design tactics' meant to state how public space is to be not only used, but also apprehended. Given the ability of children of (fore)seeing specific potentialities of public space – which designers in charge could not and, to a certain extent, resisted – the strategy of design and, above all, realization of the project ended up being subjected to constant changes that led to the emergence of an alternative, more children-like, affordance and, by extension, pedagogization of the (still being) intervened public space. Overall, it is believed that inherent conflictual character of design/planning participatory processes becomes exponentially puzzling by children's capacity to "spy with their little eye" as well as performatively and subversively contradict "professional decisions". Further more the analysis of other participatory design and planning shows that more and more of them are explicitly being linked with educational aims of explaining how design and planning works. But even without this any participation process can be seen and analysed as learning process for all participants, while it is also critiqued that pedagogy of built environment education is expanding this much.

PA17 Urban and Regional economics of transition

Michael Getzner
Massimiliano Mazzanti
Egbert Van der Zee

Papers and presentations in the track “Urban and Regional economics of transition” ideally combine a strong theoretical basis with an innovative empirical approach leading to planning and policy conclusions. All theoretical and empirical approaches are welcome while some priority in the selection of papers will be given to heterodox theories. The connection between the theoretical framework and/or the empirical work with planning and policy design should be apparent. Papers may tackle the following (non-exclusive) topics:

- Economic analysis of policy instruments, policy packages and planning approaches towards sustainable urban and regional development.
- Eco-innovative dynamics as a consequence of regional policies and development, including the human capital / skills / employment aspects of innovation (green jobs and skills)
- Knowledge sharing across EU regions and between EU regions and the global scale, with emphasis on co-creation and inclusive sustainability dynamics.
- Carbon-neutral energy and resource production and use, and their linkages to the local/regional economy.
- Transition and sectoral changes of the economy, and the connection to urban/regional planning and development.
- Economics and policies towards local/regional disparities (in the economy, society, and ecology), including the analysis of equality and environmental objectives along the transition towards a greener more circular economy
- Social and societal change (poverty, migration, marginalization) and the economic causes and consequences.
- Critical reflections of platform (sharing/gig/...) economies, and their effects on social, economic, and ecological urban and regional policies.

Submissions (abstracts) should clearly state the research question, the method(s), keywords on the theoretical background, and (preliminary) results. Abstracts only presenting a potential paper or outlining a research program will be rejected.

WOMAN LABOR IN TRANSITION PROCESS FROM AGRICULTURE TO INDUSTRY SECTOR

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The feminist approach which had a strong impact on human geography after the 1970s, studied how women labor are used differently than men labor in rural areas. The rural women contribute agricultural production like men. However, they are also responsible for additional duties such as taking care of animals, drying the products, feeding the workers. These are handled at home by women as reproduction duties. The most important difference between men and women labor is the women labor is free (Berlan-Darque, 1988; Little, 2009; MacKenzie, 1992; Massey, 1994) and it is transferred from her father's house to husband's house by marriage. In the last 30 years, the difference between rural and urban areas started to get thinner. The industry investments in rural areas offered women to paid jobs. Women who work outside the house challenged the gender roles but found a way to continue and women transformed from unpaid family workers to paid workers. Regarding that how this transition affects the physical and social structure of Geyve-Pamukova region is discussed. Geyve-Pamukova region is a rural area in Sakarya, Turkey. In the last 20 years two large-scale factories and some small factories opened in this region. For the study [Buraya kac kisiyle mulakat yaptigini yazabiliriz bence], women who work in these large scaled-factories and their employers are interviewed. It is seen that women don't transform the place, but they become more mobile and have more right in decision making process in family. But there are some gender based barriers for women empowering. These barriers are not only created by husbands or employers but also women feel unease because they can't perform their "wifhood" or "motherhood" duties properly. In this study, the social change caused by working women, the barriers in front of these change and the resistance mechanisms of women will be discussed.

THE SPATIAL IMPACT OF ECONOMIC TRANSITIONS TESTED ON SEVERAL TYPES OF ECONOMIC AREAS IN FLANDERS

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In a context of sustainability goals, greenfield developments for economic, housing and other activities should be avoided and the potential of existing artificial land use should be maximized. In order to accommodate economic activities in this existing land use and to adapt policy designs to this purpose, the Flemish Environment Department has put efforts into understanding how the existing economic fabric in Flanders is structured. This led to the elaboration of a typology of economic areas. Several types of economic areas have been defined by the proximity of economic activities, the dominant economic use (or combination of uses) and certain environmental characteristics (such as combination with housing, accessibility and visibility). In the next step, we use these types to illustrate the spatial effect of possible economic transitions. More specifically, we will analyse how these transitions will affect the nature, the organization and the spatial needs of economic activities, and what policy discussions these changes trigger. To make these transitions tangible, the framework of the circular economy (CE) is used. As the recent CIRCTER ESPON research on the territorial impact of circular economy shows us, a transition to CE leads to potential changes into the global and local socio-economic dimensions. In this paper these potential changes are viewed in relation to the spatial needs of economic activities. We will formulate several working hypotheses, based on the possible changes in the socio-economic dimensions and the spatial impact they imply, and then test these on the existing types of economic areas. This paper concludes with policy questions about how the existing economic spaces should be arranged to accommodate the possible upcoming transitions.

IS THERE A HOUSING SHORTAGE? A POST-KEYNESIAN ECONOMICS APPROACH TO THE FINANCIALISATION OF HOUSING IN ENGLAND.

Grace R.

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The overwhelming dominance of neoliberal economics has come under question following its failure to understand, let alone predict, the barrage of global financial crises that began in 2007/8. Heterodox economic theories, Post-Keynesian school of thought in particular, have since assumed much greater significance during the last decade as much broader and more encompassing theoretical conceptualisation of economic behaviour is established. Land and property development stands at the centre of these debates due to the fundamental importance of property in providing collateral to the private banking system when money is created. Furthermore, the neoliberal exclusion of the role of debt and financialisation in determining the growth of the global economy has encouraged a fundamental misallocation of resources. The significance of excluding debt has permitted a deep-seated narrative to evolve amongst policy makers, in which the high price of land and homes in most developed countries is indicative of a shortage of supply, whereas it is likely that the role of debt driven demand is a more plausible culprit. This paper explores the role of financialisation and money creation in the UK to better understand the impact of debt upon the presumed shortage of housing supply in England. The unswerving belief of a housing shortage in the UK is beginning to be questioned. Between 2016 and 2018 the UK government substantially reduced its 25-year projections of increased household requirements by some 1.1 million units, reducing annual needs by more than 25% to 159,000 units. The implication of such a substantial and sudden shift in projections will inevitably have a broad impact on urban planning requirements and highlights the usefulness of heterodox economic thought in untangling the complicated transition of urban planning to meet future needs.

URBAN REGENERATION, AUSTERITY AND COLLECTIVE EFFICACY IN ‘A PLACE THAT DOESN’T MATTER’: A CASE STUDY OF STOKE ON TRENT, ENGLAND

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The UK Coalition government (2010-2015) presided over the effective cessation of urban regeneration as a comprehensive form of public policy. In the past decade, there has been no comprehensive, national framework of area based regeneration initiatives and supporting financial and institutional resources for urban England. We consider the impact of this policy shift on regeneration activity in Stoke on Trent, a former site of a Housing Market Renewal programme, an exemplar of Rodriguez Pose’s (2017) places that don’t matter, and the UK’s ‘Brexit capital’ (MacLeod and Jones, 2018). We use a framework that considers the depletion of a range of institutional resources - money or exchangeable resources which local authorities can mobilise; the legal or official powers at the disposal of local government; the capabilities that local authorities draw from their position at the centre of a network of actors; and, the skills, land and buildings at the disposal of local government (Hood and Margetts, 2007) – to assess the full impact of policy change on Stoke on Trent. In the absence of a funded, strategic framework and peer group network underwritten by central government, we argue that the ‘collective efficacy’ (the capacity of networked actors to effect positive economic and social change) is fundamentally diminished. In conclusion, we consider the implications for ‘Places like Stoke’.

REGIONAL DEVELOPMENT INITIATIVES IN (POST-) INDUSTRIAL REGIONS OF CENTRAL EUROPE – UTILISING ENDOGENOUS POTENTIALS FOR GROWTH?

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The European Union's Territorial Agenda 2020, acting as a blue-print for spatial development in the EU, underlines the aim for a "poly-centric and balanced territorial development of the European Union". Nevertheless, continuous research shows that while metropolitan regions continue to grow significantly, other, more peripheral regions are lagging behind. This paper will highlight the situation in some of these regions showing limited growth patterns by focussing on some non-agglomeration, (post-) industrialised regions in Central Europe, often outside the main academic focus. The analysis will deal with the use of endogenous development potentials by the local and regional policy level, which have become an important corner stone of the European Union's regional policy in the outgoing programming period. The cases presented in this paper will highlight the challenges in the current development of such regions, give examples for the identification and utilisation of endogenous potentials, as well as discuss some lessons learned from this locally-led development approach, first for the regions in focus and second for the European structure policy in general. As a result the author will argue that a sole focus on un-locking such endogenous potentials might indeed generate certain benefits for such regions, but is not enough to create initial growth or jobs effects on the other hand.

HOW RESILIENT IS GROWTH? RESILIENCE ASSESSMENT OF AUSTRIAN MUNICIPALITIES OVER THE LAST 40 YEARS.

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Living conditions and development opportunities indicate the quality of a region as a place of work and residence. Reduction of inequalities is a universal goal for regional development. Though, the policies addressing regional disparities can be aimed at different objectives. While permanent economic growth is considered to be the meaning and purpose of the development, the concept of sustainability requires a balanced use of resources without exceeding their regenerative capacity. Regardless of the objective, the capability to handle potential crises, generally referred to as resilience, is necessary to ensure stability and continuity of the living conditions provided by a region. To gain new insights into the known patterns of the structural strength and structural weakness of spatial development in Austria, a new resilience-oriented assessment was conducted over the time period of 1971-2011. To provide a reference for interpreting the results a growth-oriented assessment was parallelly carried out. For each of the development perspectives, a corresponding set of criteria is elaborated and evaluated giving quantitative results. The spatial dependency of the local outcomes is determined by means of spatial statistics, which results in identification of the clusters of high and low indicator values. The reinterpretation of existing data made it possible to determine the relative level of resilience at the regional and local scale. The similarities and differences between the development trends reveal that a region can be characterized by various combinations of resilience-oriented and growth-oriented structural strength or weakness. The results are further interpreted in the light of theories and models of spatial inequalities and resilience in regional development. The outcomes confirm that a new approach based on resilience assessment can allow deeper understanding of spatial development processes and could form a basis for efficient recommendations aiming at reducing regional inequalities taking specific spatial characteristics of the regions into account.

SPATIAL PLANNING'S ROLE IN THE RENEWAL OF THE FOUNDATIONAL ECONOMY

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Spatial planning was not considered a public task on its own until the 1930s, but rather as inter-municipal coordination to organise space for a good life by reducing spatial conflicts in different spheres (e.g. housing vs. industry, pollution vs. health). Providing basic infrastructure in growing cities and regions was the main task then. By the 1990s the primary role became that of facilitating private business as corporations were increasingly released from societal obligations and gained rights. The entrepreneurial city became the paradigmatic vision in most cities in Europe and North America to deliver growth and jobs. Critics argue that “more of the same” will not help much in addressing the most fundamental challenges of our time, particularly climate change, rising inequalities (both at the spatial and individual level) and the turn towards authoritarian rule. One promising narrative to counter these tendencies is the one of the foundational economy. The foundational economy perspective aims for a reframing of the development and policy debate around those activities that are rooted in place, that can be sheltered from interurban competition, and that are essential for citizens to lead decent lives. Change towards a renewal of foundational economic activities will have to involve a broad and diverse coalition between state, business, and civil society where growth is of less concern than decent and ecologically sustainable lives. This implies exploring the potential for social licensing, remunicipalisation, platform cooperativism, the forging of new (and rediscovery of old) planning instruments, social entrepreneurship, and the likes. In particular, spatial planning expertise will play a key role in the renewal of the infrastructure of everyday life that the foundational economy represents. The paper will focus on this by reflecting upon different planning schools and highlight potential contributions from spatial planning to foundational economic thinking.

THE ROLE OF TAIWAN'S INDUSTRIAL DIVERSITY IN REGIONAL EMPLOYMENT GROWTH- A COMPARATIVE STUDY ON DIGITAL ECONOMY INDUSTRY AND CULTURAL INNOVATION INDUSTRY

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Urban-regional and national economies are more vulnerable to external events and turbulence, such as the impact of the 2008 financial crisis, resulting in a global economic downturn. Recently, understanding the regional (un)related variety is central to create new regional industrial structure, such as digital industry sector and cultural creative industry sector. This causality has been argued and emphasized in evolutionary economic geography, but empirical analysis in the causal influence of related variety on regional employment growth remain less examined in Asian cities. This paper aims to examine the impact of related and non-related variety on employment growth of digital economy industry (DEI) and on cultural and creative industries (CCI) in Taiwan. This paper use spatial regression and spatial lag model analysis to examine this issue through comparing 368 samples of two different industries (DEI and CCI) under the level of towns and cities in Taiwan during 2001 to 2016. Main data comes from Industrial and Commercial Survey in Taiwan. The empirical result shows that related diversity will increase employment growth, while non-related diversity will reduce unemployment growth. And this result will become more significant as the degree of urbanization increases. In addition, digital economy industry are more significant than cultural and creative industries. This research contribution can provide more accurate data analysis for regional economic planning or labor market policies.

FINANCIAL OR SOCIETAL RETURNS? EXPLORING THE AMBIGUOUS ROLE OF INTERMUNICIPAL ENERGY COMPANY FLUVIUS IN THE ENERGY TRANSITION IN FLANDERS

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Local municipalities are expected to play a key role in the energy transition, but also experience increasing budgetary pressure and a need for short-term returns. This paper explores this tension by unravelling the ambiguous position of public intermunicipal energy company Fluvius in the transition towards a sustainable energy system for the Flemish region. We disclose the contradictory role(s) of this incumbent player in the regional energy transition using in-depth stakeholder interviews. As a public company, predominantly owned by municipalities, Fluvius operates the electricity and gas supply networks in Flanders. As such, Fluvius could potentially facilitate diverse aspects of the energy transition: by integrating sustainable energy alternatives, by building a local foundational economy and energy democracy through citizen engagement, and even rethinking the societal cost of dispersed urbanization currently maintained by the spatial and economic organisation of the energy grid. At the moment, however, Fluvius has large sunk investments in the existing gas network that still has potential to increase its customer base. The company also faces financial challenges such as attracting new private capital, servicing bond holders and keeping up its credit rating. Local governments, as co-owners of Fluvius, have a director's role in formulating and implementing spatial energy ambitions, yet struggle financially due to budgetary squeezes and demand for investments. Yearly dividends from Fluvius are a welcome addition to municipal funds, but represent a vested interest in the energy system as it is. Fluvius' opaque and technocratic structure furthermore limits municipalities and citizen's say in decision-making over energy infrastructure. We explore these tensions between sustainable goals and political-economic pressures of profit and return by building on transition theory, foundational economy and financialization studies. From a policy angle, we reflect on how governance arrangements such as intermunicipal energy companies can hamper or advance the sustainable energy transition.

THE IMPACT OF EDGE-OF-TOWN SHOPPING ON SMALL-CITY SWEDEN

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Although external trade is often pointed out as a principal determinant for the loss of city center attractiveness, we still have debatable empirical evidence about the direction and the extent of this relationship. External trade is not as major a threat to downtowns in larger cities where the customer base is often sufficiently large to cover several marketplaces, and resources for downtown redevelopment are usually easier to provide. In this article we focus instead on the challenges of small cities, many of which are struggling to create an attractive urban environment in their city centers in a time of structural change, increasing urbanization, and (often) inadequate financial resources and human capital. To determine the effects of edge-of-town shopping centers on firms in city centers we use a difference-in-difference regression model with 'random effects' that control for heterogeneity at industry and geographical level. The results show, for example, that entry by edge-of-town shopping centers determines a 10% decrease, on average, in the CPI-adjusted real revenues of firms located in the city center. This effect seems to be mainly due to the impact on retail firms, which experience an average decrease in real revenues by 13%, and on the lower population quartiles of our sample (i.e., cities with less than 12,500 inhabitants). The market shares of the city centers are also negatively affected. This is an indication that new edge-of-town shopping centers 'steal' customers from city center retail firms. However, downtown firms in the hospitality sector do not seem to be affected the same extent, indicating that the hospitality sector may be the key for redevelopment in small city centers. The ambition is that this knowledge can be used to increase the city center's attractiveness in the smaller cities, thus contributing to their importance as meeting venues and destinations.

THE RELATIONSHIP BETWEEN INDUSTRIAL LAND-USE AND ECONOMIC GROWTH PATTERN FROM THE PERSPECTIVE OF FISCAL REVENUE PREFERENCE OF LOCAL GOVERNMENT: A CASE STUDY OF SHANGHAI

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It is an important spatial issue for Chinese cities that the uninterrupted growth of industrial land-use scale, and also an economic issue, because of the inefficient utilization, blocked transition and idle of industrial land. Based on the analysis of statistical data of industrial land-use in Shanghai, this study points out that fiscal revenue preference is the main reason of the scale growth of industrial land for local government, reflecting financial and economic aspects in local development. Furthermore, based on the regression analysis of land supply structure, local level tax revenue, land-based revenue and LGDP etc., this paper analyses the status of the dependence of local government finance on Revenue from land sales through the method of econometrics, and the institutional reasons of industrial land scale expansion, by taking the size of the city as the controlled variable. Meanwhile, it points out that, the fiscal revenue preference leads to economic problems such as input-output inefficiency, and spatial performance problems related land economy issue. Finally, this paper argues that, because of the vital effect of fiscal and tax system on the spatial structure of urban land, it has been to the other important influencing factor of the construction and operation of market economic system with Chinese characteristics for fiscal-taxation system, which shaped the urban spatial structure, compared to the land-use regulation system.

EXAMINING THE REGIONAL SPATIAL SPILLOVER EFFECT OF HOUSING PRICE IN TAIWAN –AN APPLICATION OF HOUSING PANEL DATA

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Following the economic booming in Taiwan since 1950's, the housing prices increase in a fast pace, especially in the capital city area such as Taipei and New Taipei area in northern region of Taiwan. However, there is an immense difference of rising degree by regions from north to south. The heterogeneity of regional spatial development forms the differences of housing environment attributes and results in different housing price distribution for local regions. The price differences also related to the motivation difference from housing consumption to housing investment. In this study, we select six metro-city regions in Taiwan, including New Taipei, Taipei, Taoyuan, Taichung, Tainan, and Kaohsiung as the empirical areas to construct the so-called the Regional Housing Price Model (RHPM). The RHPM will be constructed empirically in Taiwan area to take into account of the spatial heterogeneity, spatial spillover effects, local environment attributes by metro-city regions, and the Taiwan macro economic factors as well. We investigate how national and regional elements impact on regional housing market by using spatial panel data model. Different from the past studies, this paper considers both spatial heterogeneity and dependency simultaneously. We found from the empirical study that the spatial spillover effect is positive in the northern region, negative in the central region, but insignificant in the southern region of Taiwan. It also shows that the three regions were in distinct stage of development, causing the characteristic of regional housing market to present differently.

USING VALUE-ADDED HIERARCHY METHOD TO ANALYZE INDUSTRIAL SPATIAL PATTERN IN THE BACKGROUND OF ECONOMIC TRANSITION -- A CASE OF GUANZHONG PLAIN URBAN CLUSTER IN CHINA

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The "Belt and Road" strategy shoulders the important mission of promoting economic transition among nations and regions. The Guanzhong Plain urban cluster, located in the inland center of China, is an important gateway to the western region. The industrial division of Guanzhong Plain urban cluster will be conducive to further promoting the economic network along the "Belt and Road", which not only related to the domestic regional development, but also has a significant impact on other countries. In 2018, the "Guanzhong Plain Urban Cluster Development Plan (2017-2035)" and the implementation plans of three provinces were compiled to define the industrial division mainly based on the geographical proximity. This paper probes into the rationality of industrial spatial pattern of Guanzhong Plain urban cluster in the perspective of urban division and cooperation. By the statistical data of 11 cities related in the Guanzhong Plain urban cluster in 2017, the research divides all cities into five categories by using the method of value-added hierarchy, reveals the characteristics of industrial spatial pattern, and compares the industrial policies and position defined in the relevant plans. The result finds that the planning does not take the current advantages of industries and urban characteristics into account. The industrial system characterized by value-added hierarchy shows a circle structure centered on Xi'an while the plans show a banded structure. Based on this, the paper put forward some optimization suggestions to coordinate development and share resources among nations and regions, through which optimize the industrial spatial pattern of Guanzhong Plain urban cluster and promote the economic construction of the "Belt and Road" strategy in the new stage.

HOW HIGH-SPEED RAIL SERVICE DEVELOPMENT INFLUENCED COMMERCIAL LAND MARKET DYNAMICS: A CASE STUDY OF JIANGSU PROVINCE, CHINA

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The rapid expansion of China's high-speed rail (HSR) networks presents an opportunity to make urban economies more consumer-oriented. Many commercial and business districts have been planned in the areas surrounding stations. This study examines and critiques the impacts of HSR on commercial land markets in Jiangsu: a pioneering province for HSR development in China. After considering various locational and contextual factors, this study focuses specifically on how HSR stations and the frequency of train services have affected the dynamics of commercial land markets, using a spatial panel approach. The results show that the opening of HSR services has significantly impacted trade volumes, while the frequency of train services has significantly affected trade prices. Further analysis shows variation in the impacts of HSR stations and train service frequency on commercial land markets between Jiangsu's developed south and less-developed central and northern sub-regions. The findings suggest that the study of HSR impacts is sensitive to the selected spatial scale. Moreover, HSR development may not result in the creation of dynamic commercial economies for every city. Consequently, locally based policies are needed to take advantage of the transport-induced opportunities.

SPATIAL INEQUALITIES IN THE UK: A CRITICAL ANALYSIS

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There have been long standing debates, often contentious and media-focussed, over inequalities between and within regions and cities. These debates have been based on partial information and statistics derived from flawed methodologies, and often narrowly focused on economic performance. While economists and sociologists have widely adopted statistical indicators and composite indices to measure socio-economic inequalities, the presentation of the analysis is not always easily accessible. More importantly, these measures do not aim to ascertain unequal spatial relationships. This paper, therefore, aims to draw on a wider range of indicators, embracing human and societal well-being as well as economic resources and capacities, to capture the spatial patterns of development trajectories in the UK and to highlight the synergies and conflicts between different development forces. Since the relationships between places shape their development as much as conditions within them, there is a need to examine the spatial relationships between different parts of the country, especially the relationship between London and other places, to allow planning for a sustainable and equitable future for the UK. The analysis is based on research developed to inform the UK 2070 Commission to provide an independent inquiry into the spatial inequalities across the UK.

SP18 Transition histories

Michael Hebbert
Carola Hein

The Special Session at AESOP2019 will offer research-based historical perspectives on the conference theme Planning for Transition. Over the long twentieth century many transitions have been planned for. The very concept of collective planning implies thinking about economic, social, cultural, political, technical or ecological futures, and envisaging trajectories to be followed or avoided. Never stable, the planning movement's imaginary 'Cities of Tomorrow' have shifted even further and faster than the real-world cities they seek to transform. We invite papers that show how futuristic projection has shaped the planning of cities and regions, and the dialectical process whereby transition strategies have taken shape, been challenged, morphed, and switched. Examples might include: • 19C sanitary infrastructure and the transition to germ theory; • planning for the infrastructure of mass mobility; • the embrace of electrification as a neo-technic power source; • reformist projects of colonisation and garden cities; • plans for the transition to aerial transport; • plans for the transition to state socialism; • mid-20C strategies of transition to a plan-based 'third way' between competitive capitalism and ideological fascism; • highway design for 100% motorisation; • plans for the sustainable city. Transition Histories is open to all genres of historiography including biography, history of ideas, accounts of networks and associations, mapping, thematic policy studies or historical geography. We encourage papers that explore the histories of challenge and response, showing how each transition has implied shifts in the role and tasks of planning, its rationalities and related institutions.

TWENTIETH CENTURY TECHNOCRACY - A TRANSITION ABORTED

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This paper is based on a chapter in the newly published Policy Press book edited by Federico Savini and Mike Raco, 'Planning and Knowledge : how new forms of technocracy are shaping contemporary cities'. It shows how technocracy began in the early twentieth century as a campaign for the principle of government by experts, linked to Taylorism, scientific management, planning, and the Third Way. In its original usage, expressing a utopian confidence in social improvement through expertise, the term lapsed from political vocabulary. But it reemerged in the 1960s in critiques of welfare managerialism, implying an improper capture of democratic institutions by unaccountable expertise. In this sense, the systems view of planning was commonly criticised as 'techocratic'. The paper ends in the contemporary era of neo-liberalism, when populist free-marketeters have exploited healthy scepticism about the legitimacy of expertise to undermine all capacity for collective action on the most pressing issues of our time. Conclusion : when technocracy has been reduced to the status of information provider for an unconstrained private market, it is timely to revisit earlier conceptions of science and public interest.

MODERNIZATION OF HAIFA AND NORTHERN PALESTINE IN THE LATE OTTOMAN ERA: THE ROLE OF TRANSPORTATION AND URBAN DEVELOPMENT

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Significant technological developments at the turn of the 20th century transformed Haifa into a cosmopolitan, modern port city and the trade center of Northern Palestine. During the 19th century, maritime trade had been expanding, and railroads had spread worldwide. Construction of the Hijaz railway was a vast enterprise of the Ottoman Empire, managed from the headquarters in Haifa. It required coordination of labor force, supply, and control of an enormous amount of building materials. The railway was to stretch for 1,400 km, from Haifa to Damascus, and all the way to Medina and Mecca, the holy cities of Islam. This paper describes the ways in which this transportation enterprise modernized the landscape of Northern Palestine and produced the modern urban development of the city of Haifa. Largely historicized as an imperial commercial initiative by the British, the modern urbanization of Haifa by the Ottomans challenges common knowledge regarding modernity in Palestine as a Western and European phenomenon. The railway from Haifa to Damascus evolved into the empire's flagship project meant to establish Islam's control over the region and produce a commercial position in the Mediterranean Sea via the city's port. The modern railway generated accelerated urbanization by members of local and regional communities, attracted to Haifa as a hub for rail and water transport of commercial goods, migrant workers and entrepreneurs. The Ottomans' modernization process aimed to produce Haifa as a new urban capital for Northern Palestine, to replace Acre's medieval conditions, accumulate workforce, capital, and material resources to move to a new era in which this distant province would play a key role in the economics of the empire, vis-à-vis European powers.

COIMBRA IN NINETEENTH-CENTURY PROGRESS NETWORKS: PLANNING, BUILDING AND MANAGING THE NEW PUBLIC INFRASTRUCTURES

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Throughout Europe during the 19th century, cities faced a period of transition. The rise of the technique and the new conditions of habitability dictated the emergence of urbanism, of hygienic theories, urban sanitation and the new transports creating an unprecedented transformation in European cities. Portugal, a small and peripheral country also faced this transition. From north to south all cities were modernized according to the new standards of comfort and hygiene. Moreover, this transformation was not limited to the urban fabric. For this to happen was necessary to create a body of technicians capable of conducting and planning the major infrastructure works. It was also required to create institutions capable of programming these processes and the municipalities had to form technical entities, commission the first topographic surveys and a high dose of politicians boldness. Coimbra, a middle-sized city but until the beginning of the twenty century, the settlement of the only Portuguese University was an example of these process of modernization. However, the size of the city and the lack of entrepreneurs made it difficult and delayed the process. This paper aims to show how during the second half of the 19th century, Coimbra, by the hands of technicians and politicians managed to dare to replicate the improvements in progress in Europe and beyond the expansion of the urban fabric introduced the modern urban infrastructures in the city. Coimbra's municipality was a pioneer in Portugal, undertaking the initiative and entailing the whole process of construction and exploration of the new water network. This initiative was followed by the municipalization of the gas service and the public transports and also by the creation of the sewer network, an audacious option that outlines the municipal effort in improving comfort and the quality of life of the population following the European models.

TURIN REVOLUTION? GIORGIO RIGOTTI AND “URBANISTICA DI GUERRA? NO... URBANISTICA DI PACE” (1944)

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In 1944 the Turin publisher Rattero issued the volume of Giorgio Rigotti entitled *Urbanistica di guerra? No... Urbanistica di pace* [Town planning of war? No... Town planning of peace]. If the title recalls Le Corbusier's *Des Canons? Des Munitions? Merci, des Logis S.V.P.* (1938) and the content *Sur les Quatres Routes* (1941), the volume suggests an original proposal of decentralization according to the scheme of an isochromat solar city, whose features are defined by the flows of the mobility of people and goods. The model concerns cities in expansion and is applied to the (never mentioned) city of Turin. Accompanied by Rigotti's own graphic re-elaborations, the book is a sure reference for the proposals of the post-war general plan of Turin. It anticipates one of the main occasions of disciplinary debate in Italy in the first half of the Sixties: the competition for the new directional center in Turin (1962). The paper presents the volume - published in the crucial years of the conflict - and its author, acknowledged in the history of Italian urbanism as an ideological antagonist of the founding father Giovanni Astengo. In addition to the analysis of the text - essential to understand its complexity - the paper presents the isochromat solar city from different points of view, to support the critical hypothesis that the proposal, even if not revolutionary, manages to involve different groups and experiences. The volume is addressed as coming from a peripheral center in the national cultural debate; as a theoretical position within an "eclectic" code of urban planning nourishing a part of the European planning culture and the training of its technicians; as a seminal element in the practices of technicians - such as Rigotti - who also intervene institutionally during the post-war years, between theories and the market.

BACK TO THE PAST? TRAM CITY, MOTOPIA AND LIGHT RAIL COMMERCIALISM IN CANBERRA

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The rise and fall of streetcar systems – one of the long-term trajectories of urban development in the 19th and 20th centuries – has undergone a dramatic renaissance since the 1980s with the rise of light rail. Futuristic projections have accompanied these developments. Based on the case study of Canberra, this paper analyses these projections and their legacy in terms of success, failure and portent. **Tram City**The original Griffin plans of 1911-1918 proposed a model streetcar city based on a free-travel tramway system financed through income from the leasehold system. Some 90% of the population would live within a 10-minute walk of the system along the major avenues, which would combine 'tramway and fast vehicular traffic', supplemented by a line of the railway connecting Canberra to the region. These notions vanished in the inter-war period and were formally buried in 1950. **Motopia**The futuristic plans of the early 1960s produced visions of a highway city emulating the pattern of Brasilia for a city of 250,000. Threatening to drown the city centre in a sea of asphalt, this Motopia vision morphed into plans for a city of linear shape. The city as developed followed a path of automobile-dependent suburbia, yet with the potential for a rapid transit public transport spine. **Light Rail**Since the 1990s, efforts undertaken for the introduction of a tram system following the European models remained without success. A new dynamic was introduced, however, in recent years in the context of a Labor-Greens political alliance and urban renewal strategies which are based on a substantial up-zoning of lands along the major street corridor and of selling public housing stock. These principles are leading to a dramatic transformation of the character of the city with real-estate values as the central shaping factor and foreshadowing a city of tower blocks.

PLANNING A TRANSITION IN TEHRAN: FROM A CENTRALIZED CITY TO A DECENTRALIZED METROPOLIS

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Tehran has neither characteristics of a monocentric nor a polycentric city. This paper aims to address the complexity of Tehran's urban structure by tracing it back to the radical transformation of the city in the mid-twentieth century, at the time that Iran was eagerly looking at decentralization concepts at West and served it as a foundation for reimagining of Iranian cities. In this regard, commissioned Western experts and advisors promoted spatial transformation and decentralization of Tehran to improve the economic and social well-being of the citizens. Based on archival research and a flourishing literature of secondary sources, the paper explores how Western planners' theories of urban decentralization were introduced, interpreted and applied by Iranian authorities to physically and socially restructure the city. The paper focuses on two leading urban plans for Tehran where two different patterns of interaction between the city, its territories and regional hinterlands and as such two scales of urban expansion were introduced: the first comprehensive plan prepared by Aziz Farmanfarmaian and Victor Gruen in 1968; and the Action Plan provided by the Greek planner, Constantinos Doxiadis, and EMCO consulting engineers in 1972. Despite distinct positions, they arguably shared the urgent need of decentralization and contributed to the excessive expansion of urbanized areas and the unprecedented land consumerism in Tehran. The paper concludes that urban decentralization in Tehran project became a spatial remedy to move people further away from problems of the inner city and led to the emergence of an extended infrastructure with a fragmented spatial distribution of activities and a forgotten historical center. Investigating the history of responses to urban decentralization of Tehran can open up novel interpretations to urban transformation of the capital and enrich our understanding of current urban challenges of the capital.

RE-POSITIONING AFTER THE FALL OF THE GERMAN WALL: WORLD TRADE CENTERS DEVELOPMENT IN CITIES OF THE FORMER GERMAN DEMOCRATIC REPUBLIC

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The fall of the German Wall in 1989 symbolizes a fundamental system change not only in Germany, but for the entire global world order. As a physical boundary, the „Iron Curtain“ had symbolized the separation of Europe into an Eastern and Western block since the end of World War II, dividing Europe and large parts of the world into allies to either the Soviet Union or the United States. After this divide, following the German Reunification, cities and regions took various efforts to re-position themselves within the new world order and its encompassing cultural, economic and political codes. During this transition, architecture has been instrumental as a symbol of the global system, as a means to represent shifting identities and as visible hubs within the global system, where the new actors from the former eastern block — cities, organisations, businesses — needed to visibly position themselves. In this transition period during the early 1990s, urban planners and developers established World Trade Centers in the East German cities Rostock, Dresden and Frankfurt (Oder), utilizing the trademark licensed by the World Trade Centers Association, a global organisation that aims to develop and strengthen a global trade infrastructure by referencing the iconic World Trade Center Twin Towers in New York as representation of not only world trade, but the global system itself. This paper asks: What were the intentions of urban planners and developers to establish World Trade Centers in cities of the former German Democratic Republic shortly after the fall of the wall? What were the effects for cities, citizens and local businesses? The aim of this investigation is to give an example of how architecture has been instrumentalized as representation of the global system and to further understand the interrelation of political, economic and cultural conditions within the global system.

THE TRANSITION URBAN PLANNING HISTORY OF LISBON METROPOLITAN AREA.

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While drawing from an ongoing research project 'SPLACH – Spatial Planning for Change, which aims to inform sustainable planning transition of Portuguese metropolitan areas, this presentation identifies the planning paradigms which have guided the urban planning of Lisbon, its region and metropolitan area, during twentieth century. This analysis will clarify the influence of theories and models such as the Garden City (1898-1902), the Chartre d'Athènes (1933-1943), the Doorn Manifesto (1954) and the Compact City (1997) on strategic planning documents such as 'Plano Director de Urbanização de Lisboa' (1938-1948) by Étienne de Gröer, the 'Plano Director Municipal de Lisboa' (1954-1958) by the Gabinete para Estudos de Urbanização (GEU), but also on the municipal and regional masterplans established after the Portuguese Democratic revolution. Such analysis is conducted according to Frank Geel's multilevel perspective, in order to allow the assessment of several domains, including the ecological, political, social, economic and territorial and therefore enable an analysis of the socio-technical transitions which have marked twentieth century LMA urban planning history. By doing so, we seek to establish which were the impacts of these transitions, including on urban form, how have these changed the role of urban growth in LMA and how to interpret and optimize such built heritage today, when Sustainability urges for change.

PLANNING FOR AND IN TRANSITION: TRANSNATIONAL PERSPECTIVES, SOCIO-POLITICAL CONFLICT AND COLD WAR GEOPOLITICS IN THE GREEK RECONSTRUCTION

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Within the transitional period after the Second World War, Greece's Reconstruction was conditioned by the country's position in-between the soon to be called 'First' and 'Second World', a Civil War (1945-1949) and broader Cold War tensions, the outcome of which was expected to define the country's future. By focusing on Greece's post-war Reconstruction, this presentation offers insights into a decisive moment in the transnational histories of post-war planning, with a two-fold goal: Firstly, it examines planning for transition, as a contested field of state-led policy negotiating between the country's urgent recovery and long-term development trajectory, forming also dialectical relations with the ongoing, largely 'unplanned', spatial development, in the midst of socio-political conflict. Secondly, the presentation, considers planning in transition, by shedding light to the ways Greek Reconstruction intensified transnational flows of ideas, formulation of state-led planning institutions; domestic discourses on the spatial and economic development trajectories; and the intervention of international aid and expertise. The presentation focuses on the key role of the architect/planner Constantinos Doxiadis (who served as the Deputy Minister of Reconstruction) highlighting the links between Ekistics, Doxiadis' well-known planning framework, with Christaller's 1933-Central Place Theory and Abercrombie's regional planning approach—exposing exchanges and continuities, before and after the Second World War. It also considers the multiplicity of debates, expertise, and networks of actors, which influenced planning policies/culture by selectively drawing on the reports of US-aid missions and international organisations; planning debates within professional bodies; and the formulation of new state legislation. By examining how planning for and in transition contributed to shaping subsequent spatial development patterns as well as broader planning cultures, 'imported' to and 'exported' from Greece, this presentation, ultimately, brings evidence from a broader research-based historical study which exposes the intricate links between spatial politics, scientific/professional planning discourses, multiple actors' economic/political agendas, and Cold War geopolitics.

NAPLES IN TRANSITION: A MULTIDIMENSIONAL DECISION-MAKING PROCESS FOR THE SUSTAINABLE PORT AREA DEVELOPMENT

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Nowadays in order to make cities more resilient, policymakers are required to consider the various challenges that climate change related to urban development can bring under conditions of uncertainty. Usually, dealing with climate change means to face mitigation, that is more related to the technological way to reduce the causes of climate change, and adaptation, which strategy aim to reduce negative impacts. In accord with several studies in landscape ecology, the key environmental transformation is recognised as the primary drivers responsible for the changes. It is believed that the drivers of change, also defined as driving forces, are able to determine the type, intensity and direction of change. The historical trajectory of the region and its natural characteristics, instead, are regarded responsible for influencing the sequence, intensity and duration of the driving forces in a certain location. Studying climate change mitigation and adaptation, several approaches and conceptual models have been adopted in order to direct the transition toward a sustainable urban development. The paper aims to develop an approach to the transition of the city of Naples, Italy, able to taking into account specific sector, and identifying common planning and design criteria. Within the conceptual framework that defines the design process as a decision-making process (ED 2014/89, Maritime Spatial Planning), climate change focus is changing from a problem-oriented to a decision-oriented approach. Considering the interaction among the cities several dimensions and the multi-level governance, it's possible to understand the complex governance system as urban transition management, in order to evaluate and implement alternatives within uncertain, dynamic and complex socio-ecological systems. The study objective is to experiment a transition model, taking into account adaptation and mitigation to climate change of the whole city, addressing the commercial port of the city of Naples with its potential sustainable development.

THE CAR, THE ROAD AND THE GAS STATION: THE INFRASTRUCTURE OF ISRAELI SUBURBIA

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Gas stations in the Israeli periphery have significantly transformed in the past three decades, from simple fuel pumps to commercial and cultural centres. This transformation was part of the greater local suburban transition, which avoided mixed-used planning and focused on creating detached single-use compounds that were accessible only by a private car. The decentralisation of Israel is a state-led effort that began in the 1950s intended to disperse the local population from the densely settled coastal area into its sparsely settled periphery. Though initially this effort focused on creating medium-scale industrial towns that would form an alternative to existing cities, in the 1980s it shifted towards smaller-scale suburban settlements that would form an extension to them. To support this transition the state promoted the construction of new roads and highways. It also encouraged private initiation of car-oriented services, like gas stations, in rural areas, through deregulation and increase of the permitted neighbouring commercial uses. The suburbanisation of the Israeli periphery consisted of sporadically built settlements, mostly composed of pure residential neighbourhoods. Consequently, lacking any civic centres that would provide the growing population with the needed commercial and leisure functions. The emerging gas stations however, with their increased building rights, connectivity to the regional road system and parking availability, were able to answer the demand for shops, cafes and restaurants. Thus, turning into the new commercial and leisure compounds of the developing Suburbia. In this paper I will focus on the suburban planning approach applied in the Israeli periphery, and how it discouraged the formation of commercial and cultural centres inside the newly built settlements. I will present three different gas stations, privately initiated on former farm lands, and illustrate how they formed an alternative to the unplanned civic centres of their surrounding environments, functioning way beyond their initial purpose of fuel supply.

THE BAUHAUS IN THE CONTEXT OF TWO TRANSITIONS OF THE INDUSTRIAL SOCIETY

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The Bauhaus in the context of two transitions of the industrial society One hundred years after its foundation, the achievements of the Bauhaus school still happen to be reduced to “style”; pretty often, the historical Bauhaus is conceived in both its genesis and success as the ingenious work of a few architects and designers. This paper, however, discusses such questions from an approach based in the social sciences. The Bauhaus has to be understood as a successful pilot project, an approach in direct relation to the social transition to a new phase of the industrial society, which was accompanied by economic growth, mass production and a new type of urbanisation. In the late 19th century, in Germany as well as in other advanced capitalist countries a new development stage of productive forces was reached, the High industrialisation. Regarding a greater microeconomic efficiency and macroeconomic productivity, economic and political conditions ought to be optimised with the application of scientific and technical knowledge. Innovations in the industrial sector constituted the matrix for the aspired rationalisation in the sphere of production – and shortly after of reproduction. While the most influential paradigm for this purpose was developed in the United States and is conceptually linked to Henry Ford, the best-known model for the industrially oriented living environment reform arose in Germany and is exemplarily embodied in the idea of the Bauhaus. Since 1923, the Bauhaus provided generalisable schemes to leverage this new type of reproduction of society as a whole through a strictly growth-oriented notion of space. With the crisis of industrial societies since the 1970, a transition towards new development models emerged – with urban planning playing a pioneering role. Nevertheless, the aura of the Bauhaus is still referred to in order to legitimize old-established spatial models for growth today.

THE WHITE REVOLUTION: PLANNING FOR A TRANSITION TO A SOFT STATE SOCIALISM

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1963 to 1979 marks a period in the history of Iran when the country went through a massive speedy development; a program that is often referred to as The White Revolution. This revolution was a socio-political transition that had land reforms, urban/rural developments, welfare, women rights, health, education and ... at its core. Albeit, for involved parties, a sixteen-year reform was a megalomaniac planning that in spite of its claims, mainly served as an strategy against local and international leftist threats. In order to pilot the plan, many efforts were made to question this speedy planning and pave a reasonable landing for it. International Congress of Architects in 1970 was one of such effort that invited experts to Iran to collaborate with the ministry of Housing and Urban Planning as well as the Association of Iranian Architects in order to tie the development plans to the international context by questioning the relationship between traditional architecture of Iran and architectural practices abroad. Among the participants were Paul Rudolph, B.Fuller, George Candilis, Otto Hann, Yoshinobu Ashihara, M. Oswald Ungers and Louis Kahn. Four years after ICA70, the second International Congress of Architecture took place in an attempt to discuss the effect of urbanization in Iran and other industrializing countries at regional level. This round, Moshe Safdie, Josep Lluís Sert, Kenzo Tange and B.K Doshi were additional members. As a result of these congresses, the government of Iran hired many of the mentioned architects as active agents in urban planning reforms during The White Revolution. This paper will mainly focus on semi realized and unrealized projects that were the result of such interactions; visionary projects that stayed on paper because of the Islamic Marxist revolution of 1979. Study of this planning, however, justifies the current landscape of jump cut urban developments in Iran.

ALBERTO SARTORIS: TRANSITIONS TO A POSSIBLE URBAN UTOPIA (1925-1989)

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The events related to the development of urban agglomerations initiated by Alberto Sartoris in 1925 highlight his uncommon attention to the themes of a transition to a possible utopia, whose structure is constituted by collective solidarity and rational subdivision, aimed at a rigorous application of strict design principles that aim to concentrate the population in certain parts of the city, such as in large buildings or neighborhoods duly sized, in the normalization of housing and traffic regulations. This approach to urban planning is evident observing the first so-called “urban compositions” conceived by Sartoris, such as the project for the Stadium or the University City of Turin, the project for the satellite city of Rebbio in 1939 in collaboration with Giuseppe Terragni, reaching the most recent urban plans of Punta Aspera in Varazze and Mont-Fleuri in Montreux in 1963, or the project for a “bridge city” in Barcelona in 1989, within which the unmistakable metaphysical matrix of rationalism is clearly recognizable. The aim of the proposal is to explore the challenges faced by Sartoris in the debate of the 1930s related to the development new urban scenarios and the exact role of the creative and humanist architect in the face of the interpretative change of that time. Sartoris' projects are therefore in a transitional phase in which the urban crisis occurs in the presence of an irreversible change in the state of the habitat and social practices. The proposal also aims to specifically highlight the deployment of the design forces that can be activated on all the transition nodes, between the building aggregate and the territorial network, which is the challenge faced by Sartoris to move towards new and significant urban images and scenarios.

PLANNING WORK LANDSCAPES IN THE TRANSITION TO AUTOMATED LABOR: TECHNOLOGY AND CHANGES IN URBAN FORM IN AGRO-INDUSTRIAL CLUSTERS IN WESTLAND, THE NETHERLANDS

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Warnings of a dawn of future of work without human workers are commonplace, with economists, futurists, and the like, registering the phenomenon and offering solutions. However, while in fact robots have been in use for years in some productive sectors, little scholarly research has questioned whether the ongoing transition to the automation of work is producing transformations in the spatial organization of the city and landscape, and if these have been planned for. In this paper we show how, in the absence of a planning vision, processes of change in urban form are occurring by default in parallel to the shift to automation technologies in areas of greenhouse horticultural production in Westland, The Netherlands. We used a combination of fieldwork and analysis of online documents to identify and map companies employing automation technologies in this greenhouse cluster. By matching the data with the year in which the greenhouses were constructed, we found a correlation showing that the newly built ones tend to be automated and are larger. In addition, by means of a diachronic analysis based on successive satellite imagery, we show that informal processes of land consolidation involving automated operations are occurring throughout the region. Larger parcels are being formed, either by connecting old greenhouses through compartments or by demolishing the old and rebuilding into larger production units that are then designed for automation. Our findings show how automation becomes more profitable as a greenhouse grows in scale, bringing within new patterns of parcelation and land ownership. The paper presents automation's mechanisms and rationale of spatial production, stating the urgency of developing planning visions to anticipate how the future city of robotized production could look like.

SP19 Urban tourism, neighbourhood change and social conflicts

Antonio Paolo Russo
Claire Colomb

[Note to local organising committee: we propose two special sessions on this topic, which would be shared between Track 15 and Track 11, as the topic is at the intersection between the two]. Tourism, a key economic development resources in many cities, has become an increasingly potent and visible force of urban change. The 'touristification' of urban space has become a growing focus of research beyond tourism scholarship, as researchers from urban studies and planning studies have increasingly turned their attention to how global tourism flows (and other forms of mobilities) reshape cities. Over the past decade, tourism and its impacts have also become increasingly contested by a variety of actors and social mobilizations. The focal points for much of the protests have been Southern European cities such as Rome, Venice, Lisbon, San Sebastian, Palma de Mallorca or Barcelona, but manifestations of protest and resistance have also been reported in other cities within and beyond Europe, like Amsterdam, Budapest, Berlin, Cape Town, Seoul, New Orleans, or Hong-Kong. In these sessions, we invite papers that investigate the following themes:

- The changing forms, spatialities, and local impacts of (urban) tourism
- The agency of tourism in public space and its transformation: occupation, resemantisation, surveillance
- Smart tourism, divided places: how the e-agenda is affecting resident communities
- New populations and shifting constituencies. Negotiating 'citizenship' in tourist places
- The interplay between tourism and other forces and processes of socio-spatial restructuring in cities under conditions of globalization, economic restructuring, neoliberalisation and financialisation
- Grassroots movements, civic activism and the tourism development agenda: conflicts, contestations and social mobilisations around tourism
- Political and policy responses to the growing social discontent and protests against tourism and its impacts
- Alternative/bottom-up/community-based approaches to urban tourism; their potential - and limits - for achieving more socially equitable and sustainable forms of urban tourism.

SMARTER CITIES, LESS JUST DESTINATIONS? EXAMINING THE RELATIONAL POWER OF ENABLED TOURISTS

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This paper introduces a critical framework to analyse how 'smart' plays out in tourism places. Moving from a recognition of smart city imaginaries, strategies and agencies, we engage with the mobilities literature to identify pitfalls in the quest of 'smartening up' cities for tourists. Who wins, and who loses, in the contestation over common goods and urban resources vis-à-vis the enabling power of technologies, and where does the interest to advance into 'smart' territory come from in tourist places? The paper analyses three 'smart' systems operating in Barcelona, Spain (and shared by many other urban tourism destinations globally) and provides an excavation of the agencies involved as well as impacts for local communities. This feeds a discussion about 'smart' in relation to tourism, which is concluded nuancing an alternative of community-powered smart solutions and analysing the challenges that a transition of smart city strategies towards such alternatives present.

PLACING FAVELAS ON THE TOURIST CITY MAP: BETWEEN COMMODIFICATION AND REPRESENTATION

Altamirano E.

Universidad Rovira i Virgili

Eugenia Altamirano Faculty of Geography and Tourism. University Rovira i Virgili - Spain This paper aims to analyse the role of tourism practices and performances as a socio-economic activity and its capacity, real and potential, to re-signify and transform the physical, social and cultural landscape of urban tourist destinations. The case study focuses on informal urban settlements of Rio de Janeiro, locally known as favelas, which carry almost 30 years of polemic tourist development. These communities have been gradually incorporated as a tourism product under criticism and opposition from the hegemonic political-economic elites. However, there were governmental, academic and community-based initiatives targeting tourism in the favelas, with diverse motives and goals, which will be analysed in order to determine their outcomes and improve understanding on the dynamics among local actors in the destination. Due to favelas record of consistent and persistent exclusion from the 'official' urban network, they outline the part played by tourism on the socio-cultural claim and spatial negotiation from favela dwellers and their cultural production. For this analysis, tourism will be considered as a phenomenon of human mobility that allows the interaction between a mobile (the tourist) and a static population (the local) at physical, technological and symbolic scales. Tourism in informal urban settlements is a phenomenon studied interdisciplinarily for over 20 years and covers fieldwork in destinations around the world. Their transition to tourist destination has been approached from its historical roots, tourist motivations, systems of representation, economic benefits and contested moralities. Through ethnographic groundwork on some specific tourist practices and performances along favela tours, this research aims to shed light on the networks forged in consequence. Thus, inferring on the contribution of tourism in the social and economic integration of the fragmented urban spaces that make Rio de Janeiro a city with as many contrasts as wonders.

CREATIVE ENTREPRENEURSHIP AND THE POTENTIAL FOR SUSTAINABLE TOURISM DEVELOPMENT IN ROTTERDAM.

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Rotterdam increased its attention significantly over the past years and the media praised Rotterdam for its creativity, innovation and edginess. Consequently this has led to a growth in tourism numbers and the city is now considered a booming destination. While these successes and the new image of Rotterdam are highly celebrated, there is also a growing concern of residents. Even though Rotterdam is still in its growth phase, questions arise on how Rotterdam can be further developed as a tourist destination without decreasing the quality of life for residents. This research builds upon studies discussing potential sustainable tourism strategies in cities in which there is an important role for bottom-up initiatives and creative entrepreneurs in the co-creation of a city for both tourists and residents. Interviews with creative entrepreneurs aim to explore their role in sustainable tourism development in Rotterdam. Results show that cross-overs between the creative and tourist sector are very rare and most entrepreneurs do not benefit from tourism. Entrepreneurs located in an emerging creative neighbourhood do not benefit at all because tourists hardly find their way there, and entrepreneurs in a well-known creative area complain that it has become too commercial and touristic: not a place for local creatives anymore. More importantly, the discussion in the city is mostly about the increasing polarization that this creative image has brought. Only a certain group of residents and entrepreneurs (creative class) benefits from this type of tourism because it attracts the same type of tourists: the creative tourist. So even though stimulating creative entrepreneurship is by some considered a strategy for sustainable tourism, it should be noted that these strategies do not benefit all residents of the city and in the case of Rotterdam actually seem to have the opposite effect when it comes to inclusive urban (tourism) development.

PLACE-BASED DISPLACEMENT: EXPLORING THE IMPACTS OF URBAN TOURISM IN RESIDENTIAL AREAS

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This paper explores the impacts of mass tourism in a central neighbourhood of Barcelona. The paper presents the results of a four year project that was completed between 2014 and 2018. My objective was to examine how long-term residents experience the transformation of their place after the excessive growth of tourism. I adopted an ethnographic approach as the intention was to articulate a bottom-up view of place and give voice to long-term residents. My findings show that residents experience the transformation of the area as a process of loss of place. Tourism causes daily practical or material disruptions that make everyday life increasingly unpleasant. This includes a lack of stores that residents need, noise, overcrowding, lack of public space and gathering places, and, ultimately, loss of community life and social bonds. In such a context, many people decide to move away. However, most participants are not spatially displaced and wish to remain. The practical problems linked to these disruptions cause a sense of emotional loss whereby residents feel that they are dispossessed from their place. I suggest that it is for this reason they experience a process of place-based displacement. Regardless of whether spatial dislocation takes place, participants feel a sense of dispossession due to the alteration of a familiar place. The disruptions caused by tourism lead to an emotional loss that is experienced as a sense of expulsion.

HISTORICAL TOWNS TOURIST PROOF: A MODEL OF GOVERNANCE FROM VENICE.

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Global tourism can be rightfully considered one of the main economic resource for nowadays historical cities. In the case of Venice the phenomenon - which is actually increasing - has reshaped the city from the economic point of view and in the way the citizens can live it. The touristification of the urban space is a contributory cause to the depopulation of Venice, and in this sense has contributed to the reduction of everyday life services for citizens. The paper aims to present a project of urban regeneration of the historic center of Venice through a new governance model for the development of public property assets with a view to private-public engagement. The main output of the project is a guideline to apply this methodological and design approach in the context of Italian historical centers and on public heritage. In the first phase, a scenario - PEST - analysis was developed concerning the behavior and trends of the markets related to tourism, real estate, artisan manufacturing, and the health investment sector. The areas definable as internal suburbs of the urban fabric were geolocated, linking the PEST analysis with the socioeconomic data of the population. This framework and forecasting system was developed to identify the strategic actors useful to make economic investments on the heritage and capable to regenerate these portions of the city. Through a multi-objective and multi-criteria analysis, decision-makers and stakeholders were identified for the operation. What follows is an architectural and economic project on a building and on a typologically representative area for a set of similar conditions located in Venice. The general objective is to push economic investments towards a beneficial operation for the socio-economic context, the promotion of public heritage, which can develop a socially equitable and sustainable form of urban tourism.

PROMOTING CITIES, PROMOTING TOURISM GENTRIFICATION: HOW TOURISM AND POLICY STRATEGIES HAVE BEEN SHAPING THE SOCIOECONOMIC FUTURE OF LISBON'S MOURARIA

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In recent years, tourism agencies, magazines and blogs have been promoting Lisbon as the 'place to be'. The modern, yet historically rooted capital of Portugal is mainly portrayed by its rich traditions and is therefore referred to as an authentic place to visit. By doing so, promoters suggest individual characteristics which seem to be unique for Lisbon. While Alfama and Bairro Alto longtime served as prototypical authentic neighborhoods of the capital, the ethnically diverse and socioeconomically disadvantaged Mouraria is at the turning point to become the new center of attention. Not only influential public investments but also the growing number of private modernization works seem to correlate with a poignant rise of short-term accommodations and tourists. The paper gives an insight into how policy and marketing strategies have shaped and changed the outside image of the neighborhood and how these have led to tourism gentrification processes. Along with that, it also considers the consequences of touristification for the autochthonous population. In order to do so, the empirical work focused on guided interviews with political, administrative and scientific actors as well as with residents. These were the basis for a better understanding of the marketing strategies and developments in the neighborhood along the time. Also, mapping and logging of current as well as of already finalized renewal projects and short-term rental apartments were helpful to describe the impact of tourism gentrification in Mouraria. All in all, the intended analysis can be described as an interpretation of the local tourism and policy strategies as well as of their interdependencies with the promoted image of Lisbon as a whole. Along with that, it serves as a snapshot of the observed consequences of touristification and intends to make aware of the effects of neoliberal urban development in cities.

TOURISM RESILIENCE IN THE GLOBAL CITY: WHY IS THERE SO LITTLE OPPOSITION TO TOURISM IN LONDON?

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The growing presence of tourists and tourism services in urban neighbourhoods across Europe is increasingly resisted. There have been high profile anti-tourism protests in a number of European cities – not just in small historic cities, but in major urban centres like Berlin and Barcelona. It is perhaps surprising then, that there seems to be little opposition to tourism in Europe's most heavily visited city – London. The UK capital has long been a tourism centre, especially since the 1970s when overseas arrivals doubled within a decade - from 3 million to 6 million per annum (Tyler, 2009). The city now attracts over 19 million overseas visitors every year (London and Partners 2017). These tourists are still heavily concentrated in central districts located within the City of Westminster, but over the past decade various non-central neighbourhoods have also become part of mainstream itineraries. Camden Town, The South Bank, Spitalfields and Shoreditch and are now firmly established as visitor destinations, and demand for tourist services in these neighbourhoods has contributed to their transformation. This paper seeks to answer the research question: why is there seemingly little opposition to tourism in London compared to other European cities? A Delphi exercise involving academics, policy makers and commentators is used to help answer the overarching question. Various explanations are explored including the size and infrastructure of the city, the real estate market, the long history of hosting tourism and the organisation of social movements. The paper also critically examines the legitimacy of the question by examining whether tourism resistance is folded into wider protests. By examining the reciprocal relationship between city tourism and urban change and by exploring the idea of tourism resilience in an urban context, the paper contributes to the growing literature on urban tourism.

FROM “BRIDGE-CITY” TO TOURIST DESTINATION: SHORT-TERM RENTALS AND URBAN CHANGE IN NAPLES, ITALY

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Under the contemporary expansive phase of the global tourism industry, private homes are increasingly being converted into tourist accommodations and rented out online through digital platforms. The most powerful actor of this recent online market, Airbnb, has set in Italy its third largest market, generating a growing significant pressure on long-term rentals. This process is highly problematic also in the southern city of Naples, which is facing a pervasive mass tourism now for the first time in its history. Until the mid-2000s, in fact, the city's role in the international tourism geographies was to be a bridge between the world and the nearest, renowned destinations of its gulf (Capri, Ischia, Sorrento coast, etc.). Nevertheless, since several decades, the Neapolitan urban context has had to tackle scarce economic resources, depressed labor market and a set of stemming problems. Unlike the other main Italian cities, Naples eccentricity is due to the highest rate of tenants and a relevant housing property concentration. With the tourist boom, and the Airbnb outbreak between 2015 and 2016, the stagnant -but potentially rich- real estate market constitutes the best possible condition for the rent-gap process to be entrenched. On the other hand, the low rate of home-ownership is making evictions related to the conversion of dwellings into temporary homes more likely to happen. Relying on data analysis, maps, and qualitative research techniques, our study tries to take account of the ongoing dynamics of touristification triggered by the STRs pressures in the historic centre. In the conclusions, we also draw on the empirical evidences to discuss i) the misalignment of the public opinion and the initiatives of grassroots movements, and ii) the implications in terms of social justice of an ungoverned urban tourism, together with the urgent need to structure a special debate in the local political agenda.

BETWEEN CONFLICT-PRONE TOURISTIFICATION AND CITY COMPATIBLE TOURISM. DE-CONSTRUCTING BERLIN'S NEW URBAN TOURISM POLICY

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Tourism has increasingly become a contested issue in many cities, triggering numerous, often quite heated and controversial discussions. In this context, touristification manifests itself as a battle cry "from below", which is mainly introduced into these debates by social movements and initiatives in order to problematize significant transformation processes caused by tourism. Policy-makers and destination managers are under increasing pressure to take comprehensive countermeasures. In this context, the emerging discursive debate about the touristification of urban spaces not only serves as a starting point to investigate the conflicts surrounding urban transformations - it also allows a specific examination of the emergence of new regulatory policies with which precisely those conflicts are (intended to be) countered. Presenting first results from my current PhD project, I would like to address the question of how exactly these new policies are composed and which logics and understandings they are based on. On the basis of qualitative methods of interpretative policy-analysis, I will deconstruct the recently introduced Sustainable and city-compatible Berlin tourism plan 2018+ and illustrate how this concept is essentially composed of three central bodies of knowledge: (i) management-oriented approaches of sustainable tourism planning, (ii) new research theories on "new urban tourism" and (iii) growth-preserving policies of the entrepreneurial city. The interplay of the in some respects strongly competing approaches leads in turn to new fields of conflict, which entail further negotiation processes. Based on the findings, I would like to discuss (i) to what extent the attempted paradigm shift reflects the above-mentioned problematizations of touristification and - in order to take a look beyond the scope of this specific case study – (ii) in what way the emerging framings, in which these negotiation processes take place, reveal more about current mechanisms of political management of urban conflicts.

HERITAGE ON THE SIDE: POST-CONFLICT CITIES AND VIOLENCE AGAINST ARCHITECTURE AS AN 'ORGANIC' PLACE BRAND

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Heritage sites and urban benchmarks convey a mythical discourse or the signs of nationhood to domestic and international visitors, contributing to a sense of national identity and belonging. Selective recollections of past events and place identity create communal narratives. These emerge around specific sites, buildings or monuments, often becoming integral to the successful management of a city brand and a coherent identity. However, problems arise when deciding which buildings get selected and which overlooked. Further problems appear when the vision of a future project is in conflict with the residents' associations of a place. When the 'post' in 'post-conflict' is still debatable, the everyday and institutionalized violence and corruption tell a proportionally bigger story about a place than its architecture. The decisions behind investments in the built environment and the way narratives around heritage buildings are constructed become an 'organic' brand of a city already struggling to position itself on a map – violence takes center stage, with heritage on the side. The paper looks at Army Generalstaff building and Belgrade Waterfront in Belgrade, Serbia. They 'use' history, either in a way that attempts to produce historical continuity or dissociation from the past deemed problematic, but do so by undemocratic means. In a post-conflict environment, this is particularly complex, as these sites remain contested and associated with painful or celebrated memories. These projects also use the promise of international tourist interest as justification. The paper is anchored by four fields: tourism, conflict, place marketing and architecture. The primary research includes interviews with key experts in these fields, as well as a Critical Discourse Analysis of relevant policies and published media. The paper argues that the violence employed in (re)creation of these sites leads to a creation of a new cultural narrative – the one where violence becomes embedded in the city's 'brand'.

IMPACTS OF RIVER CRUISE TOURISM ON URBAN ATTRACTIONS

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In the shadow of the globally expanding maritime cruise industry, river cruise tourism is growing fast in countries with navigable waterways. The number of businesses, ships, and tourists is increasing not only on the traditional (e.g. Rhine, Danube) but also on the emerging destinations (Mekong, Nile, Volga, etc.). In spite of these trends, still little academic attention has been paid to this leisure travel market along rivers. There are essential differences between sea and river cruising. Although both offer transportation and accommodation services to visit a number of destinations (mainly cities or heritage sites), sea cruise ships concentrate a wide range of fun and entertainment activities for thousands of people travelling large distances between two destinations (the cruiser itself being significant or prevalent element of the tourist experience). In case of river cruise packages, offered for 150-300 people per ship, less time is dedicated to travelling and prime focus is attached to the attractions at destinations. This contribution aims to understand the relation between river cruisers and tourist attractions in urban contexts: how tourists access attractions, what is their impact on transport and tourist services as well as public spaces, and how businesses and cities respond to the revealed challenges. This is based on qualitative analysis of semi-structured interviews among service providers, representatives of (local) governments, consultants and stakeholders of the river cruise industry on the Danube. Findings are translated into recommendations to urban planners and decision-makers to pave the way for the reconsideration of local tourism and mobility strategies, and into guidelines to service operators (both river cruisers and tourist attractions) to improve accessibility and promote sustainable use of public spaces in order to reduce (negative) impacts of tourism on cities, their citizens and businesses.

WHS AND PUBLIC OPEN SPACES DYNAMICS WITHIN THE DEVELOPMENT OF LIVERPOOL. CASE STUDY PIER HEAD

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The urbanness of WHS presents a series of challenges related to the designation, assessment and management of protecting the physical entities in the context of dynamic and heterogeneous urban systems. This is due to the vagueness and uncertainty for their development criteria as it includes a wide range of historical background, geographical location, culture, and socioeconomic attributes of each site. This escalated the problem or the WHS to be site for politics and power relationships more than how the urban experience is treated and why. The new introduction's assessment to a heritage setting has proved to be one of the most critical problems to WHS and urban design as well. Liverpool WHS is one of the examples which has witnessed different challenges that contributed to the conflict taking place between sustaining the tangible and intangible values as well as achieving the aimed urban and economic developments. As a result of overcoming the deterioration in the socio-economic development of the city. A top-down approach was used which considers heritage as consumable experience and urban regeneration as the economic development for it. In particular, the commodification of heritage brings with it contention. Currently, knowledge regarding the relationship between the physical built environment of the heritage sites including the intangible values and the design development of the public open spaces is limited. A meaning-making approach will be used in order to understand and articulate how the development of Liverpool World Heritage site and its value could influence and shape the design of public open space Pier Head in order to attract a different level of tourists to be used as a tool for economic development. This is through the wider social forces and tactical positioning that took place in the political and economic frames within which it works.

WORLD HERITAGE AS A BUILDER OF PEACE: THE LIFE BEYOND TOURISM MOVEMENT TRAVEL AS AN OPPORTUNITY FOR INTERCULTURAL DIALOGUE

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Travel industry is growing globally, in 2017 international tourist arrivals in the world were 1.322 million (data UNWTO), an unheard-of multicultural mobility. This resource is changing the urban environment and impacting citizens life, especially in World Heritage Sites that were not designed/planned for it and usually have had just small adaptations. However, the multiculturalism present on Sites creates the opportunity of intercultural encounters to stimulate occasions of intercultural dialogue for the international community's sustainable growth in peaceful coexistence. Considering Heritage as a Builder of Peace, for its protection, fruition and enhancement, the Foundation is reading the effects of the UNESCO Convention 1972 in the contemporary context. Life Beyond Tourism, recognized by ICCROM, ICOMOS, UNESCO and many others, was born in 2007 by the activity of dialogue among cultures of the Fondazione Romualdo Del Bianco, a network of over 500 institutions in 111 countries in 5 continents. The Movement, born during the 20th General Assembly of the Experts of the Foundation (2018) was recently presented at the 42nd UNESCO WHC, Bahrain. Life Beyond Tourism focuses on the protection and enhancement of the local cultural identities; promoting respect for cultural diversity and providing a new commercial offer oriented at travel of values through a no-profit system for territories support, valorisation and representation. It comprehends a set of theoretical and practical tools, an economical model, an educational program, a set of good practices tested on the Florentine territory and a certification conceived for businesses and institutions that want to implement dialogue among cultures in their activity. Since 2018, Life Beyond Tourism topics were inserted in Erasmus+ curricula (SURE and UNINET projects) of architects, planners, conservators, archeologists.

THE PARTY IS ON DECK: TOURISM, CONFLICT AND MIGRANT AGENCY IN A PORT CITY – THE CASE OF GENOA

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I focus on the crucial hope for tourism as a driver of urban transformation in Genoa (Italy). The attraction of the “right tourists” has been a fundamental pillar of the regeneration policies of the formerly industrial town from the outset. This strategy to focus on the cultural and wealthy tourists has been successful – as current statistics make believe. In 2019 more than 1,3 million tourists will visit the city. Especially cruise-tourism is projected to increase and is seen as major resource for urban development. But numbers are telling only a fragment of the story. The town of Genoa for several decades was not a touristic spot and up to now its inhabitants are reluctant to adapt fully to the needs of the cruise industry. Thus, in the old town, which is a major touristic site, many migrant-run shops step into the lacunae that often is left by the traditional shops. Also, touristification is still tied to limited streets in the city center and to the waterfront. Big events, such as exhibitions and festivals, point on the tourists from abroad. In the meantime especially the capillary strategies of regeneration contribute to urban transformation. Many of the strategies are related to migration and changing mobilities. The establishment of an industry that serves the tourists relies on migrant work, alternative sightseeing-tours are organized by residents with migrant background and bottom-up initiatives that embrace diversity and different cultures such as the suq-Festival or community places which include migrants on purpose. Also, in the weekends the Movida dominates the city center. Increasingly protest and contestation against the reshaping of the city according to the needs of tourism is expressed by those bottom-up initiatives while the city administration and formal planning is attempting to moderate between a demanding and monopolistic cruise-industry and the resident population.

WHOSE HERITAGE? CHALLENGES COMING FROM TURNING CITIES AS TOURIST PLACES.

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The tertiarization of society along the second half of the 20th century and the correlated growth of culture and leisure industries created an unprecedented pressure for change on historic centres, creating paradoxical relations between tourism, heritage preservation and urban development. In fact, this model of development provided a more intense cross-cultural confrontation, with the corresponding differences in the recognition of heritage(s) values. This paper intends to discuss the transformation of heritage from 'shared heritage' into 'consumer good' cross-checking its effects on Portuguese middle-sized cities. The desertification, abandonment and degradation of the old areas created the challenge of their repopulation and their reuse. In turn, tourism has provided re-use of buildings and built new social and cultural dynamics, making it necessary to discuss how can one preserve the values and meanings of historic centres, and for whom. Recently, the Portuguese government has created important changes in housing, rental and rehabilitation policies, with specific financial and legal instruments. However, their effects have not prevented the emergence of local challenges in housing law because of tourism, nor have they contributed to the promotion of new social constructions associated with heritage(s) understood as shared heritage(s). That is, public investment has not been able to enhance the heritage of the historic centres as a good of public interest. For its part, the 'touristification' shows it has the power to catalyse its rehabilitation but implies changes that we intend to discuss focusing the perspective of who visits and who lives and assessing the losses and the gains for the communities

POST-CIVIL PEDAGOGY: MACAU, MODEL CITIES, AND CHINESE TOURIST GOVERNMENTALITY

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In 1999 Portugal returned Macau to the People's Republic of China, and the city was designated a Special Administrative Region (SAR) under the PRC's 'one country, two systems' regime. Macau was subsequently transformed into the world's most lucrative site of casino gaming (and, per capita, the planet's second-wealthiest territory), and the site of billions of dollars of transnational investment in mega-resort construction. Today Macau is visited by 35 million annual tourists, the majority of whom are from mainland China. Their travel is enabled by a special exit visa extended to select Chinese citizens, and Macau tourism plays a formative role in contemporary Chinese governance. China has a long tradition of using didactic models to guide ethical behavior, and I analyze Macau's function as a model city for Chinese tourists, exemplary of a normative mode of cosmopolitan urban citizenship which is crucial to the country's economic reforms. Macau's two most popular tourist sites are instructive in this regard: Venetian Resort, an interiorized city and the world's largest themed environment; and Largo de Senado, an historic neighborhood and UNESCO World Heritage site. Pedestrianized in the 1990's, the latter was the first pedestrian shopping street in China, an experimental form which has since been replicated in cities across the nation. Macau's exemplary governmental tourist function, which is embodied in these sites, contrasts with the Hong Kong SAR, where a similar influx of mainland tourists has engendered significant anti-tourist sentiment, reflecting an increasingly contentious relationship among Hong Kong and the central government. This conflict culminated in an urban protest where thousands of Hong Kong citizens pedestrianized and occupied public spaces to agitate for sovereign autonomy. My materialist analysis demonstrates how Macau's interiorized and encapsulated tourist spaces promote a distinct and benign "post-civil" (Jameson) urbanism which is consistent with the reform-era goals of the PRC.

TOURISM, NIGHTLIFE AND PLANNING: GOVERNING THE DARK SIDE OF THE TOURIST CITY

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Since the 1990s, a growing number of cities have transformed their nightlife into a central part of their tourism strategies, adopting and implementing new cultural and marketing policies in order to develop and communicate their status as '24-h open cities' or 'party cities' (Roberts and Eldridge 2009). Yet, in several Southern European cities such as Barcelona, Madrid or Lisbon, the rise of new tourist-oriented, youth-oriented urban nightscapes in central areas of the post-industrial city has involved the rise of critical problems regarding the coexistence of residential communities and alcohol-fuelled nightlife entertainment. As a result, the impacts that nightlife has on residents' quality of life has become a central element of the anti-tourism discourses in several cities (Nofre et al., 2017). To respond to residents' complaints, various local administrations have adopted a variety of measures to address these issues. Despite the different approaches adopted by each city, most of the measures and regulations share the assumptions that existing problems are mainly caused by excessive behaviors connected to alcohol abuse. Without negating the necessity to regulate these issues, this contribution argues that this approach that consider nightlife-related conflicts simply as problem of public order connected to alcohol consumption is insufficient to address these problems. Through the example of the city of Montpellier, it shows how the nightlife negative impacts are not simply produced by consumers' excessive behaviors. Instead, they have a more "structural" nature, linked to the physical social and institutional environment in which the nightlife unfolds. As such in order to prevent and reduce nightlife-related conflicts there is the need to fully consider the nightlife in urban planning and in the design, management and regulation of public spaces.

SP20 Innovative agriculture for healthy cities

Gerrit Jan Carsjens
Margherita Emma Turvani
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The global decline of arable land per person raises concerns about the food security for the growing urban population. Technological advancements in horticulture make it possible to produce more food using fewer resources, and bringing agricultural practices inside the urban area. These innovative urban agricultural practices are transforming urban food systems and make horticultural production an integrated part of the daily life of urban residents. Along with contributing to residents' health and the liveability of cities, innovative urban agriculture has the potential to produce a considerable share of vegetables and herbs for the urban population. This special session reviews the best practices and the role of urban planning actors and public policies in the development and adoption of innovative agriculture practices in and around urban areas.

PLANNING FOR UTILIZING OPPORTUNITIES THAT NEW TECHNOLOGIES OFFER CITIES. A CASE STUDY OF HIGH-TECH URBAN AGRICULTURE IN AMSTERDAM.

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Today, the agricultural sector in the Netherlands is one of the most intensive agricultural production systems in the world. Although the sector is very advanced, it faces challenges such as climate change and environmental and social unsustainability of industrial production. To overcome the challenges of the agricultural sector, many alternative food production initiatives have emerged in the Netherlands, including high-tech urban agriculture initiatives in large cities such as Amsterdam. Although Amsterdam is one of the pioneers in the development of urban food strategies in the Netherlands the adoption of high-tech agriculture in urban planning faces institutional barriers. Therefore, the aim of this research is to gain insights into the institutional barriers facing local government planners when developing planning strategies for adopting technology driven transition of food production practices. The city of Amsterdam was used as a case study. The study draws on Actor-Network Theory (ANT) as both theoretical and methodological framework to analyse the interactions between planners, technologies and technology developers. ANT explains how interactions between technologies and planning actors can transform the incumbent social-technical regimes. The configuration of interactions between social and material entities in technology development and adoption processes in Amsterdam is analysed through the lens of ANT. The data in this study have been gathered by tracing actors and their connections by using ethnographic research methods. In the course of the integration of new technologies into urban practices, gaps between technologies, technology developers, and planning actors have been identified. Planning actors only interact with actors that adopt agricultural technologies into urban food production practices. The interactions are influenced by agency of artefacts such as visualizations of the future projects. The paper concludes that for utilization of emerging technologies for sustainability transition of cities the existing gap between technology developers and planning actors needs to be bridged.

ENVISIONING SOCIAL INNOVATION: A FOOD JUSTICE PERSPECTIVE ON THE INNOVATION BELT OF THE CYCLE HIGHWAY RS1 IN THE RUHR

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The dominant food system is tightly interconnected with global problems of environmental degradation, climate change and health challenges like malnutrition and non-communicable diseases. Because food is a nodal point for these problems, urban solutions can be provided when urban food planning is embraced and implemented. I approach the idea of food as a junction by looking at the concept of food justice, specifically focusing on the relationship between urban agriculture and food justice. I argue, why it is important to include food justice into planning for sustainable and integrated urban development. To do so, I focus on two urban development projects dealing with sustainable mobility: 1) The Cycle Highway Ruhr [Radschnellweg Ruhr] – or with its technical label: the RS1 – is a 101 km long, high quality pathway for climate friendly mobility in the Ruhr area, Germany. In order to integrate this infrastructural project into the city region, 2) an additional project called Innovation Belt [Innovationsband] has been initiated. This project strives for integrated urban development within the catchment area of the RS1 by drawing from the innovative potential of the RS1. In this contribution, I connect cycling infrastructure with food justice and urban agriculture, thus offering a complementary perspective for planning. Elaborating the potential benefits and challenges of this connection, I examine how food justice could be embedded in the planning process of the Innovation Belt. Food justice is envisioned as a path for social innovation in urban agriculture, having a potential to contribute to more socio-ecological justice within the commuter belt of the RS1 by planning spaces that include socially vulnerable groups.

RESCUING AGRICULTURE OF DRAUGHT EFFECTED AREAS IN IRAN. A FARMERS' PERSPECTIVE IN THE CASE STUDY OF RAFSANJAN COUNTY.

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The agricultural sector in developing countries is the most vulnerable to climate change and water scarcity. Iran is one of the Middle Eastern countries that is facing with growing water crisis. Rafsanjan country, located in the province of Kerman, is losing its pistachio orchards to water shortage, climate change and high temperatures. Additionally, unsustainable agricultural practices are affecting the environment and are worsening the water crisis in the region. To overcome the challenges of the agricultural sector in Rafsanjan several approaches have been taken by the national government, local authorities, private sectors and social organisations. The four main strategies are as follow: 1. The national project that aims at transferring water from other provinces, Persian Gulf and Sea of Oman to Rafsanjan. 2. Application of new irrigation systems and farming methods. 3. Farm enlargement through combination of small-scale farms. 4. Transformation from monoculture pistachio farms to high tech greenhouse for production of vegetables and fruits. These approaches and strategies are taken simultaneously. This study tends to analyse the barriers and driving forces of each strategy through farmers perspective by using the Actor-Network Theory as both theoretical and methodological frameworks. The concept of Translation was applied to gain a better understanding of social barriers and driving forces in the transition process of the agricultural sector. Data in this research were gathered through field researches, document reviews and in-depth interviews with farmers in Rafsanjan. The result of the study shows that the transformation towards high tech urban agriculture is the most popular approach among farmers. The popularity of these approaches are due to their development through local entities. The other approaches are planned nationally and farmers are not involved in any decision making processes which leads in lack of trust among farmers and actors in national and local level.

SP21 Towards post-growth planning theory and practice

Federico Savini
Antonio Ferreira
Kim von Schonfeld

It is increasingly evident that the socio-ecological urgencies of our cities are rooted in the inner mechanics of economic growth. A transition to a sustainable form of urbanization is at odds with current logics of extractivism, productivism, consumerism, and globalized mobility. The idea that cities cannot stop growing seems to be today internalized by contemporary planning institutions. This dependency on growth (more, faster, bigger) has become a necessary condition for the feasibility of the mainstream planning models dependent on permanently increasing land valorization, private investments, competitiveness, and consumption. While these pro-growth planning models persist, the de-growth movement is gaining renewed interest globally. Building on street-level activism and radical ecological economics, the ideas of 'post-growth' or 'de-growth' suggest a contradictory role for urban areas. Cities seem to be both the engines of economic growth as well as experimental fields for inspiring initiatives based on concepts such as co-housing, urban agriculture, basic and maximum incomes, alternative currencies, localism, and 'slow' mobility. In this special session we invite contributors to (dis)engage with the notion and mechanisms of 'economic growth' and imagine planning practices, instruments and institutions that deliberately de-construct these mechanisms. The session invites theoretical and empirical contributions on the following themes: The socio-spatial impacts of the paradigm of urban/economic growth in contemporary capitalism and the role that planning processes, institutions and practices have in exacerbating or reducing these impacts. The intertwining between existing planning models and the institutions of economic growth, such as innovation, productivity, competitiveness, consumption, land-rent, commodification, and globalization. The connections between de-growth notions, propositions and concepts with the planning studies, planning practices, urban geography and spatial sciences broadly (or vice-versa). The (un)complementarity between the socio-economic assumptions of de-growth scholarship and planning scholarship. We welcome works considering ways in which planning can spatialize, substantiate de-growth propositions on urban change and complement existent ecological economics.

EXPLORING THE CONNECTIONS BETWEEN POST-GROWTH THEORIES AND SHRINKING CITIES PRACTICES

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In 1976, Harvey Molotch pointed out that "the city is, for those who count, a growth machine" (Molotch, 1976). Forty years later, the growth imperative continues to guide most urban policies. However, since the publication of Molotch's seminal article, urban shrinkage has become a prevalent phenomenon, not only in the US, but also in Europe (Beauregard, 2009; Hartt, 2017; Turok & Mykhnenko, 2007). Between 1990 and 2010, 20% of European cities faced population losses and 15% showed stable population (Wolff & Wiechmann, 2017). The persistence of urban shrinkage questions the capacity of all cities to operate as growth machines. Furthermore, it confirms the need to adapt to de facto de-growth processes. There is a general agreement in the shrinking cities literature that pro-growth planning intensifies the negative consequences of shrinkage and that a paradigm shift is needed. In the last few years, some shrinking cities have developed sustainable and greening practices or adopted smart-shrinkage strategies (Beal, Fol & Rousseau, 2016; Vargas-Hernandez & Pallagst, 2018). Nevertheless, many local case studies highlight to what extent accepting shrinkage is still difficult for local-decision makers and planners in the current context of global intercity competition. Do the planning strategies adopted by shrinking cities constitute a real paradigm shift as envisaged by post-growth theories? Can shrinking cities be a testing-ground for the spatialization of de-growth propositions on urban change? Although in several languages, such as French and Spanish, the same term is used for urban shrinkage and de-growth (*décroissance urbaine* / *decrecimiento urbano*), the connections between shrinking cities practices and de-growth theories have barely been examined. This paper aims to critically explore these links and to question whether the proposals of post-growth theories can contribute to develop new planning strategies for shrinking cities.

NATURAL CAPITAL, ECOSYSTEM SERVICES AND THEIR DISCONTENTS: A SYNTHESIS OF CONCEPTUAL ALTERNATIVES

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In recent years the notions of Natural Capital and Ecosystem Services have become hegemonic not only in ecological economics and conservation science, but increasingly also in urban and landscape planning. Yet they continue to be criticised from different quarters: economists point to the alleged misuse of economic theories; philosophers voice ethical concerns and highlight the inconsistency of sub-concepts such as Cultural Ecosystem Services; ecologists debate various methodical questions. Most importantly, the linked concepts of Natural Capital and Ecosystem Services have hitherto not lived up to the expectations of their advocates, namely to exert significant influence on decision-makers in politics and business, making them more responsive to the demands of environmental protection and biodiversity conservation. The objective of this contribution is to scrutinize some of those criticisms that also offer conceptual alternatives to Natural Capital and Ecosystem Services. We analyse and synthesise these alternatives by considering various criteria, such as the object of criticism, how current crises are framed, as well as how nature, economy, humanity and society become re-conceptualised. One major critique runs that both of these concepts neglect – or even hide – the fact that the division of nature and society is a precondition and a driver for capitalist production, extractivism, (post)colonialism and economic growth, and hence the goal of reconciling nature and society by means of Natural Capital is in fact futile. This leads some scholars to suggest alternative approaches derived from deep ecology, spirituality, ecofeminism, the degrowth movement or an ethics of stewardship and care, while others attempt to employ the notion of Ecosystem Services in a less technical and more political way to focus on power imbalances and injustices. The paper is based on the project ‘Governing (with) Ecosystem Services’, funded by the German Research Foundation (DFG) under the grant number 320283583.

PLANNING FOR GROWTH.

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There is increasing debate and consensus about the idea that alternative economic and postgrowth approaches are important means to face the challenges that come along with traditional growth models. Drawing on insights from two remote and traditionally wealthy regions in Germany, we show that the normative expectation of the global urgent transformation, which is currently expressed by politics and society all around, is paradoxically responded by regional planning by path-stable dynamics that stabilize traditional growth trajectories despite its known negative effects for the future. While alternative economic spaces spring up in metropolitan areas and larger cities such as Berlin or Hamburg, regional planning and development in Germany rather often block than enable such transitions and transformations. Regional planning policies still following traditional growth logics that are embedded in and framed by highly stabilizing institutional and collective practices and linked to specific spatial imaginaries. In this paper we show that the two regions – Oldenburger Münsterland and Ostwestfalen Lippe – struggle to proceed on their traditional development paths. But instead of debating and introducing alternative political and economic trajectories, planners and politicians invent ostensibly innovative and powerful regional strategies – such as the ‘digitalization’ of rural areas – that obfuscate the need for significant transformation.

RETHINKING MOBILITY AS COMMONS

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One of the domains of urban living in which we increasingly experience both infrastructural and cultural lock-in is mobility. New technologies promise solution to congestion, pollution and lack of accessibility – a transition that will keep or enhance already available comforts in some parts of the world. Yet, they fail to address the premises upon which our relationship with mobility is based, such as the priority of economic growth above other societal values and the dependence of that growth on mobility (Givoni & Banister, 2013). The paper develops an approach to mobility transitions that presents an alternative to dominant (neo)liberal formulations. This approach links mobility transitions to growing literature on “just transitions” and to the critiques developed by degrowth theorists. First, the paper reviews and criticizes the logics of scarcity that dominate planning and policy discourses on mobility and exposes the constructed nature of scarcities. Discourses on scarcity call for “saving” various resources such as oil, space, finance and money, yet curbing mobility itself remains a “taboo” subject (Gössling & Cohen, 2014) as the societal role of mobility has not been reassessed. Drawing connections with the debate on degrowth, the paper offers an alternative logic, grounded in the discussions of commons, and proposes to move towards collective rethinking of the value of mobility in society and articulating new politics of mobility transitions – commoning mobility. It is a lens that is already used, even if implicitly, by activists around the globe in order to rethink mobility as a collective good rather than as individual right only and imagine new possibilities for mobility governance and planning.

UNPACKING THE MARGINALITY-CENTRALITY NEXUS WHILE DESIGNING NEW URBAN/TERRITORIAL POLICIES: CHALLENGES AND IMPLICATIONS FOR CITIES AND REGIONS

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Current debate in the field of urban studies has underlined the need for new transcalar and relational viewpoints that take into account contemporary urban phenomena by overcoming the traditional urban-metropolitan model in favour of new conceptualisations and representations. At the same time, several authors have returned to looking at the relationship between forms of production of social space and restructuring processes of the capitalist economy. They propose to move the spatial focus of economic restructuring processes away from the agglomerations of central urban areas to think about how these processes are spreading outside the concentrated urban. Such restructured economic processes are expressed within new material and immaterial circuits. They are tied to new forms of labour, organisations of commercial exchanges, spaces/forms of production and cultural/recreational uses, new networks/flows of production, consumption, exchanges of information, energy, raw materials and food. This is an essential step in understanding the consequences of a kind of urban development that produces new profiles of marginality/centrality. In this paper, marginality is considered as a universal phenomenon that unfolds in space in different ways (for which, at the same time and within the same geographic space, different forms of contingent and systemic marginality can exist). We will set forth an operational critique of current urban/territorial policy-making in Italy within the on-going revision of EU cohesion policies. This approach calls into question a policy-making style that still seems to be arbitrarily creating territories of marginality (and exclusion) to conceive projects for inclusion, often referring to a two-sided logic (development/underdevelopment, centrality/marginality). The main goal of the paper is to contribute to open a debate on a new generation of urban/territorial policies in Europe that can profoundly renew the logic of public action.

DECOUPLING GROWTH FROM GROWTH-DEPENDENT PLANNING PARADIGMS: CONTESTING PREVAILING URBAN RENEWAL FUTURES IN SYDNEY, AUSTRALIA

Pinnegar S., Randolph W., Troy L.

UNSW

Sydney's new strategic plan 'A Metropolis of Three Cities' heralds a 40-year vision which looks towards a city of 8 million plus by 2056. With Sydney's population growth nudging around 100,000 a year, policy settings have been firmly set towards growth-oriented, and growth-dependent, strategies for both the provision of new transport infrastructure and meeting housing supply targets. A key component of the investment is the promotion of higher density transit orientated development around metro stations, particularly with the new SW metro pushing through relatively socially disadvantaged middle-ring suburbs. A virtuous circle of density, viability and liveability supposedly ensues: high density housing in highly accessible precincts, helping renew and 'activate' these ageing centres along the metro corridor. It also signifies a step-change in Sydney's urban consolidation narrative, and in its scale as systematic, state-instigated gentrification impacting on private renters and property and business owners in relatively affordable localities. The value uplift model transposed onto this complex geography is predicated on the 'hypertrophic' reconfiguration (Gleeson, 2018) of existing urban form, with local displacement an inevitable 'side-effect'. In this paper we critically dissect the contradictions inherent in policy templates dependent upon land value uplift to consider the wider social, economic and infrastructure implications of market-driven urban renewal along the rail corridor. We argue that the prevailing planning settings and urban economics assumptions require a radical recalibration in order to reset both our civic settings and developers' social licence to operate in managing the complexities of growth and change in Australia's suburban centres. Alternative approaches – including locally driven processes and partnerships, owner-led and deliberative development, and incremental activities which mitigate the primacy of speculative activity – are provocatively explored in order to sharpen debate regarding why we renew, and for whom.

URBAN RENT QUESTION IN POST-GROWTH PERSPECTIVE

Pizzo B.

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The logic of value capture made the production and increase of urban rent a fundamental component of the urban economy. A number of strategies have been defined and implemented through time in order to produce value increase within the urban space, and to get private and/or public benefits out of them. This happened not only in capitalist cities, but also in countries where free market logics coexist with forms of public control, and also with governments with different political orientation. China is probably the clearest example of this paradox, but India shows very controversial features as well. However, the debate is usually focused on the 'capturer' of value increase, or on the way to make it public, rather than on the very logic of the mechanism. Assuming a 'post-growth' perspective, as suggested by this special session, aim of this contribution is to discuss if and how urban rent and value capture mechanisms can change in order to be consistent with an economic model different from the one experienced in the last two centuries – based on the idea of an endless development and growth –, and if and how planning can contribute to this change. Empirical evidence is taken from the case of Rome, where the above-mentioned mechanisms were more often private-driven (and private-oriented) producing a peculiar (for a 'Global-North' capital city) uneven urban growth. The role of planning is very contentious, while the formation and management of the urban land market, land ownership, and land rent within the local political economy got divergent interpretations. The role of land rent in particular was considered either as a sign of a pre-capitalist economy, or as a fundamental component of the accumulation process in the specific local capitalism: inquiring that helps re-framing the issue of urban rent within different models and paradigms.

NEW CULTURES OF PLANNING FOR THE CHANGING RELATIONS BETWEEN SPACE AND SOCIETY DURING THE POST-SOCIALIST TRANSITION. LOCAL PERCEPTIONS AND CHALLENGES FROM THE GROUND.

Triantis L.

National Technical University of Athens

The transition of the centrally planned economies of the Eastern Bloc towards the free market after 1989 entailed a series of fundamental changes -social, economic, political, cultural- and, subsequently, changes in the systems of spatial planning. This presentation will explore the role and socio-spatial impact of spatial planning in the context of the post-socialist transition, by bringing evidence from the field and focusing on Albania and more specifically in the area of Himara; a coastal, former agricultural area, currently under intense pressures for tourism development, also characterised by the phenomenon of absent owners due to massive emigration. Methodologically, the presentation builds on critical geographical approaches and the theory on planning cultures, while it mainly rests on qualitative tools and systematic fieldwork. The presentation will examine how the system of spatial planning in Albania attempts to conform to dominant global trends and pro-growth discourses on 'entrepreneurialism', 'competitiveness', 'strategic investments' and so on, but also to align to a series of land reforms (e.g. privatisations and land concessions) as well as the trends towards land commodification and speculation. In doing so, the presentation will explore aspects of 'institutional development' around planning, including the intervention of supranational organisations and experts, 'capacity building', the 'mobilisation' of 'civil society', 'public participation' and the involvement of NGOs. Along with these, it will shed light on local perceptions on planning, land, 'common resources', commodified and non-commodified ways of land use and development. In turn, the presentation will argue that in the current conjuncture, spatial planning is not only a tool to organise space and control development. Rather, it may contribute to wider and deeper social and institutional changes; the formulation of new social significations and ways of thinking; the consolidation of consumption patterns; and qualitative changes on the relations between space and society.

URBAN PLANNING AND DEGROWTH: A MISSING DIALOGUE

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The paper aims at discussing the reciprocity of developing a dialogue between urban planning and degrowth. Degrowth literature has not yet fully recognized the potentiality of urban planning research and practices in facilitating the degrowth transformation. Urban planning, as the ideology of how we use space, is largely normative in the shaping of its land use ideas and values. The possibility of urban planning to intervene urban economic, social and environmental development is predicated on the causal relationships between space, societal conditions and agency. Therefore, planning has the possibility of providing spatial instruments and political power spatializing and substantiating degrowth principles. On the other hand, there is an increasing call for reinvigorating the ontology and normativity of urban planning. This need is reinforced by the urgency of solving the current socio-economic-environmental crises. Degrowth values and propositions provide inspiration for urban planning to rethink its commitment, ideology and role in urban and societal development. This paper will discuss the implications of degrowth values on the substance and process of urban planning and how urban planning can play an important role in the degrowth transformation.

SP22 Planning and designing green infrastructures

Gilles Novarina
Angioletta Voghera
Benedetta Giudice

In the latest years, new paradigms, such as urban sprawl, ecosystem services, biodiversity, urban resilience, climate change, energy depletion, social justice and health, etc. have become a new focus for rethinking cities and territories through both short-term and long-term planning and design processes and strategies. In particular, in worldwide planning practices, the strategy based on green infrastructures has acquired an increasing and consolidated importance as it represents one of the main planning and design tools which enables the rise of ecological, economic and social processes. The recognition of their multifunctionality has contributed to interpret green infrastructures as a strategically planned network of green corridors connecting natural and semi-natural paths. Such a network supplies a vast array of ecosystem services and helps triggering the concept of urban resilience and the quality of landscape and health in planning debates. Their increasing relevance is also highlighted by the fact that many cities (such as Paris, London, New York City, Detroit, etc.) have started implementing green infrastructures in their planning policies and design projects, both at local and large scale. This special session aims at framing the topic of green infrastructures in order to define ecological and landscape scenarios for health quality in cities assigning great relevance to implementation in planning and design tools in favor of reducing adverse environmental impacts of cities. We expect contributions on specific case studies of planning and design, both at local and large scale, such as nature-based solutions contributing to the development of local green infrastructures, evaluation models, urban regeneration and climate-proof projects with a particular concern on ecological and environmental requirements.

GREEN INFRASTRUCTURE: FROM BENEFITS TO PLANNING

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Metropolitan City of Turin

The increase of urban land use, although in limited amounts, leads to disruptive effects on ecological functionality, environmental services, land naturalness and landscape quality. Actually, we assist at an ongoing biodiversity loss and landscape trivialization, especially in peri-urban areas. Territorial planning and management have to aim at a better coordination among settlement and transport development policies, biodiversity and landscape protection, hydrogeological structure, land use for agricultural and forestry purposes. In this new planning scenario Green Infrastructure (GI) plays a strategic role to guarantee the maintenance and improvement of Ecosystem Services (ES) useful to economy, health and society wellness: an increasing attention to ecological functionality can play a basic role to assure landscape preservation and ecological connectivity and to minimize the dangers of progressive land consumption. The Metropolitan City of Turin is taking part to MaGICLandscapes (Managing Green Infrastructure in Central European Landscapes), an Interreg project, focused on how to identify, protect and enhance GI for the benefit of the environment and society. Collaborating with stakeholders, the project aims at providing land-managers, policy makers and communities with tools, at different spatial levels, that help to assess GI functionality and ensure its persistence. Specifically, Metropolitan City of Turin is testing, in its case study area - Po Hills around Chieri municipality - an assessment methodology of GI functionality, ecological connectivity and ES value; in the same area, a Public Benefit Assessment Tool will be developed and applied to determine local specific needs and maximize benefits provided from GI. Results of both tools will be useful to supporting decision making during spatial planning process as well as to plan and design GI and identify investment priority for its enhancement.

RIVERFRONT AND GREEN/BLUE CORRIDOR: URBAN REGENERATION PROJECTS BOUND TO WATER A CASE STUDY OF THE TAGUS ESTUARY

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This work aims to highlight how water – the Tagus Estuary humid system – is becoming support for landscape and urban projects of a densely urbanised area settled along the estuary – named as the City of the Tagus Estuary (CTE). Analysing two recent projects along and towards the Tagus Estuary – a riverfront and a green corridor along a Tagus tributary perpendicular to the main riverbed – the aim of this paper is to highlight the potential of urban regeneration projects bound to water. Hence, the most evident limit (the water space of the Tagus Estuary and its hydrographic network) can function as the strongest binder, natural link and shared public space of the CTE. Located respectively on the north and south banks of the Tagus River, the analysed projects become a way to think over urban strategies that use water as a way to build (re-build or reformulate) the image of the Lisbon Metropolitan Area. Starting from the idea that today “riverfronts” and “green or blue infrastructures” are an appealing and winning urban regeneration formula, the goal of this paper is to understand what kind of role is called to be played by water. Is the water called to play just the role of building an image that “helps to sell the city”? On both side of the river, is there a common strategy based on a potential estuarine identity and local authenticity? Is it water the way to build a sustainable, green, healthy, safe and resilient Lisbon Metropolitan Area and a city prepared to live together with the effects of climate change?

THE ANIENE RIVER: A GREEN INFRASTRUCTURE TO SET A TERRITORIAL STRATEGY

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The latest territorial government tools have embedded Green Infrastructure with the aim to preserve the natural character and to stimulate regeneration processes of public open spaces and social cohesion, especially in peri-urban areas, where suburbs melt with agricultural and natural landscapes and along the rivers, often neglected. This contribution will investigate the low course of the Aniene River linking the town of Tivoli to the eastern suburbs of Rome, downstreams, as a potential Green Infrastructure, capable of restoring continuity to the ecological and functional fragmentation of landscapes heavily compromised by human and productive pressures. During the last decades, the peri-urbanization and industrialization phenomena in these areas have ignored the river basin. The results are features of brownfields, industrial archaeology sites, illegal settlements whereas the open space is abandoned or improperly occupied by warehouses or junkyards. The Aniene River system displays a significant geographical dimension in order to experience a model of strategic territorial governance. All over Europe, the River Contracts have become effective tools in order to implement “a system of rules in which the criteria of public utilities, economic profitability, social value and environmental awareness are equally involved in the search for effective solutions” (The 2000 World Water Forum). In this direction, the Aniene River Contract, which has recently started its official process, represents an opportunity for participatory and planning processes where the community turns out to be central. This contribution would, then, investigate the potential role that the Aniene river with its River Contract and other levels of regional planning, could play in a Green Infrastructure Strategy and their benefits in protecting natural and cultural environments mitigating flood risk and enhancing the Agro-romano landscape.

MILTON KEYNES: THE “FOREST CITY”

Forget M.

Université Grenoble Alpes

This call for abstracts begins with the words “In the latest years”, talking about new urban paradigms. The case I propose to present is older but refers to similar reflexions. Milton Keynes is a New Town located in England, it is a satellite town of London, which was planned in 1967 and followed two of the principle urban models of the 20th century. The masterplan follows the principles of the Modern City, and the housing units are traditional, based on the garden cities model. The city was designed between 1967 and 1970, period of an environmental awareness, that is why, many ecological studies were published about the impact of the building of the city. The main aspect of Milton Keynes, clearly visible in plan and from inside of the city, is the great importance of natural spaces and parks, following the natural relief of the ground. Two linear parks were conserved and connected by the ambitious city centre project. The modern masterplan, with segregated roads, generates a sector-based urbanism with main roads drawing a grid. The roadsides are planting with different trees, some tall ones higher than any building in the town. A zonal structure was proposed, to detail the design of them and the plant species. The roads “are planned to be bordered with trees, not municipal standard trees as used on boulevards and avenues, but real thickets of trees” (Ecological studies grid roads, John G. Kelcey, 1974). This ecological study demonstrates it is a most rational solution, to limit the air pollution from cars. On one hand, we will see the principles of the green structure intended to be carried out in a short time. On the other hand, we will compare the principles with the current state of the city and highlight the long-term evolutions.

WHEN CONSTRAINTS BECOME ASSETS IN THE DESIGN OF BLUE-GREEN INFRASTRUCTURES: AN INSIGHT FROM THREE CASES IN THE WESTERN PART OF FRANCE

Fournier M., Bonnefond M.

Conservatoire National des Arts et Métiers

Since a few years, green infrastructures have become a cornerstone in the urban projects of most major cities. We believe it is interesting to explore smaller scale projects, which are less invested but might be more easily replicated in most territories. In this context, our presentation focuses on three recent projects of green infrastructures in French middle-size cities, located in the Loire river basin. The Parc Balzac in Angers and the Ile aux Planches in Le Mans are blue-green infrastructures which have been planned and designed within the last two decades. The project for the Bouillie area in Blois still has to be defined and implemented. Those three cases are interesting to study together as they share several similarities and constitute good illustrations of recent and innovative approaches in the design of green infrastructures. The three of them are former urbanized or industrial areas, close to their city centers and facing a risk of flooding. In the three cases, water retention is the first objective (therefore, we speak of blue-green infrastructures). However, it is important to point out that multi-functionality is at the roots of those three projects. Hence, our talk aims at: - explaining how the various constraints (polluted soils, former waste land, risk of flooding) have been integrated in the design of those green infrastructures and point out some of the innovative solutions which have been found by planners- describing the existing synergies between the different functions of those infrastructures (synergies between several ecological services (flood control, landscape...) but also with human and social objectives) Eventually, if the design of those blue-green infrastructures has been very much influenced by the various constraints that planners had to face, it is interesting to show how those latter have succeeded to overcome them and even turn them into assets in their final projects.

GREEN INFRASTRUCTURES FOR A RESILIENT PLANNING AND DESIGN APPROACH

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Green infrastructures represent one of the main planning and design tools which enable the supply of ecological, economic and social benefits through the use of nature-based solutions. In this perspective, green infrastructures in the European definition, for their multi-functionality, appear as a strategically planned network of natural and semi-natural areas which supply a vast array of ecosystem services contributing to urban resilience. Some megacities (such as Paris, London, New York City and Detroit) have started taking into serious consideration the implementation of green infrastructures in their planning and design policies, both at local and large scale. This policies' approach is based on the integration of both administrative and territorial scales that allows the introduction of green, but also blue, infrastructures from the national to the lot scale, with some interventions and projects of nature into cities. One of the most significant case studies in the European framework is the French one which introduced a national policy on both green and blue infrastructures. The strength of this policy is that it is not relegated to the national level, but it tries to develop physical and ecological transformations also at a local level through the development of urban projects. Also Italy is attempting to define an integrated system of both green and blue infrastructures with a particular attention to urban regeneration and new governance tools, such as river agreements, recognized by the Italian National Adaptation Strategy 2015 as a resilient approach. These dichotomies (green-blue, planning-design), through the French and Italian practices presented, can contribute to the creation of a new, implemented and strengthened vision on urban resilience able to favor the reduction of adverse environmental impacts of cities (SDG 11.6) and to redefine planning policies and strategies.

RURAL CULTURAL HERITAGE RESTORATION IN PERI-URBAN LANDSCAPES. THE AGRICULTURAL PARK AS A PLANNING FRAMEWORK FOR GREEN INFRASTRUCTURES

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Green infrastructures (GI) are networks of natural and semi-natural systems aimed at providing a wide range of ecosystem services in both rural and urban settings through multifunctionality. However, this definition is subject to interpretation, depending on the territory and objectives. It is consequently essential to identify strategic and governance tools to plan the GI in coordination with social, economic and natural elements, especially in contexts of cultural value in degraded peri-urban areas. For such circumstances, a viable option can be the Peri-urban Agricultural Park. This tool, like the GI, lends itself to diversified definitions and implementations. Recent research has attempted to classify it according to its prescriptive contents, its participatory nature and spatial delimitation; thus, distinguishing between diffuse, circumscribed and hybrid forms. The agricultural park can be shaped as a comprehensive governance tool to determine which form is best suited for GI's multifunctionality and to act as an operational planning tool to transform the territory as well to envisage the appropriate fruition model and compatible uses. It can indeed direct the synergy between the residual agricultural system, the built fabric and the rural economic system towards the needs of valorization, sustainable use, and protection. All this supporting, firstly, the economics of rural contexts. What if we were in a peri-urban context characterized by a deteriorated but important rural heritage landscape system? Some of the most important implementations of the agricultural park in Italy have confirmed the sensitivity of the tool towards the productive rural territory, in addition to the ability to foster synergies between entrepreneurship and landscape protection. A variation of the agricultural park with attention to cultural heritage restoration can, therefore, represent the ideal solution to tackle the decay of rural cultural landscapes while protecting agricultural activities in contexts such as Corona Verde, the Metropolitan Green Belt of Turin.

IMPLANTING ASSEMBLAGES AND REFLEXIVE GOVERNANCE FOR URBAN WATER INFRASTRUCTURE TRANSFORMATIONS IN GERMANY

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This paper revisits the understanding of the notion of water infrastructures and its relation to affect through its materialization in the urban realm. Acknowledging the case study from Berlin - an interdisciplinary research association, which explores ways of combining building-integrated wastewater recycling with water-farming via aqua - and hydroponics and takes this practice a step further by considering participation and education - as a powerful counterexample to mainstream monoculture approach in urban water management, the author asks: How can we move towards water infrastructure that would accommodate multiplicity and bring about change? What modes of doing and learning can empower new forms of urban production? It is argued that for the successful transformations following conditions are needed: visible physical infrastructures which can scale up their impacts and enable development of new assemblages, the creation of new action arenas and more reflexive governance context.

LANDSCAPE AND ECOLOGICAL NETWORKS IN URBAN PLANNING: TECHNICAL STANDARDS FOR IMPLEMENTATION

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This paper proposes a reflection on the possible role of landscape and ecological networks within the local urban planning practices. We are faced with a constant population growth in cities and marginal areas are increasingly subject to environmental degradation. Therefore, it is necessary to identify and recognize the ecological values of the environment to define plans and projects, shared and balanced between the needs for settlement development and those for conservation and enhancement of natural resources. This contribution, starting from some pilots conducted in Piedmont Region, reflects about the urban planning standards for implementation of ecological networks at the local level. Introducing a review of the current planning theories and operational paradigms, the importance of ecological quality for the sustainable and resilient city is sustained by a proposal of local planning regulations. The paper aims to tackle two general issues: first, the quest for new forms of implementation based on the channeling and coordination of the public administration and on the operative responsibility of private parties; and second, the integration of the approaches to planning the urban and ecological problems with the aim of ensuring complete compatibility between urban transformation and the demands for environmental quality. The ecological regulations described in this paper propose an evolution of the meaning of the planning standards, especially those applicable to green space: the regulations in fact consider the collective use of green spaces a crucial requisite, while according priority nonetheless to the role of private areas as an invaluable factor in the environmental regeneration of urban tissue. Therefore, this contribution focuses on an innovative model of planning and management at the local scale, the role of ecosystem services, the relationship between biodiversity of the ecological network structural areas and periurban and agricultural residual ecological areas to be strengthened to improve connectivity between ecosystems.

CAN COWORKING SPACES BE CONSIDERED AS GREEN INFRASTRUCTURES ?

Leducq D.

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This session invites us to consider that a diversity of green infrastructures can contribute to eco-sustainable development of territories and allows us to postulate that multiple new places fit into the unknown or changing box of green innovations. Thus coworking spaces (CWS) are new work spaces - different from the home or companies - that appear, over the digital network, more or less spontaneously in central metropolitan areas, urban peripheries or small and medium-sized towns in rural areas. From the outset, the utopia of CWS suggested that humanistic and ecological values correspond to the necessary transition of urban planning. Here, the movement of urban projects design (rehabilitation of urban wastelands, transformation of building into CWS...) or of bottom-up urban planning (sense of community...) meets the strategic planning dimension of public policies. Indeed, whether through their human and collaborative values (self-employed workers, association...) or through their environmental and ecological values (belief in the ability of CWS to generate softer or more frugal mobility, communities involved in the « cities in transition » movement, etc.), all together managers, animators and coworkers find themselves at the heart of digital and economic transitions and therefore of ongoing societal transformations. This research makes it possible to explore emblematic cases such as more specific ECW operations where multifunctionality contributes to reduce the impacts of climate change. It is based on the exploration various case studies located in several cities in France, Italy, Quebec and Vietnam. First, we will identify the different ways in which the design of the place (urban regeneration, climate-proof projects...) and the uses of its occupants (environmental friendly activities ...) act to reduce the ecological footprint as the agglomeration scale. In a second step, the analysis of interview verbatims will allow to understand how the actors' discourse around « green coworking » is constructed, justified and diversified.

NATURE-BASED SOLUTIONS: NEW TASKS AND CHALLENGES FOR URBAN PLANNING

Longato D.

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Over the past years, an increasing number of perspectives have reflected an anthropocentric view of the management of natural resources, focusing on the benefits provided by the nature to humans. With a strong focus on climate change adaptation, the most recent entry is Nature-Based Solutions (NBS), a concept that brings together well-established ecosystem-based approaches (e.g. ecosystem services, green-blue infrastructures, ecosystem-based management) with assessments of the social and economic benefits of resource-efficient and systemic solutions that combines technical, business, finance, governance, regulatory and social innovation. The NBS concept suggests that natural ecosystem processes are essential for their definition and that it is implicit that a particular challenge or problem should be solved through the contribution of such ecosystem processes. The application of NBS projects in urban and landscape planning depends, on the one hand, on their capacity and effectiveness to simultaneously provide multiple ecosystem services and solve societal challenges and, on the other hand, on their potential to be embedded in practical business, governance and planning instruments. The study investigates the tasks and challenges that need to be addressed in order to build a comprehensive planning framework for the assessment and implementation of NBS which guarantees a deeper understanding, transparency, and mainstreaming of them in decision-making processes, providing some structure for and comparability across studies/projects. Such tasks and challenges are related both to the critical assessment of proposed intervention (i.e. to what degree and scale it can alleviate the problem at hand - e.g. societal challenges - and what kind of co-benefits - e.g. ecosystem services - and trade-offs - e.g. ecosystem disservices - the intervention might yield and to whom) and to their effective implementation (i.e. which are the requirements - e.g. technical, financial, governance - needed to ensure its practical viability in urban and landscape planning).

DOES CO-CREATION OF NATURE-BASED SOLUTIONS STIMULATE URBAN TRANSITION? LEARNING FROM REGENERATION EXPERIENCES OF NINE URBAN LIVING LABS.

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Implementing Nature-based solutions in urban contexts has proved out-coming multiple co-benefits for cities ecosystem services, urban resilience and biodiversity; as simultaneously equal to amelioration of social justice, public health and well-being. Yet, at the urban policies framework level, a new integration is emerging between inclusive governance approaches and strict accountability on regulatory legislation and incentive-based initiatives towards employing NBS. On one hand, innovative NBS tend to better orient towards a combination of multi-functional solutions rather than a single one; thus, the NBS implementation process requires a multi-scalar flexibility in planning policies, tools of implementation and tailored-based urban actions. On the other hand, the urge to involve a multiplicity of stakeholders that collaborate in complete co-creation (co-design of tools, co-implementation and co-monitoring of NBS) reveals an overlapping common interest from diversity of community members and governmental authorities. In this research, we test a complete co-creation pathway for catalyzing the transition of planning policies in three front runner cities (London, Hamburg and Milan) within the CLEVER Cities project to implement NBS in urban regeneration processes, whereas nine Action Labs are identified and tested as urban living labs experiences. Grounded on a comparative analysis of these three cities, key characterization for NBS implementation framework could be categorized into: [1] current urban planning strategies and specific challenges addressed, [2] different typologies and scales of NBS integration of policies within existing community initiatives, [3] place-based contextual urban morphology challenges, and [4] availability of financial investment and main stimulating actors. First research results confirm the importance of involving multiplicity of stakeholders and technical fields experts, as well as, the promotion of multiple co-benefits enabling to achieve a seamless shared co-creation process. That combination brings to the forefront a radical paradigmatic change in societal, individual, administrative urban planning practices and mainstreams NBS in an innovative inclusive shared governance perspective

CHALLENGING CLIMATE CHANGE _ URBAN FORESTRY IN GREATER MILANO

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politecnico di milano

Cities occupy 3% of Earth's surface, ^[1]_{ISEP} but account for more than the 70% ^[1]_{ISEP} of energy consumption and produce 75% ^[1]_{ISEP} of CO2 emissions. Cities are the first victims of climate change. Cities have skills, abilities, and can reverse climate change through urban planning, urban forestry and environmental sustainability policies. Urban forests can be defined as networks or systems comprising all woodlands, groups of trees, and individual trees located in urban and peri-urban areas; they include forests, street trees, trees in parks and gardens, and trees in derelict corners (Salbitano, Borelli, Conigliaro, & Chen, 2016b). Urban forests are the backbone of the green infrastructure, bridging rural and urban areas and ameliorating a city's environmental footprint. In general, urban forestry is defined as the art, science and technology of managing trees and forest resources in and around urban community ecosystems for the physiological, sociological, economic, and aesthetic benefits trees provide to the society (C. Konijnendijk, Richard, Kennedy, & Randrup, 2006). The paper describes the ongoing research lead by Politecnico di Milano on how to promote urban forestry within the metropolitan city of Milan, considering three main challenges: find spaces devoted to tree planting in a complex and man-made environment; define the governance of this complex environment; and collect the necessary funds to sustain this green infrastructure.

FROM ECOSYSTEM SERVICE EVALUATION TO LANDSCAPE DESIGN: THE PROJECT OF A RURAL PERI-URBAN PARK AS A NODE OF THE LOCAL GREEN INFRASTRUCTURE

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The concept of Ecosystem Services (ES), namely the benefits that people obtain from ecosystems, clearly highlights the added value that environmental and landscape conservation provides for the society and the economy and, more generally, for human well-being. If systematically integrated into spatial planning policies, the ES paradigm could contribute to addressing territorial transformations towards sustainable development objectives. However, the “operationalization” of the ES paradigm for spatial policies is still an open and experimental issue. To this regard, the evaluation of ES (both in terms of biophysical assessment and economic valuation) is undoubtedly a crucial step. In the last decade, several studies addressed the needs and ways of integrating ES evaluation into landscape planning policies. The relationship between ES evaluation and landscape design has been increasingly investigated too, and ES have been proposed as a conceptual framework for addressing landscape design towards sustainability and multifunctionality objectives. This chapter presents the first outcomes of an applied research that assumes ES evaluation not only as a knowledge tool but as an operational tool, able to sustain and address landscape design choices. The study evaluated ES at the local scale in a peri-urban area of Chieri (Turin, Italy), to support the project of a rural-recreational park. In the envisaged park, agricultural, natural and recreational areas coexist, and a more sustainable relationship between the dense city and its peri-urban context is promoted. The Park will act as a node of the local Green Infrastructure, able to deliver several different ES. ES evaluation allowed to highlight at the site-scale the ES performance of alternative design choices and to draft possible pathways for the project implementation through Payment for Ecosystem Services schemes.

TOWARDS A METHOD OF ASSESSING THE WELL-BEING BROUGHT BY LANDSCAPE HERITAGE

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This paper proposes to trace the progress of a research project that has tried to develop indicators of well-being linked to environmental issues, landscape and heritage, by experimenting a method that can bring operational extensions. The project was part of the economic evaluation of amenities that place wellbeing as one of the fundamental criteria for the evaluation of the quality of life in the context of changes in the environment. In order to achieve a generalization of the results, the research was conducted in particular on a case study consisting of two different sectors of the Loire Valley - UNESCO World Heritage since 2000, France. The methodology was based (i) interviews with the different categories of actors - which helped to identify criteria of well-being, to prioritize them, and to come up with a (non-exhaustive) list; validated during (ii) collective readings of the landscape and heritage made with the actors previously mentioned; (iii) workshops with the same people were then used to validate these criteria and evaluate them in terms of their importance in the perception of well-being. The ultimate goal is to help decision makers to make choices about economic, heritage, environmental, urban and demographic options. In the long term, the suggestions proposed by the evaluation should help to influence economic dynamics, to suggest spatial planning measures through urban planning documents, to enhance performances of environment and society through enhancement of landscape heritage.

CARROTS, NO STICKS: A VALUATION OF POLICY INSTRUMENTS FOR DELIVERING GREEN INFRASTRUCTURES IN TEN EUROPEAN CITIES

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Green infrastructures (GIs) are one of the core elements in creating climate-resilient cities. GIs can contribute to not only climate adaptation and water storage, but also recreation, ecology and liveability. Accordingly, GIs have a widespread appeal and many municipalities are actively promoting them. To this end, municipalities have a wide array of policy instruments available, such as regulatory instruments, economic incentives and information provision. However, recent research underscores the difficulties of getting GIs off the ground on the local level. As a result, we wonder to what extent current policy instruments are suitable for promoting the delivery of GIs. This paper therefore researches the motivations of senior municipal servants regarding the policy instruments they currently use for promoting GIs as well as which policy instruments they find feasible. Our methodology consists of a multi-criteria analysis, which was executed among public servants from ten different European cities participating in the EU-funded Interreg-project BEGIN. Our preliminary results demonstrate that municipalities predominantly rely on voluntary action regarding multi-functional GIs. On the one hand, municipalities have limited policy instruments available to initiate GIs. For instance, economic incentives, such as subsidies and grants, were considered promising, but these instruments are often not in place because of a lack of financial resources. On the other hand, municipalities do not want to use regulatory instruments, because they consider multi-functional GIs a shared concern (of public and private parties) and therefore see regulation as too authoritarian. Consequently, municipalities mainly fall back on policy instruments related to information provision, for instance by providing advice and raising awareness among citizens and businesses. The major drawback according to participants was the limited obligations that come with these instruments; they are mainly 'carrots', but no 'sticks'. In sum, municipalities run the risk of becoming toothless tigers, having limited influence in promoting GIs.

SP23 Land development and management in post-socialist countries

Besnik Aliaj
Rudina Toto
Ledio Allkja

The fall of the Berlin wall marked an important moment for many countries of the socialist block. The transition from centralized economies and leftist socio-political regimes towards market economy has seen these countries undergo important governance reforms and thereof endure critical changes of planning systems. In its broadest sense, this is described as transition from centrally controlled economic planning and urbanization towards decentralized territorial thinking and spatial planning structures, with important implications for development and a diverse landscape of spatial planning systems. Planning as a discipline is strongly interconnected with land ownership systems and the way land development is managed. Besides dealing with the transition of land from mainly state to privately own, these countries have also introduced several instruments, financial, legal and economic ones, to steer land development in a way that aims at fair, proportional and just sharing of benefit and costs arising from development. Most of these practices are inspired by western and international experiences. However, the path dependency from the socialist regimes has produced a high diversity of institutional and legal frames, instruments and cases as well as new challenges of land development and management. This special session, dedicated to post-socialist countries, aims at exploring land-development transitions in:- Institutional structures and legal reforms;- Actors involved and the relationship between governments, developers and businesses, and civil society and community;- Instruments of land development and management in post-socialist countries- Practices of land development and management in the frame of societal changes and interactions, political dynamics, evolving institutional capacities, and sustainability narratives; - Relationships between planning systems and land development and management in post-socialist countries;- Financial instruments for capturing land value and financing public infrastructure through private sources;- Risks and challenges arising from inappropriate conception and misuse of financial and economic instruments in land development

ÚZEMNÍ PLÁNOVÁNÍ VS. GENERALBEBAUUNGSPLANUNG: A COMPARISON OF PLANNING CONCEPTS AND PRACTICES BETWEEN THE FORMER CZECHOSLOVAKIA AND THE GERMAN DEMOCRATIC REPUBLIC

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While there is no denying that the Soviet Union had great influence over the patterns of urban growth and development of land in Central and East European countries in the 20th century, yet a qualitative comparison of how each country defined urban planning and spatial planning during their state socialist regime have not been examined in depth. The nuances in meanings would reveal local perspectives on how the planning process operated in each respective country, thus unfolding the unique trajectory path of each city based on its location and importance within the country even after the transition to post-socialism. The aim of comparison in this paper is to expose the particularities of planning practices in Czechoslovakia compared to the German Democratic Republic (GDR) and to explain the differences in urban development in strategically located cities of East Berlin and Bratislava. This paper is divided into three sections. The first section introduces the definitions and concepts of urban planning in the Czech, Slovak and German context and how these concepts evolve throughout the four decades of various planning and building stages during state socialism. The second section will then go further in revealing the concept of spatial planning and the instruments used respectively in each country, as urban development of cities depended on the master plans produced based on the centralised national economic plans. The third section will then demonstrate how these concepts and instruments were applied in an important aspect of planning infrastructure, the nation-wide transportation network, and its influence on growth in East Berlin and Bratislava.

DEVELOPMENT REGULATIONS REDUCE LAND UTILIZATION EFFICIENCY IN INDIA CITIES: INSIGHTS FROM AHMEDABAD

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This paper examines the long-term big impacts of small regulations in Indian cities, taking the case study of Ahmedabad, which has a population of 7 million people, making it the fifth largest city in India, and one of the fastest growing. We argue that general building density in city centers is too low to maximize land values and land utilization efficiency. This results in gross utilization of valuable and scarce serviced urban land, which does not make economic sense in Indian cities experiencing rapid urbanization. Underutilization of scarce urban land also increases land prices and suburbanization by pushing development into the urban fringes. Restrictive regulations are often a result of misguided and deliberate attempt by local governments to keep densities low. They restrict maximum amount of built floor space by imposing building heights, FAR, ground coverage, and margins and setbacks requirements. We select 9 districts of uniform size (25 ha) under commercial and mixed use in various parts of Ahmedabad for analysis which have developed during different periods under varying sets of regulations. Several built form parameters are examined, including: areas under public domain such as streets and open spaces, as well as areas under building footprint, private open spaces, parking, intersections, block sizes, and building density (FAR). Analysis show that setbacks and margin regulations particularly limit supply of prime land on most valuable ground floor and result in wasted peripheral space not used efficiently by the owners/users. Results show that regulations have prevented efficient land utilization in prime commercial areas, and continue to restrict supply of serviced urban land, creating distortions in the urban land market. This study shows that under-utilization of land is not a local but a city-wide phenomenon, imposing immense economic costs on cities, and is a direct long-term outcome of economically irrational building regulations.

TOWARDS COMPREHENSIVE AND INTEGRATED LAND MANAGEMENT PRACTICES IN ALBANIA. HOW CAN THE NEW PARADIGMATIC SHIFT IN LAND USE PLANNING AND GROWTH MANAGEMENT FOSTER A POSITIVE IMPACT ON LOCAL FINANCES AND THE TAX BASE? THE CASE OF MUNICIPALITY OF TIRANA.

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This research draws upon the array of changes that have occurred in the spatial planning system in Albania over the last decade, and examines possible impacts at local level, namely on the financial situation of local governments. The research is conducted in two inter-relational directions: firstly, it tackles the possible impact of land use changes and tools that determine the change patterns, on taxation and local budgets; and secondly, it analyses the strategies used to address urban growth, through development indicators, principles, etc. and assesses their possible influence on the tax base. These aspects are analysed for the municipality of Tirana, which has the highest development rate and financial growth in the country; and are anchored to the current planning document in place: the General Local Territorial Plan (GLTP) of Tirana, for the period 2016-2030. The research contributes to the overall discussion on the relevance of local planning instruments, with respect to improving the tax base, the fiscal autonomy of local governances, the provision of services, the urban growth in terms of sprawl or densification, and the prioritisation of investment projects. Methodologically, the research is based both on desk review of land use planning theories; current planning legislation and documents in Albania, and local finance studies; as well as sample studies of specific spatial typologies in the city of Tirana, and their development scenarios in relation to the proposed land use changes and development indicators, in terms of tax revenues. This research, albeit not exhaustive, draws conclusions on the real potential of using land development instruments to induce growth in local financial capacities, both through property tax, and other taxes that are related to land and property.

PROPERTY RIGHTS AND PLANNING ON THE NEOLIBERAL ROAD - FROM 'ACTUALLY EXISTING SOCIALISM' TO THE PUREST, LIBERTARIAN FORM OF 'ACTUALLY EXISTING NEOLIBERALISM'

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Neoliberalism has recently become a topic of vivid interest within planning theory. The theory of accounts of neoliberalization of urban policymaking and planning highlights the temporal and spatial variegation of neoliberalism focusing upon the evolutionary processes of a plurality of Western capitalisms. Eastern Europe has recently become a subject of in-depth comparative studies into the diversity of capitalism (Jasiecki 2013). This paper discusses the neoliberal transition in urban development and planning in Poland through the lenses of property rights relations. Several factors that define the 'new' capitalism in Poland (and also distinguish it from neoliberal paths in Western Europe) can be also used for understanding the transition in planning and urban development, e.g. the paths of leaving the idea of communism and the manifestations of its heritage, the role of the state as a regulator of institutional changes, a deficit of capital (investment capital, social capital, etc.), the main actors creating the new system, the influence of internationalization of the economy on changes of the system (including the role of foreign investors and the membership in the EU) (Jasiecki, 2013, p.124). Among different factors, property rights deserve a special attention in discussion concerning urban land development and planning. This paper discusses the changes in the approach to property rights to land and the relation between planning and property rights as one from the explanatory variables of the outcome of the neoliberal transition in field of urban development and planning. Examining property rights includes the discussion on the influence of the doctrine of the 'property rights' school, a balance between public and private rights to land, value capture and compensation, the right to develop and restitution of property rights.

LAND ACQUISITION AND CHALLENGES FOR URBAN INFRASTRUCTURE DEVELOPMENT

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The role of infrastructure in economic growth has been widely recognised amongst authors (Sahoo and Dash, 2009). It is described as being the backbone of a nation upon which the economy, competitiveness and standard of living depends. The World Development Report (1994) states that infrastructure represents, if not the engine, then the 'wheels' of economic activity (Mishra et al., 2013). Urban infrastructure systems play a pivotal role in any development such as mobility, lodging, energy, portable water, sanitation and communication. Energy, water, transport, digital communications, waste disposal networks and facilities are seen as essential ingredients for the success of a competitive modern economy (Manesh and Karimani, 2017). Results demonstrate that improvements in transport infrastructure (e.g. road density network, air transport, railways, ports and logistics) have resulted in increased trade flows. The flow of investment hinges largely on the policy and regulatory environment. Although there has been a significant level of institutional investment flow in the infrastructure sector, the delays in regulatory approvals and acquisition of land for projects has remained a major impediment in countries like India. This paper entails key challenges in terms of land and land acquisition issues which are critical for building confidence among foreign institutional investors. These are namely: land and land rights, land administration and legislation, compulsory purchase versus market acquisition and finally policy on rehabilitation of displaced population in a democracy where political economy of land is important to understand.

THE NEXUS BETWEEN LAND SUPPLY POLICY AND REAL ESTATE INVESTMENT IN CHINA: AN ANALYSIS OF PREFECTURE-LEVEL CITIES

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State policy intervention in the land market affects real estate investment and macro-economy in Chinese cities. This paper explores how the state's intervention in land supply influences real estate investment in different tiers of prefecture-level Chinese cities. Based on the statistical data analysis of 280 prefecture-level cities divided into five tiers during the period between 2000 and 2016, the study found that first- and second-tier Chinese cities are more responsive to central government land supply policies than lower-tier cities. The central government's land supply strategies can differ across geographical regions which have led to variations in their influences on local real estate investment. All tiers of prefecture-level cities have tended to show better compliance with central land policies since 2013. It is found that first-tier cities demonstrate a higher possibility of land speculation than other-tier cities. Given the difference in the nexus between land supply and real estate investment among different-tier cities, the paper argues that the central government needs to introduce land supply policies that are better tailored for different types of cities and leave flexibility to local governments to craft their own land supply policies in guiding real estate investment.

APPLICATION AND VALIDATION OF MUNICIPAL ADMINISTRATIVE AREAS SPATIAL ZONING MODEL IN LOCATION SELECTION OF NEW TOWNS BASED ON SPATIAL EQUILIBRIUM

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As one of the three most important location-oriented policies in urban and regional development, the location selection of new towns largely determines the strategy of urban economic development and regional economic development. In the previous study, an objective model of municipal administrative areas (MAA) spatial regionalization is constructed based on the theory of spatial equilibrium and mathematical logic deduction, which can provide guidance for the location of new towns. This paper takes a city in the south of Heilongjiang Province as an example to verify the value and superiority of the MAA spatial zoning model in the location selection of new towns. The results show that the consistency Kappa value of the model is 77.2% when this model is compared with the location selection model of multi-center new towns that has been widely used, which verifies the accuracy of the model. In addition, the spatial differentiation and DEA effectiveness of the model are higher than the contrast model. The superiority of this model over the contrast model mainly lies in two aspects. Firstly, this model effectively reduce the influence of some factors that can not be assigned objectively while inheriting the economic relationship among the factors of the contrast model. This model makes it easier to simulate and operate, and more practical. Secondly, it effectively reduce the contradiction between development, agriculture and ecology, which is often caused by the traditional site selection of new town basing on center-urban gravitation. This model solve this problem by balancing the relationship among construction, agriculture and ecological land from the macro-perspective of the MAA. Therefore, this model has the characteristics of high accuracy, high balance and high practicality. We believe this model can also provide a reference for the development of urban system.

TRANSITION IN LAND DEVELOPMENT IN ALBANIA - INSTITUTIONAL STRUCTURES VIS-À-VIS INDIVIDUAL DESIRES

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The fall of the communist regime in Albania, 1990, initiated a process of societal transition/restructuring, in light of a new democratic system, operating in a free market milieu. The pre-1990 centralised regime detached the individual from property, leading to the establishment of a system of imposed collective action. After 1990, the government defragmented and redistributed real property to citizens, crafting a market of land development, based on purely utilitarian principles, in presence of hatred for 'collectivism', in state of full individual liberty and weak and 'silent' government structures. This paper analyses land development emergence in Albania within the framework of transiting planning cultures, and under the looking glass of individual/societal utilitarian values vis-à-vis self-achievement and desire to fulfil individual personality within society's ethics. Government's structures evolution is of particular interest due to their role in land development during both socio-political regimes. Other drivers of land development are analysed, focusing on exploration of individual initiatives, and the way these drivers interact among them and with their outcome. The analysis is set within the larger frame of Albanian planning reforms, where the transition from plot-based towards area-based development is of particular interest. This transition has mostly taken place within legislation, but real effects in the planning practice and culture are yet to follow. We (the authors) suspect this change is more than merely a legal issue, and it is settled deep into a 'meddled with' planning culture being established as part of the transition, with roots in individual culture and societal values' systems. The analysis consists of a systematic review of planning cultures components before and after 1990, and reflects upon results of well-known land development cases witnessed by the authors. The conclusions will address findings on the Albanian planning culture and their reflection on land development approaches – plot versus are-based.

SP24 Home sharing. short-term rentals affecting local housing markets

Jan Polivka
Vilim Brezina
Diane Matuschek

Sharing has become a consistent part in many areas of the economy. By changing the access to local resources, digital accommodation platforms like Airbnb have changed the way people travel and accommodate. In cities where tourist appearance is high, central urban areas become increasingly frequented and experience a strong impact as many choose to rent so called shared accommodations in these areas. Rising touristification results in daily life disturbances by facility misuse, noise, congestion or increased traffic. Strong impact seems to arise from the growing portion of renting out entire houses and apartments, as they compete with the local housing market. At the same time, renting out apartments via online platforms is more attractive for house lords and even tenants as it is most likely to yield higher incomes. Cities are concerned that reducing the housing supply by sharing platforms will increase pressure on local housing markets in the long-term and increase rental prices. As digital accommodation platforms emerged fast and research still remains limited, the impact on cities and their communities, housing market and accommodation is yet difficult to estimate. Nevertheless, different measures are being undertaken by public administrations in order to regulate short-term rentals. Regulations and strategies to reduce sharing of housing have been implemented by municipalities as well as sharing platforms like Airbnb themselves. This session focusses on the following topics and its related themes:

- Macro changes in availability and demand of housing, e.g. analysis of quantitative and qualitative data describing the short-term rentals and its influence on the housing market
- Social and functional impacts on neighbourhoods and local communities caused by the sharing economy
- Regulatory approaches of municipalities, especially legal, cooperative and competitive modes of regulation and their effects
- Theory-based reflections of home sharing e.g. the crowd phenomenon, the access society or the change in housing

THE POWER OF THE CROWD – AN EMPIRICAL ANALYSIS ON THE USE AND IMPLEMENTATION OF AIRBNB REGULATION IN GERMANY

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Airbnb, the platform for short-term-rentals (STR), enables people from all around the world to use local housing as globally available holiday apartments. The legal, economic and social consequences of the repeated agreement between short-term hosts and renters cannot yet be fully assessed. After a very intensive growth phase, Airbnb is now in the midst of a consolidation process. STR and in particular the Sharing Economy and Airbnb are part of many research studies. Recently, some significant findings have been published in the fields of regulatory approaches (Gurran and Phibbs 2017; Gurran, Searle, and Phibbs 2018; Nieuwland and van Melik 2018), data and mapping (Adamiak 2018), legal aspects (Jefferson-Jones 2015; Miller and Jefferson-Jones 2017), economic system analysis (Srniczek 2017) as well as a regulation and spatial analysis (Davidson and Infranca 2016). Despite these lavish research approaches, the question of whether and to what extent Airbnb is actually responsible for increasing rental and housing prices, or whether even housing is illegally transformed into holiday apartments at all, is still not answered satisfactorily. With this presentation, I would like to contribute to the analysis of the spatial usage intensity of STR via Airbnb in Germany based on a data analysis. Although Germany has already undergone major legislative changes in recent years and has cleared up some confusion regarding holiday apartments, there is still a lack of enforcement of these laws. Regulation fails. I like to discuss the thesis that sovereign instruments are not able to capture the digital crowd of Airbnb (hosts and renters). What might be alternative approaches? Is regulation possible at all? The aim of this contribution is to problematise and critically discuss essential relationships between spatial effects, tourism and the misappropriation of housing caused by STR.

PLANNING IN THE FACE OF THE DIGITAL ECONOMY

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The arrival of new private players from the digital economy offers new solutions that often have a considerable impact on the management of cities. Our demonstration is based on the study of two types of digital platforms in the contemporary metropolitan area: the Airbnb housing rental platform and the various free floating self-service bicycle rental platforms like Gobee Bike, Offo, Mobike ... We will quickly present the effects and challenges of these platforms in terms of housing and transport. But most of our analysis will question the methods of regulation by the public authorities and the implications for the practice of the urban project. Finally, the emergence of these private actors, often with a global economic logic, is a challenge for public actors, who are often bypassed or simply ignored. It is thus the legitimacy and the capacity to plan the city that is challenged by new forms of disintermediation. The urban project is then no longer really strategic but rather post-strategic based on relationships with private actors who are less partnership-based and more confrontational than in the strategic approach.

FROM THE TOURIST CITY TO THE RENTAL ECONOMY: PERSPECTIVES ON HOUSING COMMODIFICATION IN ITALY

Esposito A.

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The paper describes how the rising of the short-term rental carried by platform such as Airbnb contributes nowadays to a renovated valorization process in the real estate market. The intent is to underline the powerful connection between the contemporary definitive explosion of the tourist city as economic paradigm and a new form of rent speculation in Italy. The main point is that, with the "airification" of the housing (Picascia, Romano & Tobaldi, 2017) further investments have been moved from the production circuit to the real estate speculation, upholding the real estate market after the crisis trough the rising of tourist arrivals in cities. Italy is the third biggest market for Airbnb (after USA and France), but with a remarkable reduced carrying capacity in comparison to others, both for territorial extension and housing affordability. From this prospective the further touristification of the Italian territory driven by vacation homes shows some alarming process of rent-gap in medium size cities. Therefore, the article suggests the interpretation of the Airbnb's business as rental economy (neither collaborative consumption, not sharing economy) and stresses the importance of the topic in urban planning trough the presentation of an emblematic case study: after the market saturation in Venice and Florence, Naples turns out to be the city which offers the most advantageous conditions for investment in housing and touristic transformation. This interpretation is supported by quantitative and qualitative data collecting and analysis, described in my current PhD research through critical maps and graphs. The main attention in the proposed work is given to the "triple threat" (full-time, entire homes and multi-listings), the most critical segment of the Airbnb's offering because of the «particularly severe impact on housing markets» (Wachsmuth et alia, 2017). Picascia S., 2017, "The airification of cities" Wachsmuth D., 2017 "Short term cities:Airbnb's impact onCanadian housing markets"

GLOBAL HOME SHARING AND LOCAL HOUSING MARKETS: DIFFERENTIAL IMPACTS AND EMERGING PLANNING RESPONSES

Gurran N.

University of Sydney

'Holiday' home sharing via online platforms such as Airbnb can bring new income for 'hosts' and their neighbourhoods, but illegal tourist lodgings in residential settings present health and safety risks, and put pressure on local housing supply (Lee, 2016). Understanding and responding to these risks without extinguishing potential benefits or impinging on property rights (Palombo, 2015), is a growing problem for city planners throughout the world. This paper addresses this problem by examining how Airbnb is penetrating local housing markets in six very different cities (London, New York, San Francisco, Vancouver, Hong Kong, and Sydney), and comparing how urban planners in these cities have begun to respond. The paper concludes by canvassing research and policy priorities for understanding the differential risks and opportunities arising from online home sharing in different neighbourhood and housing market contexts, and for designing urban policy and planning instruments which reflect these differences.

BUILT COMMONS: RECLAIMING THE SHARING ECONOMY

Petkova I.

RCA

Emerging in the aftermath of the 2008 financial crisis and building upon the popularity of existing digital platforms such as eBay and Craigslist, peer-to-peer exchange compensated for a failing job market and digitalized trust by establishing accountability between strangers. As much as the practice was promoted for its contribution to resilience, sustainability and democratization of opportunity, its poster children such as Airbnb and Uber have exacerbated the housing crisis, disregarded employment protection laws and commodified our private space in ways we couldn't imagine earlier. This article argues that even if the existing cases are failing to do so, the sharing economy practices do have the potential to facilitate financial resilience, if provided a suitable exchange system and regulatory framework. The most recent developments in the field suggest looking back to cooperative ownership models as a way forward or Sharing 2.0 (Scholz and Schneider, 2017). In fact some platforms are already taking the initial step through generating collectively governed capital (Fairbnb) or introducing local non-monetary exchange systems like time banking (Madeopen). In order to understand what constitutes a good sharing practice in architecture and how it should be regulated, the article will focus on different case studies and examine their economic and social models in order to create a genealogy of shared spaces and their underlying structures. The use of architectural representation techniques for the mapping and analysis of both spatial and economic conditions will question the role of the architect as a complicit in the malfunctioning of the real estate market (Minton, 2017), and therefore mobilize their skillset in its investigative capacity.

NO SHARING! AN ANALYSIS OF SHORT-TERM RENTALS IN SALZBURG CITY (AUSTRIA)

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University Salzburg

The paper will provide findings from a research project that has analysed the impact of short-term rentals (Airbnb) on the housing market of Salzburg. The aim of paper is twofold. Firstly, we will briefly present how we have approached and studied STR. By using a mixed-method approach (quantitative and qualitative data), we are able to draw conclusions regarding the following aspects: spatial distribution of Airbnb in Salzburg, structure of revenues, typology of Airbnb-hosts, and motifs of hosts. Secondly, the paper will shed light on the covert structure and motifs of short-term rentals in the heavily touristified city of Salzburg. We will particularly focus on the commercialization and professionalization of Airbnb in Salzburg since these two aspects seem to be the predominant structural aspects of STR. Moreover, the paper provides evidence that STR creates a new rent-gap that leads to a dispossession of classical forms of renting and intensifies housing shortage. Last but not least, we will present first insights how public authorities (urban politics and urban planning) are trying to tackle STR.

IMPACT OF THE SHARING ECONOMY ON THE HOUSING MARKET OF THE CITY OF COLOGNE

Matuschek D.

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While many touristic destinations in larger cities often struggle with a lack in affordable living space and rising rents, the development of the so called “sharing economy” is assumed to have a significant contribution in aggravating the situation. By transforming centrally located housing into holiday accommodation, these are then being withdrawn from the housing market. Even in smaller cities, this phenomenon is increasingly evident, as sharing platforms such as Airbnb have become an everyday practice in both holiday planning and housing capitalization. Measures taken by municipalities seem to have only limited impact on this development. The dimension and influence of the sharing economy on several economic spheres is increasingly present in public and social discussions. However, the lack of available data and limited experience with such phenomena, incomplete reporting by the platforms and hosts as well as a general deficiency in scientific research methods make it yet difficult to generate a complete understanding about the phenomenon and its impact on residents, the housing market and the economy. Figures, referring to the city level often give an incomplete picture as they do not show the extent on regional level. Therefore, specific data should be analysed on the level of neighbourhoods, by including information about the residential population, the size and type of the housing stock as well as the function of the neighbourhood (touristic or residential area etc.). Including data about the specific location, size as well as occupation of the accommodation, the paper presents a study discussing the impacts of the sharing economy on the city of Cologne, a city of roughly 1 million inhabitants, the 4th largest city in Germany, and an important touristic destination. As a result, the study shows that centrally located 1-2-room apartments are affected the most, as the housing shortage is even intensified.

SP25 Dynamic change, uncertainty and planning for adaptivity

Ward Rauws
Stefano Cozzolino
Angelique Chettiparambil
Stefano Moroni

This special session explores how interactions between the complexity sciences and the planning discipline can result in better understandings of and productive strategies for urban planning in a world of change. Cities and urban regions across the globe face a series of pressures and challenges. One can think of global warming, processes of globalization, migration flows, technological innovations, geopolitical shifts, housing market affordability, changes in mobility and lifestyle, etc. A key question for spatial planners and governance experts is how to support cities and regions in remaining vital places under these conditions, knowing that the chances for planners to guide urban development towards predetermined, specific outcomes are inexorably limited, and that social-spatial complexity is something that must be preserved, and not fought or avoided. In other words, how to navigate uncertainty in catalyzing more sustainable, prosperous, resilient, and liveable cities. Introducing concepts such as self-organization, coevolution and bifurcation, the complexity sciences can help to clarify the interdependent, recursive and adaptive nature of processes underlying spatial transformations. Therefore, this special session is about exploring ways to unwrap / disentangle / decode the 'complexity' of spatial systems and networks. Not with the aim of simplifying complexity, but with the ambition to identify the opportunities and limitations of strengthening the adaptive capacity of cities and regions in a context of dynamic change. For this special session, we invite contributions that address:

- Non-linear perspectives on change that reveal the barriers and opportunities for improved futures;
- Advanced models that strengthen our understanding of, for instance, spontaneous pattern formations, processes of path-dependency and transition trajectories;
- Co-evolutionary strategies that leverage interdependencies to strengthen community capacities for resilience;
- Policy tools that utilise behavioural insights (such as nudge theory) to reveal hidden or underappreciated desires of citizens.

NUDGING THE CITY. THE POTENTIAL OF BEHAVIORAL POLICY FOR GUIDING URBAN SELF-ORGANIZATION

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Complexity theories of cities emphasize the limitations of traditional planning approaches and instruments in directing the development of cities. Portraying cities as complex self-organizing systems, spatial developments are shaped by a mix of interdependent planned and unplanned changes at various levels. The spontaneous and unpredictable nature of urban self-organization makes it difficult, if not impossible, for planners and policy makers to control developments up to a level that they can predefined certain specific outcomes and govern the paths towards these outcomes. Consequently, planners are challenged to develop complexity-informed approaches and instruments that allow them to guide urban trajectories; not by aiming to control these trajectories but by conditioning the range of possible pathways - making some categories of action more attractive than others. In this contribution nudging is proposed as a promising extension of the planner's repertoire in dealing with urban self-organization, especially when concerning everyday life situations (e.g. commuting). Nudging is developed in behavior psychology and behavioral economics, and includes interventions that exploit cognitive biases and social norms to promote behavior changes. It is considered a 'soft paternalistic policy-intervention' as behavior change is triggered by small adjustments in the socio-physical environments of citizens while freedom of choice is maintained. It is exactly this feature that makes nudging promising in dealing with urban self-organization. Self-organization processes, such as traffic jams or clustering of specific businesses, spontaneously arise out of the interaction between numerous individual actions and cannot be planned nor predicted in detail. However, the individual preferences of actors as well as the social norms of communities enlarge or reduce the range of possible pathways. As nudging targets these preferences and norms, while keeping deviating behavior possible, this contribution explores how nudging offers planners an way to relate productively to spontaneous and uncertain nature of urban self-organization.

THE OCTAGON VALUES MODEL: A HEURISTIC TOOL TO INFORM THE REGENERATION AND RESILIENCE OF COASTAL RESORTS

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There are new, and increasing, pressures on the coast of the island of Ireland (as elsewhere) including, socio-economic and environmental change, exploitation of resources, urban development and the predicted impacts of climate change. The cumulative and interacting effect of such challenges can often result in socio-economic and physical decline. Innovative and bespoke interventions are required. Contemporary research in the field of planning has placed emphasis on the potentially complimentary and co-influencing relationship between regeneration and resilience. 'Building' resilience is a dynamic challenge, however, and raises questions as to how to design, manage, and implement such interventions. As a useful starting point, this paper critically reviews the Octagon Values Model (OVM) which seeks to bring together the critical components of social-ecological and community resilience within the wider sphere of sustainable regeneration (encompassing social, economic, environmental and governance values). The model is subsequently applied to two small coastal resorts on the island of Ireland that are attempting to transition from a position of social economic vulnerability to one of growth and adaptability. Particular attention is placed on the weight given to issues of community resilience and well-being and how these are, or are not, taken into consideration in the decision-making process. Empirical evidence (semi-structured interviews, policy analysis and observations) highlight important considerations and challenges around regeneration, resilience, resources and reconciliation in coastal contexts and the potential utility of the OVM as a heuristic tool.

THE CHALLENGE OF COLLECTIVES AND CIVIL INITIATIVES WITH A SELF-GOVERNANCE ATTITUDE. REFRAMING THE RATIONALITY/PLANNING NEXUS THROUGH THE NOTIONS OF DYNAMIC PATTERNING AND MULTIPLE LAYERING WITHIN THE DEBATE ON COMPLEXITY

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Over the last two decades the nature of civil initiatives and the associated governance attitude has changed dramatically, both quantitatively in terms of the number of practices and qualitatively in the ways in which individual actors and multiple networks of actors are continuously made and remade to carry forward particular results. The new and often critical collectives and coalitions are strongly result-oriented, are active on a range of levels and are interested in dealing with complex issues in a creative and flexible way. The new collectives radically challenge the traditional patterns of rationalities closely associated to the debate on choice, planning and decision-making; indeed, their initiatives do no longer relate with approaches within the traditional range of rationales – the technical and the communicative – as opposing and complementary extremes. Between and beyond these extremes a multitude of realities of choice, planning and decision-making can be allocated and can be understood with regard to action to be taken. Building on this evidence, the paper states that rationality (existing rationality frames) as it is used within the contemporary planning debate, no longer holds since the developments within the empirical world ask for innovative steps towards an independent but intentional process of self-governance. Rationality is then introduced as a multi-layered and interdependent frame of reference through the notions of dynamic patterning and multiple layering – notions that have their roots within the debate on complexity and non-linearity – with the purpose to investigate and innovate the rationality/planning nexus.

GENERATING AND SELECTING OPTIONS FOR REGIONAL ADAPTIVE STRATEGIES

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Creating adaptive strategies for regions is only possible if options for managing regional development are known and feasibility of options properly understood in light of the socio-spatial complexity of regions. The objective of this study is therefore to investigate what premises underly the generation and selection of options and criteria to assess feasibility on a regional spatial scale. We took a case study approach on the creation of an adaptive strategy for the Oosterschelde region, a branch of the Rhine-Meuse Delta, the Netherlands. In the case, we address how options can be generated and their feasibility be assessed in both qualitative and quantitative (spatial) form. We took a multitude of spatial functions and values and combined them to multiple, uncertain drivers of change. Doing so, the research shows how the diversity of impacts and feasibility of options varies in both space and time. Relevant issues we address are how mechanisms of coevolution might be used to direct the transition of different functions and values in the Oosterschelde; barriers for development that occur due to past (inert) choices; the role of hedging of spontaneous (natural) pattern formation by different options; and the impact of these issues on the feasibility of long term management options. We offer conclusions about what is needed to generate and select options to achieve feasible regional adaptive strategies to deal with long term, irreducible uncertainty.

HANOI, VIETNAM: ADAPTIVE GOVERNANCE AS TOOL FOR URBAN RESILIENCE

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Communist Vietnam is formally organised with a top-down linear system of planning and governance. In reality, however, the opposite is occurring: the system is highly complex and functions without a predefined logic. Changes in the urban system occur largely spontaneously both by governance as by citizen, both adapt instantly. Drawing upon empirical data collected in the capital Hanoi, this paper provides insights in the functioning of this complex urban system by exploring how spatial everyday practices of ordinary citizens gradually evolve into major transformation of the socio-political as spatial urban landscape. The paper uses data collected from several previous studies (collected between 2000-2015) in the three domains: self-help dwellers, youths in public spaces, and the creative sector. Building on discourses that highlight how political and spatial engagement works through multiple levels, as a complex continuity between various spheres of life, this paper shows how ordinary citizens succeed in changing government legislations and practices. At the same time the paper sheds light on how the Vietnamese government and its planning system adapts to these practices by perceiving them mostly as a form of 'grassroots democratization.' The aim of the paper is to provide insights on how this adaptive urban system functions and contributes to urban resilience.

EXPLORING UNPLANNED COMMERCIAL ESTABLISHMENTS IN CHINA'S WORLD CITY

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The built environment of modern cities is largely shaped by urban planning rather than spontaneous development. While whether planned urban space adequately accommodates human needs remains heatedly debated, the increasing complexity of urban development continues to challenge the competence of planners and policy makers. In Chinese cities, given the rigid control of land use and development, planning generally goes undisputed. However, the distribution of urban activities is increasingly redirected by market forces, leading to unplanned development. Most commonly seen are various commercial establishments that have emerged spontaneously within and around the planned fabric of the urban environment, such as a convenience store popping up at the corner façade, a hair salon opened in the roadside garage and a studio concealed in an apartment building. Despite the downsides of these establishments, they not only meet market demand that is unheeded in city plans, but they also facilitate entrepreneurial endeavours for individuals who cannot afford regular premises. In general, unplanned commercial establishments are distributed sporadically. However, such establishments prevail in urban villages, which are migrant settlements that have been transformed from rural villages engulfed by urban expansion. In a state of quasi-urban jurisdiction where rural collective land ownership remains, the construction and utilization of buildings are beyond the control of planning or building codes. The high level of autonomy allows for excess commercial establishments to emerge in residential buildings and non-residential buildings. This paper presents empirical findings on the spatiality of unplanned commercial establishments in Shenzhen's urban villages. The configuration and distribution of unbridled commercial development are examined with respect to the intrinsic structure of the buildings and neighbourhoods that accommodate such activities as well as the land, labour, consumption, and capital markets within and beyond the neighbourhoods.

CITY, PROPERTY AND THE DISTRIBUTION OF DESIGN CONTROL. PLANNING AND DESIGN CHALLENGES.

Cozzolino S.

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The importance of welcoming the development of complex and plural ownership systems must be recognized. In order to have more flexible and responsive urban fabric, planners and designers should first of all welcome distributed and polycentric forms of design control in the management of the built environment. This means fostering the development of a several property situation, and the creation of a sound legal framework for the distribution of design responsibility among a wider range of independent urban actors. The presence of multiple and independent owners is indeed an indispensable ingredient of urban vibrancy and a necessary component of all economically lively urban systems. In this situation, more individuals are free to exploit the potential of their environment and adapt it to their needs. This allows the urban fabric to grow and adjust incrementally, but also to involve more widely, and without mediation, the dispersed creativity of ordinary people, thus reaching a level of urban diversity and innovation otherwise unreachable. The paper first presents why diffused freedom is a major component of city complexity. Second, it discusses how and why the way in which ownership is organized in space affects the range of possible actions and the evolution of spontaneous urban configurations. Third, it explores what planning and design can actually do in order to spread the distribution of design control to several urban actors and allow complex urban systems to flourish.

THE NATURE OF RULES IN PLANNING - DESIGNING RULES FROM EMERGENT PATTERNS

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Planning rules tend to address uniformized settings and simplifications of reality, avoiding diversity and unpredictability. This has evident qualities, such as plans' legibility, the possibility of having simple and transparent rules; on the other hand, it is a reason for city managers' frustration, each time they acknowledge that specific initiatives don't fit planning rules. We will address the dilemma of how to keep planning rules fair and yet flexible. We argue that efforts have been made to turn planning flexible, however keeping the debate most of the time in quantitative terms; and due to that, maybe we must try to address the problem of planning rules not meeting private agents' needs or expectations by translating somehow the transition from rigid to flexible rules and doing that by discussing rules in quantitative and qualitative terms. The planning tradition in the west lies much more on their quantitative rather than on their qualitative dimensions. Based on this assumption, we would like to discuss the transition between quantitative and qualitative planning rules. In order to explore cities' qualities, we will focus on rules to regulate relations between objects within the urban system and stabilisation of the urban system as the result of strengthening relations between dynamic and less dynamic elements. During the oral presentation we aim to discuss how to operationalise those rules, since represents much more than an upgrading on the existent status quo, instead it represents an evolution in planning - in the sense of permanent adaptation to the urban environment - and in designing planning rules for complex contexts. Taking stock from very contrasted contexts in planning, the research in which the presentation is based aims to shed light on the bottlenecks and opportunities on reinventing planning rules for future scenarios embedding the diversity of elements that compose today's cities.

**SPONTANEOUS LIVING SPACES: DWELLINGS AND SETTLEMENTS IN PEMBA,
MOZAMBIQUE
A TYPO-MORPHOLOGICAL ANALYSIS IN CHANGING URBAN ENVIRONMENTS**

Del Bianco C.

Politecnico di Milano

Self-construction determines large parts of the urban landscape of cities in developing countries. Self-built houses, born from need, haste and limited economical resources, with formal or informal methods, are often conceived as temporary when built but then become constituent parts of the urban fabric. Loosing the character of temporariness, it becomes necessary to consider them as an integral part of the city. This research is aimed at mapping the “spontaneous living spaces” of changing urban environments, in terms of dimensions, inhabitants, used technologies, etc. identifying a stage of development and analysing the characteristics of contemporary living in contexts not designed by professionals. The results produced by this research experience* can be useful for the development of policies and projects respectful of local, contemporary ways of living. Focusing on the evolution of architectural and urban elements that characterize self-built urbanization in Pemba (Mozambique), this paper illustrates the main evolution lines that define the relationship between the house, the city and the main settlement trends, addressing how traditional self-built architecture is evolving and creating new forms of living within the city. Architectural and urban categories, as conceived in the western tradition, such as formal/informal or planned/unplanned are not applicable in developing contexts. Thanks to a typo-morphological on-site survey on, and analysis of, over 50 houses in four selected neighbourhoods, this research gives its contribution to a critical understanding of their role, creating a more conscious background on living systems in Pemba. The analysis was integrated with schemes, architectural drawings, photographs, videos and interviews to the inhabitants. * Up to 2019, the research has analysed three case studies: the favela Guapira II in Sao Paulo, Brazil (2012); Pok Fu Lam neighborhood, Hong Kong (2013); four selected neighborhoods in Pemba, Mozambique (2016-2018).

CODE VERSUS PATTERN: TWO TYPES OF URBANISM IN ISRAELI CITIES

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Adopting the viewpoint of complexity, this research exposes two essential types of urban fabrics that compose the Israeli city: code-based and pattern-based areas. Code-based type developed on privately owned land whereas pattern-based are usually placed on public land. Plans for the code-based areas usually placed public infrastructure as roads, public spaces and institutions, leaving the development of urban elements to be defined in detailed plans, whereas pattern-based were, and still are, subjected to comprehensive plans enveloping public and private urban elements. Code-based areas developed gradually and were populated in parallel to planning and construction; the construction and population of pattern-based urbanism was usually linear, with each stage completed and then followed by the next. Finally, code-based pattern contains an almost full street network, buildings are different from each other, although bare significant resemblances in height, pace and facades, and urban elements are diverse and host a variety of uses; pattern-based are composed of similarly designed residential units, low connectivity of the road network and strict division between residential and other uses. Needless to say, the two types face completely different dynamics of population and built-environment changes, as code-based urban areas recently face spontaneous processes of regeneration whereas pattern-based urban areas, even those located at central areas, are still stagnant and sloth. Interestingly, there are places that combine features of the two types. Ramat-Aviv-Aleph (Constructed 1950s) and Ramat-Aviv-Gimel (1970) started out as two pattern-based neighborhoods at northern Tel-Aviv that were gradually transferred to include some of the code-based features. Dafna Street (1960s) and Givat-Ha'Prachim (1990s) are pattern-based residential complexes located inside code-based urban areas. The encounter of both types is usually leading to the encroachment of code-based features into the pattern-based fabric and can teach us on the typical urban dynamics, adaptability and its relations with urban planning.

HERITAGE AND OCCUPATIONS. BEYOND THE IDEA OF THE “RIGHT TO THE CITY”.

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In Italy there is a great amount “heritage” buildings. This means that they are accountable to restrictions and their management is in public hands. Heritage, in Italian Law is everything considered part of a collective idea of identity. Large part of this is abandoned, unused or crumbling. These conditions, among others, are a symptom of the economic crisis that have highlighted (i) public inefficiency and lack of financial resources and (ii) a progressive disillusionment in public interventions and orthodox planning models. As it happens in other countries, Italy is facing continuously the practice of occupations mainly for (i) lack of interest in peripheral contexts and (ii) social marginalisation. These illegal activities are emerging because of a sense of space re-appropriation against capitalistic model. One main distinctions about occupations have to be pointed out, in relation to the nature of the campaign:- Occupation for needs, like housing or services that can be considered as problem of collective interests- Occupation against political system, which is more specific and do not answer to collective needs. Sometimes these two categories are related to “the right to the city” but this is misleading. While in the first, the right to the city is expressed by the willing to have certain level of welfare, the other concerns with social movements (Harvey, 2003; Harvey 2012). What is crucial is to understand if heritage, that is “public” per se, is considered part of the right to the city and collective interest when occupied by a group of people that pursue its own interests. Moreover, to which extent is appropriate to discuss about occupation as a right to the city if interests beyond that are partial and clash with heritage’s nature itself?

INVESTIGATING BEHAVIOURAL CONSEQUENCES AND IMPLICATIONS OF INVESTING IN URBAN DENSITY

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This paper highlights opportunities for urban actors prominent in shaping urban development - spatial planners and real estate investors - to strengthen the adaptive capacity of major cities and regions in the context of dynamic changes associated with contemporary processes of globalisation, neo-liberalisation and international capital flows. It reports the results of recent research that set out to identify cities in the world having urban form characteristics representative of 'good density' and to quantify the association between these characteristics and returns to real estate investors, carbon emissions and infrastructure costs to city governments. The results reveal opportunities and barriers to improved urban futures. Urban spatial patterns associated with good density result from complex land use development policy–investment behavioural interactions. High density development (urban extent and built-up area), high connectivity in global advanced service economy networks and green environment, are found to be positively correlated with returns to real estate investors. At the same time, the long-run resilience of urban development paths is found to be in question. Loss of urban open space, vehicle emissions transported across city regions and pollution of green and blue environments, associated with unplanned density, risk compromising the health and well-being of urban residents and workers. The consequences for public health and productivity have implications both for states and for real estate investors. Urban development has become highly dependent on international real estate investment flows, but to be resilient, an appreciation of complex spatial-behavioural interactions is needed. A prototype visualisation tool was developed by the research team to aid the decision-making of urban investors and planners on risk adjusted returns associated with dense urban form at a granular level. The research 'Supporting smart urban development: Investing in density' is available at: <https://europe.uli.org/supporting-smart-urban-development-successful-investing-density/>

MONEY AND PLANNING

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Nowadays, when the pace of development in all areas of social life is accelerating and environmental problems are deepening and becoming increasingly dynamic, it is critical for planning to employ tools that could enhance responses to rapidly changing social, environmental and urban conditions. This paper argues that monetary instruments of planning can serve as such tools. Generally, planners are suspicious about the role of money in planning and urban development. Planners view monetary tools as instruments meant only for the market. Thus, because many of them tend to blame the markets for urban problems and failures, they do not consider monetary instruments as reliable tools for planning and largely overlook their advantageous aspects. However, both assumptions are incorrect. Firstly, when planning considers the market as an enemy, it actually dooms itself to failure. Secondly, monetary instruments are just as much tools of the market, as they are of planning. By analysing the nature and benefits of monetary instruments in urban management (e.g., charges and taxes), this study demonstrates that these tools improve the flexibility of planning and enhance the adaptability of planning solutions. Monetary tools thus enable planning to respond to diverse challenges and cope with the high levels of uncertainty and various risks. By exploring case studies from the practice of spatial planning and management in Bulgaria, this paper, on the one hand, highlights the weaknesses of planning when it ignores the effectiveness of monetary instruments. On the other hand, it focuses on the benefits that these instruments provide for the development of spontaneous, bottom-up forms of planning and coordination of planning with the market. Monetary instruments facilitate the transformation of the process of preparing and implementing plans into a dynamic and effective mechanism for the management of a sustainable urban environment.

TOWARDS A GENERAL THEORY OF ‘RULING WITHOUT RULES’: NOT ONLY NUDGES

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Often, when a problem comes up, someone pipes up straight away: “There’s a regulatory gap to plug. What we need is a new rule.” As if everything could be solved with a new rule. And, when we think of a regulation that can fix everything, generally what we have in mind is a verbal – and preferably written – regulation. These beliefs (whether implicit or explicit) has prevented us from seeing and studying certain significant regulatory phenomena that form part of our daily lives. There are two aspects in particular that we wish to highlight here. First of all, human behaviour can be regulated not only with verbal norms but also with non-verbal norms (e.g. with graphical norms). Secondly, behaviour may even be regulated without any specific rule. This paper is dedicated to this last fascinating regulatory phenomenon. As we will see, this phenomenon, which we shall call “ruling without rules”, coincides only in part with the celebrated phenomenon of “nudging”.

DISTRIBUTION, CONCENTRATION, DIVERSITY. SPONTANEOUS RULES VS. PLANNED DE-SEGREGATION OF HOUSING WITHIN IMMIGRANT QUARTERS

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Migration into and between cities had been one of the crucial ways to accommodate innovation exchange as well as to diversify resources. Especially after the rise of the national state and its modern city planning, cities have further tailored several planning mechanisms for steering both the arrival and the accommodation of incomers, as well as their distribution within the settlement space. Under the trends of liberalization, globalization and post-industrial diversification, such rigid practices came into a clash with the increasingly volatile practices of migration and arrival. Due to this, the focus of scientific and public debates has increasingly shifted to processes of socio-spatial integration in so called arrival neighborhoods (Saunders 2010). These are understood as areas of the city that are particularly characterized by social, demographic and ethnic segregation (Kurtenbach 2015). The paper argues that the era of modern national state planning highlighted the necessity of a top down planned distributive integration, where segregation has been seen as a malfunction endangering the spatial equality and social solidarity (cf. Siebel/Häußermann 2003). Differing cultural orders or local ethnic economies have been perceived as situated outside of the planned system and its rules, and thus merely illegal. However, current research on arrival neighborhoods reveals that their resilience might not only lie in their systemic difference, but also in their potential to acquire, accommodate and redistribute legal resources which might support a self-managed integration. It also underlines that the traditional understanding of a container-based segregation space does not fit to its postmodern re-figurations (Löw/Knoblach 2018), and argues that rather than preventing concentrations, the diversity and permeability of arrival neighborhoods to the city remains crucial. On the example of the housing market, it discusses self-regulating marketing strategies and access limitations by owners and contrasting them to the redistribution policies of the traditional planning.

SP26 Space, citizenship and identity: the eu- mena region

Nurham Abujidi
Marco Chitti
Alessandra Gola

The panel builds its discussion upon the dialectic between the positions represented by Hardt & Negri (Commonwealth, 2009, pp. vii-xiv) and Miessen & Mouffe (The nightmare of Participation, 2014, pp.105-136) about the ideas and exercise of democracy, inclusiveness and community (or the negation of those) by means of the spatial design and urban planning. We propose a provocative panel that invites scholars and practitioners to bring together and confront the perspective on the matter of a just and inclusive living environment. We push for a focus on the experience of very different and sometimes conflicting agencies embedded in, transforming and adapting the built space: the grassroots in refugee camps and squatting movement, local governments, international agencies, but also neo-liberal structures such as real estate companies. What do these and other actors mean by community and inclusiveness? How do they embed such ideas in their approach to the shaping of the living space? What space has left for the community and its action in the neo-liberal paradigm? Which of the spaces developed by different agencies find a way to eventually become “place”? How and for whom? What future trends and scenarios can we envision? The panel wishes in particular to put in dialogue the experience of the MENA and that of the European continent, two regions that are usually treated as historically, socially, culturally and spatially very distant. However, actual deep and long-run relations of encounter-clash, interdependency and antagonism are emerging now with increasing force, revealing how closely they are actually intertwined and affecting each others.

PEDAGOGUES, ADVOCATES OR MORAL ENTREPRENEURS? QUESTIONING THE ROLE OF PLANNERS IN DEVELOPMENT IN EUROPE-PALESTINE TECHNICAL ASSISTANCE PROJECTS.

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Pedagogues, advocates or moral entrepreneurs? Questioning the role of planners in development in Europe-Palestine technical assistance projects. This paper interrogates the role and self-perception of local and international urban planners involved in the practice of technical assistance. Literature in both planning theory and development studies is full of contrasting descriptions of the role of experts in the aid machine: brokers among different partners, entrepreneurs of development, translators and adapters of an international agenda, agents of neocolonial policies imposing neoliberal best practices, advocates for change, unconscious agents of a problematic depoliticization, etc. However, inspired by pragmatist approaches in planning and sociology literature, I argue that we have to understand the practice of planning in development as a complex and contradictory one. First, by considering how development aid and urban planning are both highly normative exercises and progressive practices. Secondly, by analyzing how practitioners in the field perceive their own task as both planners and development actors. Based on an analysis of interviews with European and Palestinian professionals involved in technical assistance projects in Palestine, the portrait of urban planners in development that emerge from these planning stories is a contradictory mix of normative stances, professional constraints, and genuine altruism. Implicitly entitled with the status of “trustees” of the development process, the attitude of planners in development swings between the one of Howard Becket’s “moral entrepreneur” and Donald Schön’s “reflective practice”. Ultimately, this professional encounter of western and Palestinian planners reveals a double challenge for the planning profession in a multicultural context: i) the struggle of finding a positive balance between the “need to adapt” professional tools and approaches to the local context and the “will to improve” (Murray-Li, 2007) that is the fundamental rationale of both development and planning, ii) and the difficulty of genuinely “being in someone else shoes” .

THE JERICHO GATE PROJECT: PLANNING CHALLENGES AND POLITICAL STRUGGLES AROUND A MEGAPROJECT IN THE OLDEST CITY IN THE WORLD

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Starting from 1993, after decades of occupation and political conflicts, the Palestinians enjoy some form of local self-government in areas of the West Bank (areas "A"), through elected bodies like municipal councils and the National Government. Those young institutions that are in charge of urban planning, have to deal with a highly complicated set of challenges, with a very modest experience and a legacy of old and inadequate laws. In Jericho, a heritage-rich town in the Jordan Valley, the Palestinian company PADICO has recently proposed a leisure-oriented, multi-billionaire, 300 HA mega-project, called Jericho Gate (JG), including tourist and entertainment facilities, villas, hotels, resorts, a sports city, amusement and water parks, malls and other facilities. JG follows a national and regional trends of privately financed new cities that is common in the region (i.e. Rawabi), that are marketed as development and job creators, and as a tool to improve the living conditions of the Palestinians who are struggling for an independent and sovereign country. In this study we will explore and analyze how that project has been received by the different actors, in particular, the local and national government and the local public opinion, how it was presented to the population through the media and how it was debated and finally approved by the official bodies. Despite its glittering architectural envelop and its promise of economic development, the Jericho Gate project arises a number of questions about the capacity of the local context to benefit from it. Will the municipality, weakened under the state of occupation, be able to handle the needs of the new temporary residents, given its modest resources and capabilities? Will this upper-class oriented project increase socio-spatial fragmentation between wealthy visitors and the local population?

CENTERING THE MARGINS: ANOMALOUS SPACES AS INCUBATOR OF CONTEMPORARY CITIZENSHIP IN CONTEXTS OF POLITICAL UNCERTAINTY

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In the European common understanding the existence of rules, regulations and codifications is typically seen as a basic requirement for guaranteeing essential rights, order and standards. However, this is not always the case: particularly in contexts of political instability and non-democratic systems, regulations often come as a tool of control rather than as protection of civilian rights and fostering and integration of diverse interests within the State. However, contexts of instability particularly characterize for a widespread variety of “anomalous” sites, exceptions and “marginalities” that escape the shaky national political framework. These socio-spatial fragments are usually approached by the scholarly debate as “places of deprivation”. A careful experience from within reveals instead that these contexts offer opportunities, much more than areas under formal systems of regulation and control. This contribution focuses on “marginalities” and “anomalies” as spaces of opportunity (Bell hooks, 2000) through the reflection on years of work in the West Bank, operating in the field as professionals and academics in conversation with researchers and practitioners from the European context. The reflection will draw from socio-spatial practices observed in three different types of “marginal spaces” characterising the West Bank: the refugee camp of Al-Amari in Ramallah, the kasbah of Nablus and the suburban sprawl developing in buffer zone along the Israeli Separation wall. Contextualised in a region militarily occupied since 1948, now largely developing through neoliberal paradigms and parastatal system heavily influenced by U.S. models for governance, economy and, naturally, spatial development, the Palestinian case is particularly significant for the thick and variegated asset of marginal and “anomalous” territories that represent the sole floor where new and old stakeholders, urges, imaginaries, trends, practices and tensions can emerge, express, confront, clash and reshuffle “without filters”.

A CORPORATE PLANNED CITY AS CATALYST FOR SOCIAL LIBERALIZATION

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The attacks of September 11, 2001 had a significant impact on Saudi Arabia, which faced an array of international and domestic criticism and drew attention to the country's broader political and religious role. At the same time, Saudi Arabia's oil-based economy means that the country is vulnerable, particularly as demand may outpace supply in the coming decades. These conditions have prompted a series of reforms and urban mega-projects that aim to diversify and globalize the economy while transitioning away from oil to a more knowledge-based economy. One major initiative is the construction of four new 'economic' cities, the first of which is King Abdullah Economic City (KAEC), a private gated city under construction on the Red Sea coast north of Jeddah. KAEC is officially promoted as an engine for economic growth, yet unofficially it is widely viewed by its own management as a possible catalyst for broader social transformation. While scholars have demonstrated how the privatization of urban space and services in western contexts have negative impacts on the lives of residents, I examine how a private gated urban mega-development in the context of Saudi Arabia provides the space for experimentation and the challenging of social norms.

SPACES FOR EXCLUSION, OR PLACES FOR INCLUSION? REFUGEE CAMPS MEANING AND SYMBOLISM FOR SYRIAN-KURDISH REFUGEES IN KURDISTAN REGION OF IRAQ.

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Resulted from the ongoing Syrian conflict started in 2011, another wave of displacement and dislocation was added to the historic diaspora of the Kurdish nation. Crossing the Syrian Iraqi borders for the majority of Syrian Kurds seemed to be just a move within what they believe to be their historic homeland geography. However, the reality of their legal status as “Syrian refugees”, housed in camps, excluded and marginalized, torn between identities have put their Syrian national identity and Kurdish belonging into question. Where their state of exception as “Kurds” in Syria has converted into a new form of exception as “Syrian Refugees” in what they believe as Kurdistan. This paper argues, that the camp space carries paradoxical meanings for its inhabitants: a space for exclusion, seen as the “unwanted other”, in opposition of being a place of inclusion and social cohesion, where they can keep their multi-layered identity and a shared recent experience of displacement and hardship. On the basis of analyzing ethnographic material, the paper traces how different processes and mechanisms of othering and marginalization seems to be creating dual paradoxical meanings the prefixed spaces of camps accompanied by spatial alterations: turning the camp into a loci where the geography of Kurdistan the imagined homeland collide with the nostalgia and memories of Syria the practiced homeland, where fragments of the self, and the collective is being reconstructed , emplaced, and materialized.

SP27 The role of the local in improving cohesion and spatial justice

Petri Kahila
Sabine Weck

Place-based regional development as well as the more effective use of territorial capital and assets are some of the approaches that have been invoked to facilitate a greater local orientation of cohesion, territorial development and other EU policies. Since the publication of the Barca Report, place-based notions of cohesion have entered the policy vocabulary. The challenge of situating urban scale and other local development settings within these highly complex policy contexts needs greater attention. Besides place-based development, there is growing concern about the increasing lack of positive identification with the European project by citizens. Persistent regional disparities and increasing social injustices with marked spatial effects in localities are part of this trajectory and need to be addressed by the European policy community. Social, economic and environmental disadvantage are socially produced and spatially expressed, and spatial processes in turn produce and reproduce these conditions of disadvantage and vulnerability. The special session titled “The Role of the Local in Improving Cohesion and Spatial Justice” discusses the capacity of place-based approaches to deliver spatial justice. We invite papers that contribute to the understanding of the role of the local level in deploying cohesion policies. The session is planned to address the following two questions: How do perceptions, capacities, tools and policies, forms of co-ordination, governance, participation and autonomy interact with each other and affect the relevance and effectiveness of place-based approaches in reducing spatial injustice? How specific place-based approaches to local development can be integrated into the design and deployment of the future Cohesion Policy of the EU? We welcome both theoretical and empirical contributions. The special session is organised by the RELOCAL project funded in the Horizon 2020 programme of the EU (www.relocal.eu).

EURALENS: A LOCAL FORUM TO REDEVELOP PAS-DE-CALAIS FORMER MINING BASIN (FRANCE)?

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Born in the Pas-de-Calais former Mining Basin, a territory that inspires pride and shame, Euralens defines itself as a “forum of actors”. It covers a territory of 650,000 inhabitants situated in the North of France between Lille and Paris. On the formal aspect, it is an association gathering both politicians and public officers of institutions, but also public agencies, members of the civil society and business actors. The main originality of Euralens is indeed its very nature: not being an institution per se, it has no direct power of decision. Nevertheless, because it constituted itself as a crucial local governance tool gathering all main public and private actors of the territory, it is literally “place-based”. Created in 2009, its objective was (and still is) to use the implementation of the antenna of the Louvre in Lens as a catalyst of territorial development, Euralens aims at being both a “local projects’ incubator” and a “metropolisation laboratory”. If spatial justice or even fight of inequalities are not mentioned as such as objectives of Euralens, local development is its main target. The two main questions in relation to this special session concerns directly the two objectives that Euralens has set up itself: its aspiration to catalyze an inclusive and cohesive bottom-up local development (how does it work? What does it produce? What are the results in terms of distributive justice?) ; its ongoing innovative way of creating a flexible form of a locally-driven government of the territory (Including whom? To do what? What are the results in terms of procedural justice?). This paper is based on a 2018 fieldwork developed within the framework of the H2020 project RELOCAL.

POWERS AND LIMITS OF THE LOCAL: BOTTOM-UP INITIATIVE MEETING TOP-DOWN POLICIES FOR SPATIAL JUSTICE

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Within the multi-level governance system that is the EU, there has been an increasing interest in whether and how, e.g. with recent policy instruments such as community-led local development (CLLD), an enhanced role of the local level in the delivery of cohesion policies could lead to more cohesion, or in other words, to improved spatial justice. The paper analyses a particular case of a local 'action' from Kotka, a medium-sized city in Southeast Finland, which shows, in a national comparison, significant levels of unwell-being of groups of residents and neighbourhoods. The studied action is a third-sector-led and project-based 'variant' of CLLD in order to investigate how local communities organise themselves to address social and spatial injustice, to what extent they manage to push this issue on local and higher-level policy agendas, and whether, eventually they can achieve improved spatial justice. Linked to a dynamic approach in understanding spatial justice as an interactive combination of its distributive and procedural aspects, the 'Theory of Local Autonomy' proposed by Clark (1984) is employed in order to understand two inseparable aspects of 'empowering the local' by redistributive and procedural interventions. One is the ways how the 'power of initiative' is expressed locally, evoking ideas of place-based capacities and perceptions, participation as well as local partnerships. The other is the ways the local level may strive to enhance its 'power of immunity', that is, its freedom to act without the control of higher tiers of government, yet considering also its embeddedness in and dependence on, European multi-level governance.

THEMATIC VILLAGES AS THE EXAMPLE OF NEO-ENDOGENOUS LOCAL DEVELOPMENT IN RURAL AREAS

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The essence of the presented problem is to identify social activities focused on a particular topic, the institutionalization of these activities and their various cultural, economic and landscape effects. The village of Masłomęcz (Lubelskie Voivodeship) was selected, out of over 50 active thematic villages in Poland, especially for that purpose. It serves as the example of ongoing changes beyond a peripherally located areas of a problematic social environment and a complicated history. The village shares a problem of post-war settlement of people from various parts of the country and their long and painful adjustment to the new living environment. The process of overcoming the cultural non-adjustment of the population to space lasted for years, with its negative aspects involving the destruction of cultural heritage due to lack of awareness of its value, or merely the lack of knowledge and appropriate skills. The presentation is based on quantitative and qualitative data gathered both in field (observation, individual in-depth interviews, focus group, research walk) and along the desk research (the study of literature, documents on local development strategies). The multithreaded analysis in a local scale of a village and its nearest neighborhood enabled to present the anatomy of actions undertaken to create thematic Village of Goths in Masłomęcz and its effects on the local community, economy and space. Thematic village of Goths in Masłomęcz presented as the example of neo-endogenous local development in rural areas of Poland is one of the 33 case studies analyzed along the Horizon 2020 Framework RELOCAL Project.

LOCAL POWER FOR A PLACE-BASED APPROACH: THE CASE OF LIEKSA, A SHRINKING RURAL TOWN IN FINLAND

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Lieksa is an archetypal example of peripheral and shrinking rural town in Finland. Its population has halved during the last 50 years as a result of demographic change and outmigration fuelled by the lack of employment and educational opportunities. Typical for a peripheral community, Lieksa, its city administration, has often been the target and receiver of policies rather being a proactive actor building on its own territorial capital. Against this background, the goal of this paper is to assess the possibility of moving away from policy which compensates for disadvantage, and pay attention to policies aiming at supporting the realization of local potentials and capitalizing on territorial assets. This will be done, firstly, to trace the recent local government processes in Lieksa that appear to aim at gaining more local capacities and autonomy, in the sense of more control of its own destiny and development. Elements of this include a more effective and open/transparent/participatory city administration; a repatriation of economic policy making from the sub-regional to the local level; a proactive take on the changing role of municipalities in light of ongoing regional and social/healthcare reforms in Finland; and almost unanimous support across local party politics to change the fortune of their locality. Secondly, we assess the role of the private sector, as both a receiver and initiator of local development initiatives, in this reform-affine environment. Finally, we link our findings to the wider debates on the dynamics of spatial justice and autonomy.

LOCAL YOUTH AS URBAN DEVELOPMENT ACTORS - THE ESTABLISHMENT OF A CENTRE FOR YOUTH AND SOCIOCULTURE IN GÖRLITZ, GERMANY

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The paper is a case study report of the action Second Attempt e.V., a non-profit association for the promotion of youth and socioculture in the German town Görlitz. The case forms part of the H2020-funded project RELOCAL, whose main aim is to evaluate the role and importance of place-based local policies and strategies for the promotion of spatial justice within Europe (Madanipour, Shucksmith, & Talbo 2017). The suggested case provides an interesting example for the potential of a local association that seeks to involve young people in constructive forms of place making. The participation of youth in urban development and sociocultural activities are perceived as pre-conditions for long-term positive development of the locality and thus the achievement of greater spatial justice. Over the years, Second Attempt e.V. became an important urban development actor in Görlitz. They were able to take over tasks the municipality itself could not fulfil: The acquisition of supra-regional funds targeting youth and cultural activities and the mobilisation of parts of the citizenry that have so far been neglected by decision-making processes. The municipality has recognized this specific potential of the association, which generally changed the relationship between town government and youth and cultural actors. Peripheral areas such as Görlitz, encompassing a variety of free spaces, are increasingly relevant as experimental places for social innovation (Wolter, Schiller, & Hesse, 2018). Here, new forms of community-building, revitalisation of public spaces, and social economy models can be tried out. The paper argues that municipalities as well as higher level governance structures should actively integrate such experimental approaches to local development in decision-making processes. Accordingly, policy recommendations are provided on how civil society and youth actors can be conceptually and financially supported.

CONTEXTS OF PLACE-BASED POLICIES THROUGH FOUR FORMS OF POWER

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Place-based local development indicates a new set of practices that contests traditional understandings of government and public management and brought their wake new rigidities and new challenges. Here, key questions with respect to public concern are how power is put into effect, where power is located in government/governance structures and if, when, and, how various actors have their opportunity to participate and exert their influence. This indicates the importance of power and initiative that, in turn, forces policy makers to find new ways dealing with processes, which are emerging to compound or distort the handicaps of new modes of policies. The actors within government/governance actors are always characterised by different types of power and influence. In this context, the aim here is theoretically discuss a possibility to analyse the highly complex policy contexts of place-based policies through four forms of power (Stoker 1995): certain interests can obtain systemic power because of their position in the socio-economic structure; command power involves the active mobilisation of resources to achieve domination over other interests; coalition power involves, instead of domination, bargaining on the basis autonomous basis of strength; and pre-emptive power comprises need of shared leadership. In accordance with these four forms of power, a place-based policy is concerned not only with the practises through which the struggles between different actors within a locality alter the distribution of power, but as well as, with the impact they have on the various modes of policy instruments and actions.

EVERYDAY SECURITY AND THE ROLE OF PLACE IN EUROPEAN COHESION

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European Cohesion Policy is basically an attempt to negotiate a balance between structural forces, economic interests and socio-spatial needs. The complexities involved in this task are more than evident and it is clear that redistributive measures alone will not achieve a more equitable distribution of opportunities and basic amenities within the European Union. The RELOCAL project, which investigates the contribution of local stabilisation strategies to wider European cohesion, highlights the need for greater and more flexible policy focus on communities. In addition to the socio-economic consequences of inequality, there is also an evident political component involved in European Cohesion. As Andrés Rodríguez-Pose (2018) reminds us, the revenge of “places that don’t matter” will exact a high social, political and ultimately economic price. With this contribution, I will focus on European Cohesion in terms of human security (United Nations 2003) and thus relationships between place, community and national/European security. Investigating recent debate regarding Europe’s deepening urban-rural (spatial) and attitudinal (ontological) divides, I will suggest that Cohesion Policy might require a comprehensive re-set in terms of philosophy, organisation and implementation.

THE PLA DE BARRIS: A REMARKABLE CASE OF PLACE-SENSITIVE TERRITORIAL POLICY

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Spatial injustices are rapidly growing and, in the wake of the so called “revenge of places that don’t matter”, there is urgent need for better place-based territorial policies (Rodríguez-Pose, 2018). Territorial policies for social cohesion are within the most relevant instruments of the European Cohesion Policy. However, the funded programs not always proved to be successful. Ranging on a wide variety of contexts, territorial policies should implement strategies that are in the meantime coherent, effective and place-sensitive. It is a crucial point for the endurance of European Union. Aim of the paper is to give a contribution to the debate, shedding light on one lesser-known yet remarkable case of territorial policy for social cohesion. The Pla de Barris, Plan of the districts of the Catalan Region implemented between 2004 and 2010, is here investigated and analyzed. The research takes advantage of two main methodologies: on one side, quantitative socio-spatial analysis and aims at measuring efficiency and effectiveness of the plan; on the other side the tools of policy analysis to investigate its implementation. The quantitative analysis shows that the Pla de Barris was both efficient and effective in targeting spatial injustices thanks to integrated place-sensitive implementation mechanisms. A fairly balanced combination of centralized analytical apparatus, multi-level governance and involvement of the local communities explains its success in addressing spatial injustices. There is much to learn from this experience, since this approach can make the difference in providing a coherent framework in which to develop place-sensitive interventions in deeply variable local contexts.

TERRITORIAL INEQUALITIES AND COHESION POLICIES IN URBAN, SUBURBAN AND MARGINAL AREAS: OPEN CHALLENGES

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Despite the efforts deployed to promote territorial cohesion, at all governance levels, territorial inequalities are growing in contemporary European territories. At the same time, the diffusion at the EU level of a territorial cohesion perspective has been met with growing interest, even in the face of a still fuzzy and ambiguous definition of the concept, which alludes to different dimensions and meanings. The H2020 Cohsmo project aims to understand the relation between socio-economic inequality, urbanisation and territorial cohesion, as well as to investigate how territorial cohesion at different European scales affects economic growth, spatial justice and democratic capacities, looking in particular at the socio economic consequences of spatial and economic strategies on territorial cohesion in different localities. Moving from the theoretical framework and empirical research done in the framework of the Cohsmo H2020 project, the paper will investigate modes in which in recent years in Italy policy approaches aimed at territorial cohesion have problematized and tackled the issue of territorial inequalities, and it proposes to critically discuss some of the tools which have been experimented to this end in three different contexts: a large central city (Milan), a suburban context (Legnano) and a marginal area (Oltrepo' Pavese). The research question will focus on the possibilities that both mainstream policies (such as traditional welfare policies) and extraordinary or additional policies (such as local development policies or urban regeneration policies) have to tackle territorial inequalities across different local contexts; in order to do so, the paper will look in particular at the role of local coalitions in defining appropriate and effective governance arrangements, also taking into account the path dependency dimension. Moving from this research framework, the paper will identify some key issues in the definition of territorial cohesion policies, looking at the local contexts in which they are defined and implemented.

BEYOND THE GRANDS CHANTIERS: PLANNING THE CONTOURS OF A VIABLE TERRITORIAL PROJECT FOR PARIS

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Urban theorist Thierry Paquot argues that prior to considering the Grand Paris as a fully achieved governance entity, we must first make it an entity in people's representations (Paquot 2010). If this is not guaranteed, it will be hard to popularize such an ambitious territorial project. It will stay disembodied and technocratic for the six million Parisians impacted by it. In order to facilitate European regional territorial cohesion, it is important to underline what makes local development projects produce just outcomes. Without this, they become another large-scale spatial process that reproduces disadvantage and inequality. To illustrate this, we review planning documents and media accounts, and perform a comparative analysis of two public deliberation processes that structured the metropolitan development of Paris. In the 1990s and 2000s, Paris and the Île-de-France region were defining the contours of the Grand Paris Express and the governance model of the Grand Paris (Enright, 2018). Parallel to that, they were also experimenting with how best to remove cars from city streets, to secure a more sustainable metropolitan quality of life (Le Galès and Halpern, 2018). Debates around these processes occurred on different spatial scales and involved different stakeholders. Yet, comparing them provides useful insights into the degree to which a planning decision cannot be sufficient in and of itself. It needs to be rooted in participation, in order to generate consensus, and eventually be modeled as a viable, sustainable territorial project. This is the only guarantee that metropolitan growth functions not on the basis of a series of top-down Grands Chantiers (Major Works), but as something that operates along the lines of Latour's dingpolitik (2004), whereby engaged residents form community around a material project. Otherwise, the risk is to rely on overcentralized, regional expertise, and underestimate local popular passions (Chapman 2018).

PLACE/LADYWELL HOUSING PROJECT, LONDON: A TEMPORARY LOCAL PROJECT WITH METROPOLITAN IMPACTS

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The homelessness crisis in London has reached record levels, with 56,500 London households in temporary accommodation in 2018, not to mention large numbers of 'hidden homeless' (HCLG, 2018). A high-profile local scheme to address the problem is the architect-designed PLACE/Ladywell modular housing, which provides business spaces and 24 well-proportioned homes for homeless/insecurely housed families in the London Borough of Lewisham. The scheme, which opened to residents in 2016, is planned and built as a temporary structure, fully demountable, and can be moved across 'meanwhile' sites, over a total lifespan of around 60 years. The scheme can be said to address three aspects of the housing problem: • the need for good quality temporary housing to house families while the older social housing schemes are regenerated; • raising the profile and readiness of derelict sites awaiting long-term development; • experimenting with new methods of housing development and provision and developing the capacity of the modular construction industry in line with government policy (DCLG, 2017). The scheme has found instant popularity with media and policy-makers, in spite of its incapacity to mitigate Lewisham's homelessness, or provide tenants the reassurance of permanent housing (see Harris et al., 2018). This popularity has already resulted in replication both within the borough and now London-wide, through a company part-funded by London's regional authority. The London-wide scheme seeks to develop learning from PLACE/Ladywell and contribute to a multi-pronged inter-borough cooperative strategy to tackle the homelessness crisis. This paper explores to what extent a scheme such as PLACE/Ladywell measures up as a locality-sensitive and responsive intervention addressing spatial injustices and the needs of homeless families, to what extent it constitutes a pioneering niche-innovation for construction and planning, or whether it should primarily be viewed as a publicly-funded experiment in the production of urban space and rent on marginal sites.

WHEN THE PLACE-BASED APPROACH UNDERMINES THE PLACE: A CRITICAL ANALYSIS OF EU-FUNDED DEVELOPMENT PROJECTS IN HUNGARY

Keller J., Jelinek C., Virág T.

CERS HAS

The place-based approach has been the guiding principle of the EU's regional development regime for a decade. The objective of the place-based strategy has been to reduce inequalities and enhance spatial justice in distribution and in decision-making. Place-based projects are usually based on resource allocation to certain bounded territories, mainly through eliciting local knowledge and participatory decision making. Ten years after the introduction of the place-based approach to EU Cohesion Policy, the socio-economic divide in Europe is still prevalent, and instances of spatial injustice linger on. This paper argues that the place-based strategy is strongly embedded in the institutional framework of domestic policy regimes and its success depends on the nature of the mode of governance. Based on the in-depth study of two peripheral localities in Hungary, funded by RELOCAL and NRDIO post-doctoral fellowship (PD 112659), we demonstrate that place-based initiatives targeting marginalized communities are often characterized by the paradox of temporarily creating (partly) resourceful "islands" in the general context of resource scarcity, without triggering long-term institutional changes pertaining to spatial justice. The case of a series of urban regeneration programs in a secondary city shows how dysfunctional bureaucratic institutional structures and housing policies can lead to the outsourcing of governing marginality, which results in new forms of inequalities. Research about Give Kids a Chance, a progressive place-based initiative targeting child poverty, illustrates the way place-based projects can undermine local agency, recreate existing spatial injustices and provide temporary relief for marginalized communities to overcome those scarcities that are fed by the dysfunctional bureaucratic institutional structure of child-welfare policies. All in all, the paper argues that without an adequate institutional and public policy landscape, place-based approaches can easily be the vehicles of maintaining or deepening social and spatial injustices.

THE STRUCTURAL LIMITS OF PLACE-BASED, INTEGRATED URBAN DEVELOPMENT PROJECTS

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In the recent years, the EU's Cohesion Policy was strongly influenced by the so-called place-based approach, which, among other factors, supported the growing importance of integrated urban development projects funded by the EU. These projects are underpinned by the implicit assumption that a special focus on local specificities coupled with an integrated planning perspective would not only be more relevant, but should necessarily lead to more efficiency during implementation. This paper argues that since the instances of spatial injustice are created by trans-local structural processes, and by poorly financed public policies (national or local), their analysis should take into account these factors as well. Based on the scrutiny of two case studies, we will demonstrate that contrary to the initial progressive aims of place-based urban interventions targeting poverty, asymmetrical power relations on various scales can lead to opposing project outcomes. The Pata Cluj project from Cluj-Napoca, Romania, which started the residential desegregation of the landfill area of the city, illustrates that the way how it was embedded into the local institutional and policy context failed to put the latter into the service of its own objective. The series of urban regeneration projects targeting a former mining colony in Pécs, Hungary, shows how resource concentration to certain bounded territories lead to unintended, unjust results through the mediation of local members of the project society. Finally, both case studies highlight the structural limits of place-based approaches aiming to tackle urban poverty, mainly through showing how the absorption of the international funds lead to outsourcing public and social services, and how they rewrite the local contexts in unexpected ways.

SPATIAL (IN)JUSTICE IN POST-MINING REGIONAL STRATEGIES

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The place-based approach puts local challenges and specificities at the forefront of any development strategy. It is about designing tailor-made strategy and governance to tackle disparities and inequalities. This contribution considers two case studies where local challenges are so far-reaching that the strategy is conceptualised and shaped at state level involving however local stakeholders in implementation. Seen in this respect, we use a classical distinction between distributive and procedural justice to investigate under which conditions nationally-designed strategies can foster spatial justice. On the side of procedural justice, nationally-driven initiatives face the challenge of designing planning and consultation processes in capacity to bring together expert knowledge “from the far”. This touches upon the way governance is designed and issues of legitimacy and accountability. On the side of distributive justice, nationally-driven initiatives raise in particular the question of how to plan equitable access to opportunities at multiple levels of government. Based upon empirical material collected in 2018, in the framework of RELOCAL (H2020, www.relocal.eu), this contribution addresses these aspects by comparing two different local development strategies, both initiated by the central state. The Eco-Cite initiative (EPA) in the Lorraine-Luxembourg border region, in France and the Special Development Program (SPM) in the region of Western Macedonia, in Greece. The Lorraine-Luxembourg border region characterized by the heritage of the steel and mining industries. The EPA Alzette-Belval is a state-driven initiative, locally implemented by civil servants in cooperation with local and regional stakeholders. It was settled in 2010s to develop the area through a spatial planning. On the other hand, the economic growth, in Western Macedonia, based on coal intensive development pathway since mid-50s, faces all the traits of pathogenesis established through the years. The SDP aims to pave the way for the transition of the region towards an alternative development path.

SMART COUNTRYSIDE OSTWESTFALEN-LIPPE – CHALLENGES ARISING FROM A PROJECT-BASED DIGITAL TRANSFORMATION PROCESS

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The paper discusses the Smart Countryside project, which takes place in rural villages in the two administrative districts Höxter and Lippe in north-eastern North Rhine-Westphalia. Smart Countryside is part of a regional action programme and tries to foster a digital transformation process by offering new digital ways for civic engagement. The project negotiates difficulties stemming from project limitations in time and funds on the one hand and the ambition to promote a bottom-up participation approach on the other hand. 16 villages were selected to create a digital village platform and facilitated with multimedia infrastructure and digital training courses. We argue that the main success factors were- the specific topic of digitalization as a cross-sectional topic which was compatible with all sort of already existing local initiatives in the villages,- strong local social capital, a critical number of very active volunteers with personal networks and know-how originating from their professional background,- and training courses as well as equipping community centres with technical infrastructure, which provided tangible outputs for the local community quite quickly despite problems, for example with the delayed implementation of the village platform. The Smart Country Side project thus has managed to raise considerable community resources. At the same time the place-based and community-oriented approach is the decisive factor for the effects and outcomes of the project. Yet, it is also obvious that there are villages which would not be able to raise this level of voluntary commitment. A complementary strategy is thus needed for a digital inclusion of these villages in order not to stimulate intra-regional competition and create new or widen the existing inequalities, thus leading to less distributive justice (Madanipour et al. 2017).

HOW TO STUDY THE ROLE OF THE LOCAL IN IMPROVING COHESION AND SPATIAL JUSTICE. PITFALLS, LIMITS AND BENEFITS OF COMPARATIVE CASE STUDY RESEARCH

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The paper reflects on the methodology for studying the role of the “local”. It deals with the theoretical framing and conceptual set-up of an internationally comparative study, based on case studies in different localities, from neighbourhoods to regions, which aim to generate insights into promoting cohesion and spatial justice in Europe. The paper invites the audience to discuss pitfalls, limits and benefits of internationally comparative case study research. Partly fueled by globalization debates, there has been a “renaissance of comparative approaches” (Nijman, 2007). Comparative research is valuable for a number of reasons: The comparative perspective may show us how specific variables work across places and settings and thus clarify and explain phenomena; and findings on commonalities and difference across national boundaries may improve theoretical understanding of patterns of convergence and divergence (Nadin and Stead, 2013; Kantor and Savitch, 2005). Last, but not least, the results of comparative work may inform policy makers on alternative approaches when facing comparative problems. There is, as argued by Ward (2008), the danger in comparative urban and regional research to base analysis on traditional concepts of space, rather than conceive scale not as self-evident, but socially constructed. While there is substantial literature on comparative studies which operate with rather fixed theorization of space and scale, less substantial advice has been built up on comparative approaches which operate with a more relational understanding of space. The paper explicates and reflects the RELOCAL approach for coming up with relevant results as regards the role for localities, places and communities in contributing to social justice and cohesion in Europe.

SP28 Friendly spaces and mobility for ageing

Anabela Ribeiro
Fernando Brandão Alves
Sara Cruz
Ana Maria César Bastos Silva

Given the growth of ageing populations in cities, debate on how to promote and design urban spaces that facilitate or enable active lifestyles for the elderly as a challenge for future planning. Urban centers, especially the historical ones, are nowadays places where a greater number of elderly people are concentrated, both residents and visitors. It has been observed that neither the urban public space nor the transport system necessarily respond to the needs and aspirations of these ageing population, especially in what concerns to their mobility. A key strategy to facilitate and promote more inclusive environments is to change cities into more age-friendly ones. An age-friendly city enables people of all ages (residents, tourists and others) to actively participate in community activities, making easy to them to stay connected and feel healthy and completely integrated. One of the strongest environmental factors associated with better levels of physical activity results from local walking opportunities. Moreover, public spaces in transition should be adequately planned at the level of urban design and infrastructures, regarding, in particular, streets, pedestrian and bicycle itineraries, accesses to buildings and to transport systems. Another fundamental aspect, namely in historical city centres, is to rethink transport system in order to make those areas gain universal accessibility and universal connection with other urban areas in the perspective of sustainable mobility. This process should go beyond desk work, and should also create social innovation, by holding participatory and dynamic collaboration sessions with the population, assessing more precisely how to overcome their difficulties. The special session should reflect on three main topics:- Understand how older people experience urban spaces and main obstacles/limitations they face.- Explore tools to be used in participatory processes in a community based-approach. - Discuss planning policies & measures to support innovative social actions, to promote sustainable mobility of ageing population.

ELDERLY PEDESTRIANS, AGED >75 YEARS, DURING WINTERTIME –ATTITUDES TOWARDS WALKING OUTDOORS, SAFETY EQUIPMENT AND EXPERIENCES OF FALLS. A COMPARISON WITH HEALTHY ADULTS.

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Pedestrians slipping and falling is a major safety problem in countries with long winters such as Sweden. According to the Swedish questionnaire-based National Traffic Safety Survey, self-reported accidents involving pedestrians without involvement of any vehicle (single-pedestrian accidents) accounted for roughly half, (1 141 962) of the total number of all road transport single accidents (2 335 017) in 1998-2000. This survey covered 23 030 people aged 1-84. Fall accidents during wintertime accounts for a large portion of all single-pedestrian accidents. An intervention study was performed from February to April among 67 healthy adults, aged 27-67, in northern Sweden, examined the obstacles for walking outdoor during wintertime, attitudes towards safety equipment, their previous experiences of out door falls during wintertime and the effect of using anti-slip devices on daily walking journeys and their prevention of slip and fall accidents. A intervention study has been made among elderly people, aged more then 75 years, also in northern Sweden. A questionnaire has been distributed to record their background, health status, attitudes towards different conditions to reduce outdoor walking and their usage of safety equipment. A daily travel dairy was distributed during February to April 2009 to record daily walking and experiences of slipping and falling. The results from comparisons of attitudes and previously experiences of outdoor falls among the elderly persons will be compared with the results from the pilot study among healthy adults in the presentation/paper.

THE DEVELOPMENT OF 'AGE APPROPRIATE' LIVING ENVIRONMENTS - WITH A SPECIAL FOCUS ON OLD AGE-RELATED STEREOTYPES AND INCLUSION

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While the increasing number of older people, especially in urban areas, and changing lifestyles are increasing the importance of aging in place, various studies show that age-related planning of living environments is often shaped by stereotypes and that the needs of present and future older people are not sufficiently taken into account. In this context, two case studies based on Henri Lefebvre's theory "The production of space" investigate how 'age-appropriate' living environments are conceived, practiced and lived and to what extent age-related stereotypes impact these processes. The cases examined were an intergenerational project to promote physical activity and the development of a new city square, both in Basel. In both case studies, the view goes beyond the concrete project and includes the closer neighbourhood. The research methods for both cases were interviews and walkthroughs conducted with experts involved from various planning disciplines as well as with current (age 70 to 80) and future (age 50 to 60) older people. The findings show that in planning practice the notions of old age, older people often remain diffuse, and at the same time, older people are often seen as a homogeneous or fragile group. Stereotypes are therefore often, but not always, unconscious elements in the planning and implementation of (age-appropriate) neighbourhoods. The testimonies of current and future older people, on the other hand, point to the fact that the needs in old age can be very different. It is often less the quarter that is important for a good life. Rather, it is the right combination of housing, shopping, surroundings, and walkability or assistance options. For planning-related social work, this means that older people should be even more involved in the design of their living environments, whether through participatory or emancipatory processes, in order to better meet the heterogeneity of their needs.

GEOGRAPHIES OF AGE. OLDER PEOPLE'S ACCESS TO HOUSING AND URBAN LIFE

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ETH Wohnforum - ETH CASE

In the context of an ageing population, age-friendly living environments and ageing in place will become increasingly important. For healthy ageing, appropriate housing options and public urban spaces are required, which offer a variety of barrier-free, attractive and no/low-cost indoor and outdoor opportunities for social interactions. By comparing the cities of Stockholm, Vienna and Zurich the goal of the research project is to propose options for the public policy of the cities as well as actors on the housing market to support and enhance age-friendly urban environments. In order to do so, the research focuses on two main interconnected areas of investigation: a) the actual housing situation of older population groups in Stockholm, Vienna and Zurich (access and barriers to suitable housing options), and b) accessibility, qualities, design and use of public indoor and outdoor spaces by older persons. The empirical research of the comparative, ongoing research project will take place in the three cities and involve a mixed-methods approach consisting of quantitative data, walking interviews, in-depth interviews, spatial and social mappings. While the quantitative research on the housing situation was conducted in 2018, the qualitative research on the elderly's participation in urban life and the accessibility and use of public indoor and outdoor spaces will commence in 2019. First findings suggest that the pressure on the housing market is leading to low vacancy rates and a decrease in affordable housing. Access to the tight housing market is considerably facilitated by financial resources, informal networks and the usage of internet. Especially older people often have a reduced income after retirement and difficulties handling digital devices or keeping up with the speed of the housing market. The search for suitable accommodation or home financing thus becomes very difficult.

ENVIRONMENTS FOR HEALTHY AND ACTIVE AGEING

Laatikainen T.

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As people get older, the role of the neighborhood becomes central in older adults' daily lives. Maintaining mobility - one's ability to move around and take care of everyday activities - is a fundamental factor in healthy ageing. Understanding which factors influence older adults' everyday mobility practices can help researchers and practitioners find ways to facilitate and motivate older adults moving outdoors and in planning healthy communities. A growing body of research has studied the mobility behavior of older adults in relation to the built environment, but most of these studies have concentrated simply on environmental or individual measures. Moreover, these studies have focused on the immediate home vicinity, without further examining older adults' mobility behaviour outside their residential neighborhoods. Studying single level influences and focusing to the mere residential neighborhoods is not likely optimal. As suggested by the ecological models, individuals' health behaviors are influenced by multiple level factors such as the physical, socio-cultural and policy environments and by individuals' personal psychological and socio-demographic background. This study focused on examining how the multiple level factors influence older adults' mobility in the environments where they actually move around. The features of the built environment that describe older adults' perceptions of a quality environment and thus, could promote them getting outdoors were also studied. The study found that green and blue spaces describe older adults' perceptions of a quality environment, but then urban milieus that offer dense residential settings with multiple walkways, public transit stops, intersections and destinations support older adults' walking. In addition, the built environment had an independent effect on older adults' walking regardless of any individual features. According to the results of this study, land use planning emphasizing dense and walkable urban settings with accessible greenspaces and services by walking can play central role in supporting healthy ageing.

WALKING PATTERNS OF OLDER ADULTS IN PUBLIC URBAN SPACES

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Participation of older adults in outdoor daily activities, is one of the major challenges in light of the growth of this population world-wide. As post-industrial societies age, the mobility of older adults in urban areas is seen as increasingly important and greater effort is being expended on research and development in order to safeguard their participation in outdoor and social activities in their cities. However, insufficient attention has been paid to the role played by age-related declines in motor skills and in cognitive and executive functioning and their interactions with the urban built environment. The main goal of the research is to analyze the relationships between the actual mobility and navigational behaviors of older adults, their personal characteristics (e.g., age-related cognitive decline and socioeconomic characteristics), and those of their urban environment (i.e., the characteristics of the built environment and accessibility to public transportation). Data was obtained from cross-sectional surveys and face-to-face interviews with 360 older adults (240 aged 65–85 years; and 120 aged 55–64 years) from three cities in Israel (Haifa, Hulon and, Beer-Sheva). These cities present variability in urban public spaces, neighborhood design, transportation systems and climate conditions. The focus was on walking patterns for daily activities. GIS analysis was performed to evaluate those patterns and the characteristics of the built environment including obstacles and enablers they face. The research project combines expertise in transportation and urban planning with expertise in assessing age-related health and cognitive abilities of elderly. The analysis provides mobility and way finding profiles of older adults walking in public urban spaces. The results of the research show that there is a connection between the health and cognitive abilities of older adults, the activity space they walk through or stay in the public urban space, and the characteristics of the built environment.

ACCESSIBLE URBAN SPACES: THE VENETIAN CASE.

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Università Iuav di Venezia

The city of Venice is characterized by an important demographic decline with an increasing number of elderly people that lives a singular condition in their relationship with the urban morphology. Although Venice is a car-free city, its urban accessibility is not always unchallenging and safe because of its complex urban conformation. Living in the historical centre of Venice is not easy due to venetian specificities; the city has about 120 insule connected by bridges and characterized by calli and fondamenta that are often next to the canals without any railing. Even if the public navigation is present, it cannot connect all the parts of the city and urban spaces. This is the reason why people prefer to walk, especially elderly ones, moving through Venice mainly by foot for all their necessities (like going to the doctor, going shopping, and so on) with any weather conditions, facing with more than 400 bridges. The bridges are the main obstacle to the pedestrian system, both for people with disabilities and elderly people because of the effort needed to overcome them, or for their steps that sometimes are slippery. Despite the venetian urban pattern, the opportunity to experience the public spaces is fundamental for elderly people as a social occasion, for health reasons, to assure reality orientation and vice versa they are a resource for the city and young people. The public spaces of the city represent the natural extension of the domestic spaces outwards. In this paper we are presenting an ongoing research at University Iuav of Venice that has mapped, on one hand, the physical obstacles in the city which may have consequences on pedestrian mobility and, on the other hand, the different architectonic and technical solutions that have been implemented in order to improve city liveability.

MOBI-AGE - PROMOTING URBAN MOBILITY IN AGEING POPULATIONS

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Urban centers concentrate a good part of older population, that inhabit older buildings as well. Urban centers, especially the historical ones, are places where a greater number of elderly people are concentrated in comparison to other zones of the city, both residents and visitors. It has been observed that neither the urban public space nor the transport system are adequate, with optimal conditions, to the mobility needs of these groups. The project MOBI-AGE aims to do a bibliographical review on Urban Ageing and Ageing Healthy among other subjects and also study the adequacy of the urban space at the level of urban design and infrastructures and at the level of mobility and accessibility in the transport system, through the analysis of two case studies, in Coimbra and Oporto. It will study characteristics of resident elderly population, characteristics of the public space and characteristics of the transport system, Identifying needs and failures. Through this methodology, the project aims: to build a methodology for the diagnosis and classification of historical central spaces, particularly those that are the target of urban rehabilitation operations and that have high proportions of elderly and elderly visitors; to inform the future development of interactive information platforms, aimed at end-users of the space and not only for visitors, but also for residents, which will allow them to find solutions to their travel needs easily and to go beyond desk work, with the objective of creating social innovation, by holding participatory and FCT-MIT Portugal - MITEXPL/STS/0065/2017 aspirations are. In the end, a decision support system based on indicators and multi criteria analysis will be consolidated, together with a decision supports interactive platform. Representations on new target maps with target places and paths will be part of the information provided.

IS ACTIVE AGEING A REALITY FOR LOCAL POLICIES? A DISCUSSION BASED ON THE PORTUGUESE CONTEXT

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It is worldwide acknowledged that the rapidly rising share of older people places a challenge to public policies at different scales. International and national guidelines have been underlying the need to promote a more active ageing, i.e. to create more opportunities for the elderly to have a strong role in society (be it as workers or as volunteers) and to continue independent for as long as possible. At the same time, such guidelines stress the importance of creating the necessary means for decision makers and other relevant actors to work together, i.e. the governance mechanisms, in order to design and implement local and regional active ageing policies. How are local governments and other actors conceptualizing active ageing? What are their priorities (e.g. urban design, social inclusion, healthy lifestyles)? How do they implement such policies and what governance mechanisms are used? These are some of the questions that this paper will address in the context of a southern European country traditionally considered of having a weak territorial organization of public services and a centralized tendency concerning administration and governance: Portugal. Mixed methods were used to address the issue at stake. First, a study at the national level was developed by applying questionnaires to all local governments, community care units, senior universities and 'Misericórdias' (non-profit-making local institutions) in order to map the active ageing policies implemented at a local level. Second, a case study approach two NUTS III regions was conducted, involving interviews to several local actors, in order to understand the governance mechanisms intrinsic to the design and implementation of aging policies. Findings confirm the 'passive organization type' in which European politico-territorial studies tend to place Portugal, as there are gaps in the way policies are formulated, implemented and evaluated, as well as a lack of coordination at various levels.

SOCIAL SUPPORT FOR THE ELDERLY - DESIGN AND SITING CONSIDERATIONS FOR CENTERS FOR THE ELDERLY

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The proposal is for a concept of providing the elderly segment of the population with an enhancement of their places of socialization in the form of neighborhood community centers for the elderly. These centers are viewed as an integral part a neighborhood's community infrastructure and as such they should be located in multiple locations in a city at regular intervals and frequencies. The relationship between the distance that may be covered by an elderly person to reach any of these centers either by walking independently or with assistance or with the use of specialized service vehicles is examined. The catchment area for the population of the elderly in a neighborhood is also examined to estimate the occupancy for this piece of community infrastructure. The program to be found in these centers is also examined in ways in which it may provide this segment of the population with a one stop shop for addressing some of their most basic needs in terms services related to them in dealing with government bureaucracy and also in terms of providing light healthcare amenities in the form of outpatient facilities and physiotherapy services. Also important is the provision of meals and of themed and organized activities that may enhance quality of life and socialization amongst groups of the same generation but also activities of an intergenerational nature. These centers are also conceived of as places where an elderly person may outsource some of their living spaces for individual or group occupation and as an effort of mitigating loneliness and exclusion for this segment of the population.

THE BUILT ENVIRONMENT AND PHYSICAL HEALTH AMONG OLDER ADULTS IN SINGAPORE: EXPLORING THE INTERMEDIATE ROLE OF PHYSICAL ACTIVITY

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An increasing body of evidence suggests that regular physical activity can have important beneficial effects on individual health into later years. This study investigates the impact of the built environment (both self-reported and objective measures) on physical activity and health, body mass index (BMI) in particular, among older adults in Singapore. A simultaneous equation modelling approach is utilized to disentangle the complex interaction among the built environment, physical activity and physical health. The results indicate that the built environment could affect the level of physical activity among older adults in Singapore including physical activities undertaken for transportation or recreation purposes. In particular, increased recreational physical activity helps reduce BMI among older adults in Singapore while transport-related physical activity does not affect BMI substantially.

HOW TO MAKE THE COMMUNITY OUTDOOR ENVIRONMENT MORE FRIENDLY FOR AGEING? BASED ON THE VIEW OF THERAPEUTIC LANDSCAPE

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The function of the elderly degrades with age, and the dependence on the living environment and the community outdoor environment increases gradually. Living at home helps the elderly to maintain the social interaction and life autonomy. Public activities and the layout of green space should meet the physiological and psychological characteristics of the elderly. With the exacerbation of the aging of society, how to make the community outdoor environment more friendly to the elderly, and then improve their health status has become an important issue at present. Therapeutic landscape emphasizes the micro-stimulation of the human senses and the call of positive attitude, with the help of physical and intangible factors to reduce pressure, so that the elderly could achieve better recovery results. Taking Shanghai as an example, this study first reviewed the needs of the elderly-adaptive renovation of the community outdoor environment, including public green space, activity venues, fitness facilities. Secondly, based on the perspective of therapeutic landscape, the design principles of practicality, interactivity and privacy were summarized. Then, combined with the case of therapeutic landscapes and community field investigation, the design methods of site organization, plant configuration and image characteristics were put forward. Finally, combined with "Residential area design principle" in China and "Guideline for elderly livable community construction" in Shanghai, this study put forward suggestions from the policy aspects of the elderly friendly community outdoor environment.

ELDERLY FITNESS ORIENTED URBAN STREET DESIGN: A CASE STUDY IN NANCHANG, CHINA

Xiong Y.

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ABSTRACT Considering the living street is the most important element of the urban planning and city landscapes, where living and social activities happen, especially for the elderly, lots of researchers paid attention to the effects of street design on people's life and behavior. However, most of the domestic researches on the urban planning and design are concentrated in metropolises such as Beijing, Shanghai and Guangzhou, lack of relevant researches on other cities in China which are still in medium and low development level. Firstly, the built environment of medium-sized cities in China which mainly focus on livability, more attention should be paid to the planning of green transport such as walking and cycling, the livability of neighborhood environment and communities, especially in retaining its local cultural characteristics. Secondly, in China's medium-sized cities, the number of elderly and children is so huge, such as "empty-nested elderly" and "left over children". Urban planning and design should pay more attention to these vulnerable groups. Therefore, this research focuses on the elderly fitness oriented living streets design, the first work is to evaluate the elderly fitness level of the living streets, and the second work is to uncover the internal relationships of socio-demographic attributes, built environment features, street design characteristics and people's travel behavior. To this end, the study took Nanchang, a medium-sized capital and traditional city in China, as an example. A face-to-face survey was conducted in Nanchang, China. 1198 valid data samples are obtained, in which are 637 elderly (over 64 years old). Finally, based on a structural equation model, some useful strategies for the elderly fitness oriented urban street design from the aspects of safety, comfort and legibility are proposed.

SP29 Emerging spatialities and eu policy instruments: cases and perspectives

Carlotta Fioretti

Loris Servillo

Marco Cremaschi

The European Union discourse on cities has started in the 1980s and since then it has constantly evolved. In particular, in the last decades it has pressed the need for reflecting on what is meant by the notion of 'a city' in itself, considering the peculiarities and internal differentiation of a European urban system in transition. In an epoch of regional urbanization, there is an increasing intermix of urban and regional concepts and forms. Europe doesn't have any kind of giant mega-cities, instead it shows a combination of some large city regions, dispersed urbanization and a dense network of medium-sized cities, which forms its bulk. Within this pattern the boundaries between urban and rural are often blurred, new spatial forms arise, and challenges typically considered as "urban" (e.g. immigration, gentrification, information technology) invest increasingly also small settlements. The EU has acknowledged that in both its Urban Agenda and Cohesion Policy: placing urban development within a wider regional context, recognizing the importance of cities of various sizes, the emergence of rescaling processes and the formation of new types of agglomerations. This situation is well reflected in the urban and territorial strategies supported by EU Cohesion Policy (Sustainable Urban Development, Integrated Territorial Investment, Community Led Local Development), with many of them targeting small and medium-sized towns in rural areas, functional urban areas, urban settlements in polycentric networks and urbanised areas. The question at the heart of this special session is how EU policy instruments conceived in the realm of urban development deal with such intermix of urban and regional concepts and forms, including the growing mismatch between administrative boundaries, urban structures and territorial and urban issues. We are looking for contributions that reflect on that through cases studies, qualitative and quantitative analysis able to shed light on EU supported instruments for emerging spatialities.

SEVEN NARRATIVES ON FUTURE TERRITORIAL DEVELOPMENT IN EUROPE

Kunzmann K.R.

Prof. Klaus R. Kunzmann - Germany - Potsdam

Klaus R. Kunzmann Seven Narratives on Future Territorial Development in Europe Abstract Territorial Cohesion has become a much-discussed subject of research in the European planning community. Driven by the vision of equal living conditions across the member states of the European Union numerous research projects have addressed conditions and challenges of territorial cohesion. Big data are collected and compared. Hundreds of detailed thematic maps are produced illustrating spatial development trends and economic and social disparities. Numerous well-written reports have been written. However, as a rule the findings are not very encouraging. Though there is still some hope that European Regional Policy, or even European spatial planning strategies, can achieve equal living conditions or narrow down imbalances. However, given the present political environment in Europe and the dominance of market-driven territorial development, there is not much willingness to share. Much of the discourse on European territorial development is rather a paper tiger. It does not reflect the political reality. What is missing in the ongoing discourse on territorial cohesion, are the implications of global development on cities and regions in Europe and regional economies, respectively on policymakers reacting to developments beyond the borders of the European Union. Seven narratives will illustrate such developments until 2050. They speculate on territorial implications of a four-speed Europe, a gated European Union, a Europe dominated by national populists, as well as narratives on the territorial implications of a EU alliance with Russia after Putin, on the opening of the Balkan to the Byzantine Empire, on the consequences of the Chinese Belt & Road Initiative on cities and ports in the EU, and a narrative in which European and African economies are joining forces with China to develop an industrial belt in North Africa.

REGIONAL URBANISATION IN ITALY

Balducci A.

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In the period 2013-2016, with a group of 9 universities, we have been working on a research project titled "Post-metropolitan territories as emergent forms of urban space: coping with sustainability, habitability, and governance" in which we have tried to portrait the transformation of the urban landscape in some of the most important Italian urban regions. Our objective was: • to offer a new representation of the urban space; • to participate in the international debate about the transformation of urban contexts; • to push urban policies to take in consideration the new urban condition in Italy. The research produced an on-line "Atlas of regional urbanisation in Italy" (www.postmetropoli.it) and a number of publications in English and in Italian, which have been offering a portrait of the Italian major cities that in different ways participate in a process of transformation of the urban condition which is affecting many parts of Europe. This research has been quite influential in the policy debate even because it was deployed right in a moment in which an institutional reform at the national level, tried to establish a new metropolitan government. It became evident how insufficient was the idea of establishing a new administrative boundary, and how different and complex is the phenomenon of regional urbanisation compared with the metropolitan phase. In the paper we want to discuss the path dependency of institutions in interpreting urban change. In the past we have been looking at metropolitan areas as if they were cities, and now we risk to looking at urban regions as if they were metropolitan areas. There is a need a full understanding of the new urban phenomena in order to devise effective policies. Ref: Balducci, A., Fedeli, V. Curci, F. (a cura di) Post-Metropolitan Territories. Looking for a New Urbanity, Routledge, London and New York 2017

EU URBAN STRATEGIES 2014-2020: EXPLORING THE FUNCTIONAL AREA APPROACH

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There is a vast literature that has investigated processes of spatial reconfiguration (Soja, 2011; Brenner 2014), contributing to the emerging of a “new urban question” (Secchi, 2010) that not only reframes traditional urban issues in the light of those new morphologies but also challenges our understanding of what are cities today. At the same time, in the European context some features of what has been identified as the European city still persist (Le Galès, 2015), particularly regarding the institutional role of cities, increasingly considered as relevant policy actors. This “urban paradox”(Amin and Thrift, 2005) gives new emphasis on the urban regional scale and urgently calls for connecting the two dimensions, both in terms of dynamics on the ground and policy formulation. The paper addresses the topic by focusing on the functional area approach promoted by the EU discourse on urban and territorial development (Barca Report, 2009; Territorial Agenda 2020, 2011; Urban Agenda for the EU, 2016), with the aim to discuss how EU policy, and more specifically EU Regional Policy, shape and legitimate new spatial configurations, with implications for urban analysis, interpretation and policy approaches. The paper is based on quantitative and qualitative analysis using a unique database developed by the JRC that gather nearly 1000 strategies for Sustainable Urban Development funded by EU Cohesion Policy in the period 2014-2020, with a significant number of functional areas (25% of strategies). Interestingly, functional areas as a strategic approach do not only apply to metropolitan areas, big cities and FUAs. On the contrary, the majority of them cover territories below 50.000 inhabitants and between 50.000 and 250.000 inhabitants. It means that the functional area approach has been used for different type of territories, beyond metropolitan areas, and suggests the need for better understanding what kind of spatialities and territorial arrangements they contribute to shape.

SPATIAL FRAMING WITHIN EU COHESION POLICY AND SPATIAL PLANNING: TOWARDS FUNCTIONAL AND SOFT SPACES, YET ON DIFFERENT PATHS

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EU Cohesion Policy has always had a spatial dimension. Initially intended to support the reduction of disparities between regions across Europe, Cohesion Policy has recently been framed as investment policy aimed at economic, social and territorial cohesion. Territorial concerns are not only relevant to underline the general rationale of the policy but also for its implementation. Various instruments have served as implementation tools for Cohesion Policy in the last 30 years, bringing about a multitude of different spatialities, including regions, transnational spaces and urban areas. More recently funding instruments such as integrated territorial investment (ITI) and community-led local development (CLLD) have emphasised functional relations as basis for programmes and projects. Similar trends towards functional geographies and relational spaces can be observed in the context of spatial planning. The need to transcend administrative boundaries in order to address planning challenges has resulted in the emergence of soft spaces, existing between and alongside formal planning scales. These new spatialities often go hand in hand with informal governance arrangements, involving new actors in the planning process and introducing new forms of cooperation. However, despite these parallel developments, Cohesion Policy and spatial planning remain largely detached. This contribution discusses the spatial framing within Cohesion Policy and spatial planning and puts special emphasis on their lacking connection. While EU-funded projects might have significant implications for the built environment, they are seldom steered through planning in a proactive manner. Similarly, the funding opportunities related to Cohesion Policy are rarely exploited to support objectives laid out in planning processes. This paper addresses the prevailing detachment of Cohesion Policy and spatial planning in spite of numerous policies aimed at promoting functional and soft spaces. It discusses how spatialities frame strategies and instruments that have emerged within Cohesion Policy and traces these spatialities throughout the implementation of concrete measures.

FROM PRESENT TO FUTURE: LESSONS FROM THE CURRENT IMPLEMENTATION AND NEW POSSIBILITIES FOR SUB-REGIONAL FUNCTIONAL AREAS IN THE FOLLOWING PROGRAMMING PERIOD OF EUROPEAN COHESION POLICY.

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The 2014-2020 cohesion policy period has relaunched the integrated territorial development approach for a large variety of territories through an elaborate codification of the territorial approach. The territorial tools ITI and CLLD were introduced in the Common Provisions Regulation; a regulation providing common rules for funds with a regional investment dimension. 5% for sustainable urban development was earmarked in the ERDF and a Common Strategic Framework provided for a strategic vision on regional development. Consequently, each Member State had to elaborate an explicit territorial agenda, enabling local and sub-regional implementations. Two studies commissioned by DG REGIO provided a picture of the first years of the different approaches in the implementation of these provisions. Some notable results are the large number of ITIs and CLLDs, in terms of involved territories, funds composition, related strategies and new or amended governance arrangements. An overview of several approaches and emerging spatialities gives the opportunity to draw some lessons. Contextually, the Commission proposals for the 2021 – 2027 period are already drawing the contours of the next implementation round, showing a mixture of continuity and changes regarding the territorial approach. ITI and CLLD are still part of the CPR and the earmarking for sustainable urban development has increased. However, the territorial approach receives a ‘simplification’ makeover with some ambiguities. If ‘Territorial development’ is now a policy objective on its own, with territorial strategies more at the center of the foreseen approach, the requirements linked to these strategies are reduced. At the same time, the EAFRD is no longer part of the CPR and instead of a Common Strategic Framework, the EU Semester will provide the strategic approach to EU investments. This paper provides an overview of lessons from the current implementation and explores the potential effects of the proposed changes to the framework currently in negotiation.

STATE RE-SCALING, CONVERGENCE, AND EU COHESION POLICY

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This paper will critically engage with State/Space theory (a.k.a. the new political economy of scale) by interrogating the soundness of its fundamental assumptions regarding the rescaling of capitalism and by questioning the validity of its proposition about ever-rising spatial imbalances and economic divergence in post-1970s' Europe. The paper will employ descriptive, cartographic and econometric analysis of the regional and urban growth data covering 28 European Union countries and 11 major OECD and BRICS economies to test the central rescaling hypothesis about Europe's continuously increasing spatial disparities. A set of alternative explanations will be proposed to account for the reported European economic convergence trends, including the role of the EU Cohesion Policy and the single market.

INTEGRATED TERRITORIAL INVESTMENTS: EXPERIMENTING AN INTERRELATED APPROACH ?

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Integrated territorial investments have been designed within EU cohesion policies as a tool to implement territorial strategies in an integrated way, as a way to implement Operational Programmes in a cross-cutting way, generating an integrated strategy for a specific territory. ITIs require the designation of a territory and an integrated territorial development strategy; actions to be implemented and governance arrangements. In so far they open up space for experimentation, under many points of view. Drawing from case studies and official reports, the paper aims at exploring those cases of ITI in which, under a national framework, or because of a specific local interest, ITI have been used to develop an innovative approach in both policy and institutional design. In particular one is able to provide an efficient and legitimate action framework for an approach that recognizes the interrelated nature of the contemporary urban world, going beyond the traditional understanding of the urban-non urban, central-marginal relationship. The aim is to contribute to formulate a new generation of urban-territorial policies. On this basis, in particular the paper will take into consideration those cases where ITI has been used both to address the lack of consistency of classical metropolitan areas/ authorities in dealing with the problems of large urban regions, and to deal with a relational approach to the understanding of the nexus between marginal areas and urban agglomerations and finding ways to address new profiles of territorial fragilities and uneven development.

THE ITI IN THE REGION ILE DE FRANCE (2014-2020): LESSONS FROM THE IMPLEMENTATION

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Since 2014, French regions have become managing authorities for European structural funds. The region Ile-de-France has developed a protective strategy and selected 15 territories to develop integrated strategies supported by the EU structural funds as well as additional funds from the regional government. What lessons can be learned from this experience? A research carried out by Sorbonne Université, in partnership with the regional government, has investigated some of these ITI. The methodology involved the analysis of the documentation of projects and of other small strategies of the territories, as well as interviews with the actors of the projects at various levels, in particular local and regional staff. Results have been compared with similar evaluation exercises carried out since 2010, first with urban integrated projects, and now with ITI. The first outcomes show that in spite of their administrative complexity, ITI are perceived by local and regional stakeholders as a good opportunity, not only in terms of financial resource, but also as a trigger for good practices. The presentation will draw on these experiences to suggest improvements for the future of this instrument.

THE PLA DE BARRIS: A REMARKABLE CASE OF PLACE-SENSITIVE TERRITORIAL POLICY

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Spatial injustices are rapidly growing and, in the wake of the so called “revenge of places that don’t matter”, there is urgent need for better place-based territorial policies (Rodríguez-Pose, 2018). Territorial policies for social cohesion are within the most relevant instruments of the European Cohesion Policy. However, the funded programs not always proved to be successful. Ranging on a wide variety of contexts, territorial policies should implement strategies that are in the meantime coherent, effective and place-sensitive. It is a crucial point for the endurance of European Union. Aim of the paper is to give a contribution to the debate, shedding light on one lesser-known yet remarkable case of territorial policy for social cohesion. The Pla de Barris, Plan of the districts of the Catalan Region implemented between 2004 and 2010, is here investigated and analyzed. The research takes advantage of two main methodologies: on one side, quantitative socio-spatial analysis and aims at measuring efficiency and effectiveness of the plan; on the other side the tools of policy analysis to investigate its implementation. The quantitative analysis shows that the Pla de Barris was both efficient and effective in targeting spatial injustices thanks to integrated place-sensitive implementation mechanisms. A fairly balanced combination of centralized analytical apparatus, multi-level governance and involvement of the local communities explains its success in addressing spatial injustices. There is much to learn from this experience, since this approach can make the difference in providing a coherent framework in which to develop place-sensitive interventions in deeply variable local contexts.

THE ROLE OF EU POLICY INSTRUMENTS IN CONNECTING LOGISTICS, MOBILITY, MULTIMODAL INFRASTRUCTURE AND SPATIAL PLANNING FOR URBAN REGIONS. PERSPECTIVES FROM DIFFERENT EUROPEAN URBAN NODES ON TEN-T CORRIDORS.

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In many European metropolitan areas population is growing and finding space for new housing, services and workspaces is a challenge while ensuring liveability and protecting the environment are major issues. In addition, many of these urban regions are so-called 'urban nodes' on the Trans European Network (TEN-T) with important passenger and freight transport flows. These challenges need integrated policy answers at metropolitan level. The Horizon 2020-funded Vital Nodes project explores the link between mobility and spatial planning policies in tackling these challenges through workshops with the main stakeholders and analysis of urban nodes – connecting local, regional and (inter)national corridor levels. This paper will build on the experiences gained in e.g. Hamburg, Vienna, Genova and Strasbourg. The paper will discuss several issues:- Freight and logistics do not fit in 'classical' approaches for passenger transport as the Daily Urban System (DUS). The 'Functional Urban Area' (FUA) is introduced for freight transport and logistics functions. E.g. Strasbourg's FUA stretches along the Rhine until Basel and Mannheim.- Long-distance freight flows via road and railways often coincide with local/regional passenger flows in and around urban regions thereby causing bottlenecks at river crossings (Vienna) and on urban ringroads (Antwerp). Solutions for these bottlenecks can not only be found at the local level, but also at the wider FUA level.- Governance, financing and European instruments: Do urban nodes use EU instruments as SUMP, 'Integrated Territorial Investments', Urbact and Urban Innovative Actions? Do they consider these instruments fit for purpose? Vital Nodes' main objectives are to formulate recommendations for the EC on how European policy and instruments can better support urban nodes and to develop a network where urban nodes can share and learn from their experiences. This paper provides building blocks and recommendations for improving EU policies and planning practice.

EXPLORING INTEGRATIVE POLICY DEVICES BETWEEN DIFFERENT EU TERRITORIAL POLICY INSTRUMENTS

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The European Union (EU) has been changing significantly the approach to territorial policy and to territorial development strategies. In what concerns territorial development strategies, it is now consolidated the adoption of a place-based approach, recognising the need to unlock growth potential of all regions through local-global relationships, as a basis for innovation-led growth. It is acknowledged that RIS3 have allowed the emergence of new regional growth models and innovation policy, embracing broader concept than the original emphasis on Research and Development, gaining a central role in Regional Policy and enlarging the geography of innovation. More recently, it has been claimed that innovation not only can promote economic growth but can also provide directionality to growth, i.e., it has been recognised the capacity of "R&I to achieve wider social and policy aims as well as economic goals". In parallel, EU has been promoting new territorial policy instruments to reinforce policy coherence and strengthen new forms of territorial cooperation and governance. Most of these new policy instruments were prepared with a lack of guidance and support which contrasts with deeply ingrained sectorial policy routines. Quite often, this new territorial policy instruments only paid lip service to the policy aims they were supposed to attain. Furthermore, there is scarce evidence that territorial policy and territorial development strategies approaches have effectively been integrated. Looking forward to the new Programming Period of 2021-27, when both of the two trends will inevitably be reinforced, there is a need for finding integrative policy devices. The argument is that specific policies, like urban healthy and sustainable food policies, could play such an integrative. Clearly part of innovation-led policies, it surely provides new meanings for urban-rural links and bridges different sectorial policies (economic growth, health, social inclusion (food justice), environment, ...). The argument will be empirically supported through the analysis of two case studies of NUTS3 regions in Portugal.

SP30 Facing migrants exclusionary urban policies

Marcello Balbo
Giovanna Marconi
Jorge Malheiros

Since the so-called migration/refugee crisis that started in 2015, Europe has become increasingly hostile to foreign residents. National governments have adopted progressively restrictive policies and a growing number of local governments have embraced exclusionary measures and the populist surge, in many cases reversing the welcome policies they had adopted in previous years. Contrary to all evidence that sees the flow of people towards European cities as inevitable for several years to come, migration continues to be addressed as an emergency. The costs of urban inclusion are often overestimated, while the benefits of diversity are rarely considered. Perception by public opinion is more and more distorted, negatively influenced by the media and the populist parties using migrants as a scapegoat for unresolved issues. As a consequence, migrants are increasingly seen as the culprits of growing unemployment, social housing shortage, low-quality education and micro-criminality. For migrants the result is greater socio spatial segregation, reduced possibilities to access public housing and basic urban services, open conflicts with natives for resources and assets perceived as scarce. In response to exclusionary policies, more and more local initiatives are launched to cater for the needs of migrants and refugees. In many cases this 'welcome movement' represents not only the mobilization of pro-migrants activists, but also politically motivated initiatives that aim to oppose the populist wave. The Special Session welcomes presentations of case studies, research methods and theoretical approaches that reflect on the impact initiatives realized by the civil society can have in countering exclusionary urban policies. We seek contributions that engage with the multifaceted challenges migration poses to urban governance and the planning, policy and design interventions facilitating the living together across differences and the reduction of inequities within cities. Proposals exploring these issues also in small and medium size cities are highly encouraged.

OUTER SPACE: SOME UNUSUAL LINKS BETWEEN DISPLACED REFUGEES, METROPOLITAN OUTSKIRTS AND LOCAL DEVELOPMENT

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This paper aims at analysing the territorial impacts of the local reception of refugees in the outskirts of a metropolitan area through the first findings of ongoing research on outer Milan municipalities, neither suburbs nor small town. The reception of refugees can either "do well" or "hurt" such contexts, depending on the relationships that local authorities and civil society actors are able to establish with migrants and the local society (the 'territory'). The paper tries to answer the question of whether the reception is just a burden for smaller municipalities; in particular, those already marginalized. Of late, the Italian government - besides trying to close the ports to refugees and attempting to ban the NGOs involved in sea rescue operations - has undermined the national reception system that has brought to light several good practices, though somehow in an incoherent way. Although the central government is responsible for the reception policies, local implementation transformed them in a sort of urban policies. Impacts varied, being alternatively inclusive or exclusionary depending on two stratagems: the spatial dispersal of refugees, meant to involve most of the Italian municipalities; the awarding of reception projects to the third sector. In the light of these aspects, we analyse what resources local actors mobilized in small municipalities hosting reception centres, looking at the forms of governance and the spatial impacts (in terms of welfare services, network capacity, spatial inclusion and exclusion). Surprisingly, findings seem to support that such a complex assemblage of random factors, process and stratagems could open a window of opportunity for local development processes.

LANDING: HOW PRACTICES OF TEMPORARY HOSPITALITY CHALLENGE URBAN SPACES AND POLICIES

Bovo M.

Politecnico di Milano

Within the broad issue of migration, the paper discusses the conditions of intersection between the short temporality of the phenomenon and the longer temporality of urban spaces and policies. Along the migrant trajectory, the work particularly focuses on migrants' landing, or first arrival, in the city and on first reception dynamics. The research therefore addresses migrant populations who have a "temporary" perspective in their use of the territory and who cannot access certain urban services and opportunities, lacking of a recognition as ordinary citizens. The paper considers the case of Milan, which has structurally experienced the dimension of first arrival, being until 2015 a transit area and then quickly turning into an arrival city. Assuming the background of existing policies, the work draws on a qualitative observation of Milanese first reception, with specific attention to hospitality "practices", broadly defined as unexpected uses of space, non-institutional actions, and unplanned answers by the Municipality. The observation unveils a general incapacity to structurally deal with the temporariness of migrants' condition, often resulting in "exceptional" reception spaces and emergency-based policies; on the other hand, some actors and practices seem to provide a deeper understanding of certain conditions, suggesting new points of view on first reception issues and highlighting alternative paths (e.g. hinting at alternative notions of reception space(s), working within a complex and plural idea of urban temporary dwelling, showing a necessarily renewed role of the public in setting localization criteria for reception facilities). The work argues the urgency of a renewed and more complex definition of the temporary condition of migrant populations, and the relevance of existing practices as a starting point for discussion; in a context of rapid socio-demographic changes, practices are indeed seen as a "seismograph" of such changes and a crucial tool to understand them.

MIGRANTS AND HOUSING IN ROME. RESIDENTIAL SQUATS AS A FORM OF “SURROGATE WELFARE”?

Cacciotti C.

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The paper describes the relationships between migration and housing urban policies for low-income people in the city of Rome. It argues that the common point between the two issues is the chronicization of an emergency approach towards both of them. In fact, contrary to what local mass media usually have been said, these are not new phenomena and they are not born with the so-called 2015 refugee crisis. Rather, they are closely interrelated and they need to be questioned and problematized starting from the ideas of citizenship and residence, which are increasingly perceived as goods with a limited availability. From the moment public housing was born in Rome in the early Twentieth century, it has always been related also to migration and it has gradually developed a cultural configuration of housing as a “social award” for those who could demonstrate to be productive workers; for all the others economically and socially disadvantaged categories, policies have always been designed in the name of temporariness and with a little access to basic urban services. Nonetheless, Rome has a long counterstory of the struggles over housing that now are fighting both for non-European migrants’ rights than against the current populist wave in the Local Government. They politically took charge of the housing for migrants’ issue in response to exclusionary policies also through the practice of residential (and illegal) squats, which now are more and more characterized by the co-existence of migrants and Italian squatters. This contribution will focus all these aspects through the analysis of a case study, a squat located in the Esquilino neighbourhood of Rome, within which the roman Right to Inhabit Movement is trying to carry on a model potentially adaptable elsewhere. It is based upon my ongoing PhD research with an anthropological perspective and the ethnographic methodology.

BETWEEN THE INCLUSION AND THE EXCLUSION OF FOREIGN RESIDENTS IN THE HOUSING SECTOR: A VISION THROUGH PORTUGUESE PUBLIC POLICIES

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In Portugal, a country of recent immigration there is a social and political consensus regarding the attraction and integration of migrants. However, fundamental social rights, theoretically accessible to all citizens (national and foreign), do not result into a full consolidation of this rights who are hampered by deficits, inequalities and mismatches between discourses, public policies and practices. The housing sector is paradigmatic of this situation, with relevant inequalities in access to housing, particularly visible among foreign residents. Diagnoses reveal a scenario polarized by the presence of disadvantaged and vulnerable foreign residents and the others: wealthy, with a privileged position and a non-negligible role in the commodification of housing. This paper explores the effect of public policies in the relationship between housing and migrants. The distinctions made between groups of foreigners do neither correct inequalities arising from the socio-economic conditions of the migrants nor distortions of the housing market. The confrontation between recent public policies (including migration policies, immigrant integration and housing policies) and the geography and housing conditions of the foreign and immigrant population in the urban space reveals a double exclusion of the most disadvantaged foreigners. Although the seemingly random and superficial intersection between the two dimensions (migration and urban policies), the analyzed policies reinforce the polarized position of the foreign residents in the housing market, whether by the absence of regulation and effective mechanisms in the correction of inequalities, as well as by attracting wealthy foreigners through lucrative access to the real estate market. The presented arguments are evidenced through a case study: the city of Lisbon.

SPACES OF INCLUSION OR EXCLUSION? KENYAN CITIES IN A MULTI-LEVEL POLICY CONTEXT

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German Development Institute

Among the main aims of the Global Compact on Refugees UN member states agreed upon in December 2018 is to facilitate access to durable solutions beyond encampment. Against the background of prolonged displacement situations, the Compact pledges that refugees should be included into local labor markets, services and education and thus become self-reliant. Since the majority of the world's approximately 20 million refugees settle in urban areas and neighbourhoods, permanently or temporarily, cities constitute part of a de facto durable solution. Meanwhile, in North-East Africa – one of the major refugee producing and hosting regions globally – the implications of changing humanitarian paradigms are not so clear. On the one hand, the IGAD “Framework for Durable Solutions for Somali Refugees and Reintegration of returnees in Somalia” translates the GCR aims to the regional context and its longest-lasting refugee crisis. Also, national governments in the region (Djibouti, Ethiopia, Kenya and Uganda) have committed to enhancing refugees' self-reliance and local (re-)integration. On the other, the access of refugees to national and local labour markets, services and infrastructure occurs to a quite limited degree only. In the context of an ongoing three-year research project (2017 - 2019) funded by the German Federal Ministry for Economic Cooperation and Development (BMZ), this paper assesses how global and regional refugee norms diffuse to national and local levels and what their outcomes are. Using the cases of Kenya and selected cities, it is based on a qualitative methodology involving document review, expert interviews and participant observation. Preliminary findings suggest that while changing international frameworks and national stakeholder dynamics provide ‘windows of opportunity’ to depart from the country's decade-long encampment approaches, fundamental political and institutional barriers work against its implementation. Unless these are addressed, cities are unlikely to develop into true spaces of inclusion for refugees (and migrants).

THE BAZAAR: “RETAIL INVENTIONS” IN THE CITY – SPACES BY IMMIGRANTS

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In this paper we turn the attention to retail spaces as sources of self-organization of immigrants. The report ‘Promoting ethnic migrants in Europe entrepreneurship in European cities’ (2013), published by EU, noted that ethnic entrepreneurship might be useful as an effective integration vehicle, yet it's not reflected in policies and takes place spontaneously. The Finnish society in many ways plays a vital role in assimilating immigrants by providing housing, language classes, education etc. However, recent development in the Helsinki metropolitan area shows that immigrants are increasingly organizing their services in suburban retail spaces, reforming the use of these spaces which are often neglected by Finns with non-ethnic backgrounds or the mainstream entrepreneurs. We study multicultural manifestation, through ethnic entrepreneurs, in three suburbs in Helsinki: Kontula, Puotinharju and Malmi. In the paper we examine where in the Helsinki Metropolitan Area “bazaars” are forming, and what are the mechanisms of how these retail spaces come to use for ethnic (and local Finnish) groups. We are also interested in the status and future that these spaces are given in planning. What is the role of urban planning in responding to the growth of ethnic entrepreneurs? How are policy makers involved in ethnic retail developments? As a reference for the development of such spaces we are also interested in how spaces for immigrant retail are organized elsewhere, for example in Stockholm and Gothenburg. We seek the answers for our questions through interviews with entrepreneurs, reviewing planning documents, interviewing planners and by observations of the architectural changes taking place to make those spaces suitable for running the business .

URBAN INCLUSION OF REFUGEES AND VULNERABLE MIGRANTS IN PORTUGAL

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The purpose of my communication is to situate my on-going post-doctoral research INSEhRE 21. Socio-spatial and housing inclusion of refugees in contemporary Europe: Lessons from the African diaspora in Portugal (2017-2023). I will present my primary theoretical-methodological approach based on Lefebvre's notions of 'production of space' and 'the right to the city'. Also, I will examine the major excluding strategies, policies, paradigms and contradictions of today's Portuguese context concerning cultural inheritances and urban inclusion in general and, in particular, for refugees and vulnerable migrants moving from the Middle East and Africa to the Lisbon Metropolitan Area. Moreover, I will reflect on the government's trend of sending these refugees to rural areas and small/medium-size cities, while exploring the role of technology-supported urban contexts and networks in the building of (a complete form of) citizenship. Regarding the initiatives boosted by organisations of the civil society (hopefully, not surely) countering exclusionary urban policies, I will briefly present three case studies as they were explored in my field work: the project Refugi.Arte em Marvila, supported by the Cooperative Working with the 99%, an art-based inclusive shelter for refugees, economic migrants and low-income residents planned for a municipal under-used heritage facility in Marvila (Lisbon), the Marquês de Abrantes Palace; and the projects Orquídea Silvestre and Tayybeh promoted by the Association Family of Refugees. The first project is an ecovillage and a multicultural community space to be built in the country side of Portugal. The second project is an entrepreneurship that seeks to promote inclusion through the celebration of Syrian cuisine in eastern Lisbon. I will conclude my communication with a cross-checked theoretical-empirical analysis all the while discussing the future steps of the research INSEhRE 21 and its alignments from a critical and operative point of view.

IMMIGRATION AND SPATIAL AND SOCIAL VULNERABILITIES IN THE LISBON METROPOLITAN AREA, PORTUGAL - 1991-2011 AND BEYOND

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The contemporary urban fabric of the Lisbon Metropolitan Area (LMA), Portugal, is clearly marked by the presence of different groups of foreign populations both from the EU and other spaces, such as Portuguese-Speaking Africa, Brazil, Eastern Europe and China. This situation justifies the attention given to the issues of access to the city and to urban resources, namely the specific questions of housing, living conditions and residential segregation. Several immigrant groups share similar challenges in terms of spatial and social vulnerabilities, a situation that stands out especially when is compared with the autochthonous reality. This is reinforced by active forms of prejudice and discrimination against immigrants and their offspring (Númena, 2003). Having this into consideration, this paper aims to evaluate the potential spatial and social vulnerabilities of the various immigrants groups living in the LMA. The work will be based on drivers linked to housing, socioeconomic conditions and forms of the urban space, including planning options. The methodology employed in the research starts with a literature review focused on immigration to LMA, the dynamics of the spatial patterns of the immigrant groups and its housing conditions. Then, a statistical and cartographic will be conducted at the parish level. It is expected to discuss the trends pointed out by previous studies on the subject (Malheiros & Vala, 2004), having into consideration the fast and meaningful changes taking place in the LMA planning structures and housing markets occurring since the crisis of 2008, that involve increasing financialization connected to foreign capital. References Malheiros, J. M., Vala, F. (2004) Immigration and City Change: The Lisbon Metropolis at the turn of the Twentieth Century, *Journal of Ethnic and Migration Studies*, vol. 30, nº 6, pp. 1065-1086. NÚMENA (2003), National Analytical Study on Housing, RAXEN Focal Point for Portugal, NÚMENA-Research Centre on Human and Social Sciences.

IN A SEARCH OF INTEGRATION POLICY – CITIES AS PIONEERS OF BUILDING REFUGEES’ INTEGRATION MODELS IN POLAND

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Polish integration policy is still at the beginning of its development, both at the central and local levels. Some even think that Poland has no specific integration policy at all. Warsaw, as a capital city and the biggest hub of foreigners, and other big cities signed in 2017 a “Declaration of presidents about cooperation between the cities of the Union of Polish Metropolises in the field of migration”. Some of those cities try to develop various integration programs and implement the elements of local integration policy, mostly towards the most vulnerable groups of foreigners, i.e. people with a refugee status or other type of international protection. The above-mentioned programs and actions usually focus on specific, local dimensions and needs, seen as a key element of successful integration. This paper analyzes the main strategies, programs and types of integration support provided in Poland by local authorities and non-governmental organisations, operating in cities seen as leaders in the local integration field. It also identifies and discusses the links and gaps between local and central integration policy. The analysis is based on scientific studies (including in-depth interviews), documents, programs and strategies for the integration of refugees, as well as author’s own experience (as a social worker of the Warsaw Family Support Center) in integration of the refugees and developing local solutions. The aim of this paper is to answer the following research question can local attempts of Polish cities’ authorities and NGOs be described as a part of a comprehensive integration policy, what are the main drivers influencing the state’s and city’s activities supporting integration of refugees, how these activities differ in comparison with those addressed to economic immigrants?

IN PLAIN SITE. IMMIGRANT STREET VENDORS AND RIGHTS OF VISIBILITY IN TOURISTIC ROME.

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This paper focuses on easing multicultural conflicts through the design of the built environment. Looking at the Bangladeshi street vendors of touristic Rome, it investigates how marginalized Others claim a Right to the City by seeing and being seen in iconic landscapes. Observations and interviews allowed to map the everyday interactions among the Bangladeshis and other immigrants, police officers, tourists, and residents. The data collected reveal that the immigrants' presence in touristic Rome elicits conflicts, but it equally habituates diverse groups to one another. The iconicity, porous urban fabric, and surveilled spaces of the touristic center encourage diverse people to share space. The visibility of ethnic Others slowly, but persistently, popularizes a multicultural image of the city by changing expectations of "Rome" as a pristine, historical site inhabited by white Italians. Scholars look at how immigrant groups challenge exclusion through their everyday practices. They also emphasize how immigrants' urban visibility furthers marginalization in the city. Yet, little attention has been given to visibility itself as a tool of ordinary resistance. Demonstrating that ethnic Others obtain recognition by means of their very presence, this paper argues that planners should use the politics of visibility to normalize difference in urban landscapes. In the center of Rome, three kinds of interventions can serve this purpose. First, designers should highlight minoritarian pasts by making visible the traces of forced labor and migrations that shaped Rome throughout its history. Secondly, planners should spatialize nonconventional forms of citizenship by creating spaces for the vendors to store goods, pray, and rest. Finally, designers should create spatial elements that suggest new ways to use and sense the historic city.

SP31 Learning loops in the public realm. Enabling social learning in communities to tackle the challenges of cities in transition

Massimiliano Condotta

Joe Ravetz

Imre Keseru

New digital data collection and collaboration tools promise to enhance public participation. They can help to identify and monitor problems that contemporary cities and territories are facing through participatory sensing; citizens can indicate issues in the public realm by geotagging tools; digital visualisation platforms may contribute to a better understanding of the problems and can create awareness of significant challenges caused by climate change. Online idea generation platforms provide a virtual space for citizens to propose and discuss ideas to improve their surroundings, while stakeholder-based multi-criteria analysis can improve their understanding of preferences of the stakeholders for each of the proposed solutions. These tools, in combination with traditional methods (e.g. traditional community planning, design workshops) enable 'learning loops' i.e. new ways of decision-making that bring together citizens, stakeholders and policy-makers to iteratively learn how to address urban challenges in cities and neighbourhoods in transition. It is, however, still unclear how these new tools can enhance the co-creation process in community-based practices and to what extent they can help people, communities and policy-makers 'learn' about this problem or solution. This special session is organised by the partners of the LOOPER (Learning Loops in the Public Realm) project funded by JPI Urban Europe, which is developing a methodology and online platform for co-creation using the learning loop concept. Papers are invited in the following topics: Experience with learning loops in co-creation and participatory design The application of digital and offline tools for co-creation that can enhance learning at different levels Using participatory sensing to collect data and for analysis in the co-creation process (e.g. about air pollution, noise, traffic, perception of public space etc.) The potential role of multi-criteria analysis and stakeholder-based MCA to appraise and select co-designed options The proposed special session links to track 6 "Community-based planning and social innovation".

LEARNING THROUGH CO-CREATION: SOLVING URBAN PROBLEMS WITH CITIZENS - THE LOOPER APPROACH

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The public realm is a place where urban stakeholders interact and come into conflict. Symptoms such as traffic congestion, safety and pollution are difficult to tackle as they involve multiple stakeholders. Planning and implementation to improve public space can be enhanced through co-creation, but examples of co-creation approaches overarching the full planning cycle are rare. The aim of this paper is to present the LOOPER participatory co-creation methodology and platform developed in the Learning Loops in the Public Realm (LOOPER) project to demonstrate 'learning loops' i.e. new ways of decision-making which bring together citizens, stakeholders and policy-makers to iteratively learn how to address urban challenges. A loop starts with collective debate on topical issues, then frames the problem and collects data. The LOOPER platform visualizes the data and enables the co-design and evaluation of solutions. The selected solutions are then implemented, and the results are monitored with a second loop learning from the first. The LOOPER prototype platform integrates online and offline tools to facilitate learning in each stage of the co-creation process such as visualisation of participatory sensing data, a geotagging tool to collect citizens' qualitative input about urban space and an idea generation tool to contribute to the co-design. The methodology and platform are demonstrated in three Living Labs with different spatial, cultural and thematic contexts. The main issues being solved are traffic and mobility in Brussels; traffic and green space in Manchester; and air and noise pollution in Verona. LOOPER will enable policy makers to improve their decision-making in a participatory manner. The paper will discuss the overall approach and methodology developed in the LOOPER project to support finding solutions to urban problems in a participatory co-creation process.

SUNRISE – SUSTAINABLE URBAN NEIGHBOURHOODS – RESEARCH AND IMPLEMENTATION SUPPORT IN EUROPE CO-CREATION A WAY OF SUPPORTING DEVELOPMENT AND IMPLEMENTATION OF NEIGHBOURHOOD-LEVEL TRANSPORT INNOVATIONS

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Participation is a much discussed concept in the fields of urban planning, architecture, urban design and many other fields. In the HORIZON 2020 project SUNRISE, participation is one of the key concepts to develop, implement, assess and facilitate learning about new ways to address common mobility challenges at the neighbourhood level. SUNRISE's objective is to contribute to sustainable urban development by stimulating innovative, participatory processes and problem solutions in neighbourhoods in the field of new mobility concepts and new forms of mobility. Towards this aim, six cities (Bremen, Budapest, Jerusalem, Malmö, Southend on Sea, Thessaloniki) will foster collaborative processes in specific neighbourhoods as "Neighbourhood Mobility Labs" with the explicit mandate to implement innovative solutions for and with their residents, stakeholders etc.. All SUNRISE activities are structured along the phases of the innovation chain and build up on co-creation (Co-identification and co-validation of mobility problems; Co-development and co-selection of solutions; Co implementation of solutions; Co-evaluation; Co-learning and uptake). Along these phases the SUNRISE action neighbourhoods combine a blend of proven online and face-to-face participation techniques (i.e. digital problem mapping, digital problem discussion tools, co-design workshops, thematic walks etc.) and will establish longer-term collaborative forums to bring together citizens, stakeholders and policy-makers to learn how to address urban challenges in neighbourhoods and cities in transitions. This contribution gives an overview of six various co-creation processes for co-identification, co-planning and co- implementing sustainable mobility solutions on the neighbourhood level, and discusses the advantages and disadvantages of online and offline participation tools. Main questions are: How can these tools enhance the co-creation processes? To what extent can these tools help people, communities and policy-makers to 'learn' about the problems or to develop solutions on the neighbourhood level?

ONLINE AND OFFLINE TOOLS FOR URBAN MOBILITY CO-CREATION ON NEIGHBOURHOOD LEVEL

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In light of transport related challenges of our time, cities aim to deliver innovative and sustainable mobility solutions through co-creation by open, inclusive and transparent mobility communities. By reinforcing bottom-up procedures, new, inclusive and multidisciplinary approaches provide frameworks for demand-led mobility innovations agreed upon and accepted commonly by a community, and not by individual institutions, organisations or citizens. Urban co-creation, i. e. bridging the gap between professionals and laypeople regardless of social and professional background in terms of intervention, participation and engagement in urban transformation (Dörk and Monteyne 2011) is recently focusing on neighbourhood aspects to bring together people into co-designing communities to make local (neighbourhood-level) improvements. As part of the Cities-4-People H2020 project, five cities launched urban mobility labs to apply the aforementioned approach – called People Oriented Transport and Mobility or POTM (Noring et al. 2018) – in addressing mobility challenges in neighbourhoods of different profiles. A guided repository of tools and methods has been created to support these mobility communities with online and offline tools for co-creation and participatory design. On the basis of a brief literature review on urban mobility co-designing, this contribution aims to define neighbourhood aspects in mobility communities and citizen labs, as well as to evaluate the citizen mobility toolkit and its application in five different cases along Europe. The evaluation encompasses 1) the assessment of data collected in the five citizen labs through the different tools and 2) the comparative analysis of the information provided by promoters of the (pilot) co-designing procedures (previously trained by experts within the project). Conclusions, including policy recommendations, may pave the way for the better understanding of how urban mobility can be transformed through learning processes supported by a set of online and offline co-creation tools.

A PARTICIPATORY APPROACH TO SOCIETAL COST-BENEFIT ANALYSIS (SCBA) AS A WAY TO START THE DEBATE ON RETROFITTING RESIDENTIAL SUBDIVISIONS

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Residential subdivisions remain the preferred living environment for the majority of the people living in Flanders. But, this mode of living comes at a high societal cost. These costs are paid by society as a whole, whereas the advantages are only experienced by the residents (De Decker, 2011). In Flanders, there is an ongoing debate on how to reduce these costs since the 60-ies (a/o Anselin, 1967; Braem, 1968; Strauven, 1980). In spite of this debate, the subdivision of open land continues at a rate of 6 ha each day (De Decker et al., 2010). Our hypothesis is that a societal cost-benefit analysis (SCBA) could help to increase the impact of the debate. A SCBA analyses the costs and benefits of (spatial) scenarios (ECORYS, 2008, p. 15) and relies on heuristics to translate these costs and benefits, in a transparent way, to a number of (monetary) values. As such a SCBA allows to include perspectives from multiple sectors (e.g. planning, ecology, heritage, mobility) and supports a strategic debate among policy makers. The conducting of a comprehensive SCBA is a complex process. We therefore propose to use SCBA as a dynamic and participatory instrument, that evolves along with the debate. As such, it would no longer only be a decision-support tool for policy makers, but also a capacity building tool that helps participants to reflect over the impact of their current (spatial) behaviour and over how to reduce the societal cost of this behaviour. In the paper, we will discuss how a participatory SCBA could be a tool for capacity building and illustrate how it could be used by applying it to a specific residential subdivision in Diepenbeek, Belgium.

EVIDENCE-BASED URBAN DEVELOPMENT: LOOPING KNOWLEDGE FROM LOCAL STAKEHOLDERS WITH SCIENTIFIC RESULTS AND PROFESSIONAL URBAN PLANNING EXPERIENCES

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As discussed by Moss (2011), by way of an urban development conceived of as increasingly complex in a society characterized by governance (cf. also Montin, Johansson and Forsemalm 2014), the number of actors involved in urban development processes expand. How does this translate to traditions and practice among urban planning professionals (i.e. architects, planners, real-estate developers etc.) – sharing a “common language” and a shared set of practices; “skills and knowledges that are of technical engineering type” (Metzger et al 2015:15)? Are the urban professionals trained suitably to manage such a situation – of more and diverse interests on urban development? As argued by Brown & Corry (2011), it is time for [an] “evidence-based landscape architecture [...] to re-establish landscape architecture’s respect, credibility, and leadership”. (pp. 327). In this paper, we argue that knowledge needs to be more structurally managed for a more evident use of data and information for urban planning and management decisions, as the general practices of urban development is unable to solve the very serious problems of urban inequalities and a more general un-sustainable urban development of cities. The project discussed in the paper, the initiative for two million-homes program districts (“projects”) in Gothenburg, Sweden, was organized using a method concerned with how different sets of data can be collected to make up an evidence-based knowledge base for more sustainable decision-making. The project owner, public utility housing company Bostadsbolaget, received both research-, organizational-, professional- and stakeholder evidences (cf. Barends, Rousseau & Briner, 2014) to make informed decisions for future investments in people and properties. The method discussed – a general model for looping empirical findings alongside professional experience - thus combine four different sets of data, of which stakeholder evidence (and participation) are as valuable for a design process as scientific results or urban design experience.

CO-CREATION TO IMPROVE THE TRANSFORMATION OF THE URBAN ENVIRONMENT. THE VERONA CASE INSIDE THE LOOPER PROJECT.

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This paper will illustrate methods, technologies and tools used and developed to support a co-creation method for the transformation of the urban environment, which is developed and tested in the framework of the Verona case from the LOOPER project. The LOOPER project (Learning Loops in the Public Realm), is an European Research Project co-funded under the JPI Urban Europe program. The other two cities involved in the project are Brussels, which works on traffic related issues, and Manchester, which works on safety and quality of spaces. Co-creation brings together participatory sensing, co-design and other activities to activate a participatory process. The LOOPER co-creation methodology is therefore based on the principle of working with the stakeholders since the first steps of the project. This means that the participatory sensing is then grounded on the scoping and monitoring of urban issues done by citizens, which enabled them to gain better results thanks to the knowledge obtained in the first stages. To support this process different technologies are used. For the participatory sensing we developed low cost passive sensors to collect NO₂ data; noise boxes built with smartphones and noise meter apps; PM_{2.5} portable sensors and a user-friendly visualisation dashboard to collect and visualise data obtained with the participatory sensing. These methods and technologies have been used to improve participatory co-design of the urban environment, facing some urban issues in the city of Verona. In addition, this paper will describe the set of mitigation measures implemented in the project area ideated in the co-design activity.

REPERTORY GRID ANALYSIS TO UNFOLD CONFLICTING PERSPECTIVES ON URBAN LANDSCAPE QUALITY

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Sustainability transitions in urban regions face conflicting perspectives among stakeholders on urban landscape quality. Participatory design supported by information from quantitative modeling is considered a way to resolve conflicts and foster coproduction. However, it is not always obvious what the main conflicting perspectives are. This can be related to the 'participation paradox', which holds that less vocal participants tend to be marginalized by more experienced lobbies. The Smart Urban Green project used Repertory Grid technique (RTG) combined with Multiple Correspondence Analysis (MCA) to identify conflicting perspectives for six European urban regions, i.e. Drechtsteden (Netherlands), Ancona (Italy), Grand Reims (France), Zagreb (Croatia), Pskov (Russian Federation) and Mahilioŭ (Belarus). Repertory grid technique is meant to articulate the underlying dimensions stakeholders use to make sense of a problematic situation. For each urban region, about 15 stakeholders involved in initiatives for improving urban landscape quality were asked to compare different triads of an 18 pictures sample of urban landscape elements, addressing one question: In what respects are two of these elements similar, and in what way are they different from the third? Respondents produced on average 15 bipolar constructs, highlighting what is, in their view, salient if it comes to urban landscape quality. Ranking all 18 pictures on a 10 points scale for their two most relevant constructs, enabled an MCA to identify (clusters of) landscape elements raising most conflicting and most consensual responses. The paper presents the main findings for all regions and highlights conflicting perspectives between and within regions. We argue that identifying conflicting perspectives helps structuring a cross-regional dialogue on new ways of governing the transition to urban sustainability. Experts will also learn to what extent assumptions that underlie quantitative models match with the stakeholder perspectives.

FUTURE CITIES IN THE MAKING - DESIGNING INFORMATION MODELLING FOR PLANNING

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Information modelling has the potential to facilitate better planning, more efficient service provision, and more inclusive community engagement, delivering on some of the promises that undefined, yet pervasive “smart city” concepts offer. However, currently most cities—even aspiring smart cities—are just beginning to explore how digital technologies such as Building and City Information Modelling (BIM and CIM) can improve urban living for residents and facilitate coordination in planning. At the same time, planning systems around the world are not yet prepared to support a digital future, neither through digitalisation in the planning processes on a greater scale nor through providing the tools and incentives for local authorities and planners to make use of emerging technologies. In the UK, BIM is a key part of the UK’s Digital Built Britain Strategy, which aims to create a digitally enabled information landscape that will allow the optimisation of the built environment throughout the construction, manufacturing, maintenance, operations and decommissioning phases. Against this background, this research addresses the barriers for local authorities to take up BIM in view of contemporary planning challenges in a range of city contexts, scrutinizing the (potential) role of the planning systems in the UK context, and questioning how BIM tools would need to be designed to help facilitate planning. The paper first presents an overview of the barriers and challenges of BIM implementation in the UK in the urban planning context. Second, the paper presents the results of three case studies representing different local contexts, such as the fast growth experienced in Cambridge, or regeneration efforts in Bristol. Data will be collected through interviews, literature and policy analysis as well as through a questionnaire. Third, the paper reflects on policy measures to support a more effective use of the planning system to support the use of emerging technologies.

UNDERSTANDING THE GAP BETWEEN ENERGY POLICIES AND REAL-PRACTICE

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Turkey as a remarkable OECD country has a high energy demand ratio. From the 2000s, policies are conducted to reduce the energy dependency by 2023. However, these policies should involve not only political, financial and technological programs but also behavioral action from each level towards sustainability. Therefore, the study proposes to understand the gap between energy policies and real-life practices through energy feedback loops among stakeholders such as energy companies, municipalities, NGOs, and citizens. In this context, two workshops have been organized which are 'Energy Awareness' and 'Energy Policies' to build energy feedback loops between citizens and policymakers. Previously on the CODALoop, energy consumption of a hundred subjects has been analyzed. According to the results, fifteen citizens have been selected for the first workshop, and three games have been designed to explore the energy awareness of selected citizens. As a next step, in the second workshop, the results of the first workshop and energy consumption detail of selected citizens have been shared with other stakeholders. Thus, the second workshop has aimed to learn from the interactions among participants on energy consumption results and macro-micro energy policies in Turkey. Kadikoy has been selected as a pilot area because Kadikoy Municipality, attempts to apply significant ecological projects such as 'Climate Change Action Plan' at the district level. In conclusion, this paper will analyze the results of the workshops interview under the three main topics: 'the role of the technology and data,' 'the role of citizens and main actors' and 'insights and expectations on energy future.' This paper is part of an EU-ERANET Co-fund (Smart City) consortium project titled: Community Data-Loops for energy-efficient urban lifestyles (CODALoop) and supported by The Scientific and Technological Research Council of Turkey (TUBITAK). The authors would also like to thank Kadikoy Municipality for their support in this research.

TRANSPOSITION OF ADVOCACY EXPERIENCE AS TRIPLE-LOOP SOCIAL LEARNING IN ALBANIA: FIGHTING HPPS IN PROTECTED AREAS FROM THE VJOSA RIVER BASIN TO THE CANYONS OF OSUMI

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This paper traces the learning experiences of communities, living near protected areas, taking to Administrative Court, in view of a lack of environmental crime law that would render these cases penal procedures, government decisions awarding the right to build hydropower plants to several national and international companies. We focus on the first four such administrative lawsuits in Albania, arguing against the construction of HPPs in protected areas and more precisely those of Poçëm in the Vjosa river basin, the Valbona Valley National Park, the Seta river in the Dibër Municipality, and in the Canyons of Osumi, from 2016 to 2018. Based on Brown et al.'s definition of triple-learning loops as a process transformative of decision-making paradigms and of the learning process itself (2015, pg. 1685), we demonstrate how the fight to protect national parks, biomonuments and dependent livelihoods, accompanied by social media campaigns and protests, have informed practices of participatory social learning (Brown 2015, 1686). We, further, argue that these communities have been able to turn a negative feedback loop, one where economic laws undermine national and international environmental legislation that have mismanaged national natural resources for over a decade, to a positive one, where implementation of environmental legislation is equated to higher community awareness and organization. Employing Löf's distinction of governance versus government and governing (2010, pg. 534), we break down the dynamics of the multi-level and multi-agency approaches of these claims, to denote and explain the role of multiple social actors opposing the lack of compliance with environmental legislation on protected areas. In this paper, we, ultimately, argue that the switch in feedback loops has acted as a catalyst for sustained behavioural change, and made possible the transposition of advocacy practices across different communities in Albania.

SP32 Planning and biodiversity

Nathalie Bertrand
Mathieu PERRIN

In a context of loss of biodiversity, a new attention to the issue has been noticed in planning practices in the last decades. Given the observed inadequacy of the previous nature conservation strategies focused on protecting isolated patches of outstanding nature, there has emerged a need for securing ordinary nature and a wider range of areas considered essential for the functioning of ecosystems. Consequently, ecological connectivity has become a key issue in a context of accelerated landscape fragmentation. Spatial planning has often been considered as a particularly relevant field to address this challenge, especially because of its comprehensive approach to develop strategies through different spatial scales and in regards to other land-use related issues. This new mission questions the planning discipline itself because it implies an interest in less anthropocentric spatial functions while the practice essentially used to satisfy human needs. This special session aims at investigating, with a comparative and multidisciplinary perspective, how this consideration for biodiversity, ecological connectivity and ecosystems has progressively diffused in the spatial planning systems and practices in the various countries. Papers and presentations referring to the following sub-themes will be particularly appreciated: consideration for biodiversity, ecosystems and ecological connectivity in the spatial planning systems; development of an ecological expertise and inclusion of ecological skills in the planning governance; production, lack and use of habitat-species data in planning processes; scientific and pragmatic methodologies for designing ecological networks; planning and land-use requirements included in the plans with the aim of protection/restoring ecological connectivity/functions; consideration for mitigation hierarchy (avoidance, minimisation and compensation) within planning processes; implementation monitoring and plan assessment regarding aspects related to biodiversity, ecosystems and ecological connectivity. This session is intended for planners as well as for life/social scientists and every contributor interested in the issue. A specific attention will be given to transdisciplinary contributions.

SOIL ECOSYSTEM SERVICES ASSESSMENT TO SUPPORT LAND USE PLANNING - APPLICATIONS IN ITALY AND A REFLECTION ON THE WAY FORWARD

Assennato F., Strollo A., Munafò M.

ISPRA

The necessity of 'eco-innovative', 'nature-based', 'ecosystem-oriented' approaches has an increasing visibility and ecosystem services assessments (ESA) is emerging to integrate environmental concerns in planning at different scale. Recently, soil-related ecosystem services are under attention as an opportunity for sustainable use of land and to manage rural-urban interaction. Loss of agriculture and natural soil due to land consumption is one of the main causes of degradation of soil and loss of ecosystem functions, driven the most by decisions upon land use and cover at local scale. Thus spatial planning is the arena to effectively foster soil ecosystem services provision. While there is some coherence in global and national ESA, the practical application at the local scale of ESA in planning is still fragmented and only few cases provide an operative application in planning tool. The existing experience of ESA in Italy is discussed, with the aim is to highlight the barriers and opportunities for integration in spatial planning, and to provide critical suggestions around the potential role of ecosystem service knowledge at different levels. Discussion move from the experience of national assessment of ecosystem services variations related to 2012-2017 land consumption changes in Italy (ISPRA, 2018), which is related to eleven soil-related ecosystem services(carbon storage and sequestration, habitat quality, crop production, timber production, protection, pollination, hydrological cycle regulation, fresh water availability, water purification, erosion protection, microclimate regulation, particulate and ozone removal). Then, an analysis of selected application of ESA in local planning is presented. Results point out potentials of the ESA in representation of soil values in a language and with values suitable for discussion within planning processes, together with methodological and procedural uncertainty, that makes ESA potentially prone to improper uses and misleading results, in the absence of a common framework for application.

COMBATING SPRAWL: EUROPEAN EXPERIENCES

Evers D.

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Several recent reports (by e.g. EEA, OECD) try to measure urban sprawl in Europe as part of a newfound interest in sustainable land use. The European Commission, for example, suggested a 'zero net land-take in 2050' target in its Roadmap to a Resource-Efficient Europe and some member states have set similar targets. These initiatives often originate from the environmental domain; planning is seen as a mere instrument. We feel this view is misguided: any attempt to make urbanization practices more sustainable requires insight into how the system of land development is organized and how parties earn money through urbanization. Governments play a key role in setting the rules of the game through means such as land-use plans. Therefore, we seek to take stock of the extent to which planning systems in Europe succeed in guiding urban development towards more compact or sustainable forms (e.g. transit-oriented development). Recently, the ESPON Compass project has produced information on land-use planning systems in 32 European countries. Using this data we seek to distil a typology of urban development strategies and their relative success. In addition, we wish to highlight how certain institutional impediments are overcome (e.g. a legacy of widespread urban use zoning, intermunicipal competition for development) in planning practice. From this, we can better understand not only how urbanization occurs, but how and under what conditions, it can be affected. This paper is part of a wider ESPON research project Sustainable Urbanization Practices in European Regions (SUPER), which has just been launched.

SPATIAL PLANNING IN VIEW OF NEW CHALLENGES: THE CASE OF LAND TAKE AND SOME EVIDENCE FROM GREECE

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The growing interest in natural resources and ecosystem services has led to an increasing attention to land as a natural resource. Land degradation has been included among the key environmental degradation problems all over the planet while land take is a key causal factor. Sustainable land management is required in order land degradation to be controlled. The role of spatial planning in sustainable land management has been accentuated, due to its close relationship with land use change and the rapid urbanization process. From the view-point of sustainable development, a turning point for land gaining significant importance on a global scale has been the Rio+20 Summit, 2012, in which the aim for a “land-degradation neutral world” was expressed, leading to efforts towards the minimization of land degradation. In the context of the EU environmental policy, land take and soil protection have been highlighted from the view point of ecosystem services and the strategies for conservation of biodiversity. The case of Greece is interesting in this regard, since spatial planning is influenced by the EU context while at the same time patterns of territorial organization in the country are characterized by increasing land take. Based on the above this paper examines the way land take appears as an environmental concern as well as a spatial planning task. It also focuses on the case of Greece and examines how spatial planning is capable of addressing relevant challenges and utilize the EU policies’ framework. It endeavors to highlight challenges emerging not only for addressing land-related issues but also for transforming the very content and logic of spatial planning towards land resilience.

URBAN GROWTH BOUNDARY DELINEATION BASED ON ECOSYSTEM SERVICE EVALUATION

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China's rapid urbanization in recent decades has been accompanied by ecological deterioration and ecosystem degradation. This decline in the provision of vital ecosystem services now poses a big threat to the sustainability of urban areas. In the last decade, the evaluation of ecosystem services has gained greater importance in ecology and sustainable development. However, few studies have included ecosystem services in their assessment of priority conservation areas. To date, studies are limited that incorporate conservation prioritization in the decision-making process of urban growth boundaries. In this study, we proposed an initial framework to fill this gap and illustrated its application in Hangzhou. We used InVEST software to quantify, spatialize, and evaluate the overlap between five ecosystem services: habitat quality as proxy of biodiversity, carbon storage, water yield, sediment retention, and nutrient delivery. MARXAN, a systematic conservation planning tool, was applied to explicitly spatialize conservation prioritization and delineate rigid urban growth boundary in different development scenarios. In this study, we addressed the integration of ecosystem service evaluations into the decision-making process regarding urban land use and dealt with trade-offs in decisions about conservation prioritization.

SERVING IN THE PUBLIC INTEREST? THE REORGANISATION OF UK PLANNING SERVICES IN AN ERA OF RELUCTANT OUTSOURCING

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Abstract: This paper reflects on the research emerging from the ESRC-funded project “Working in the Public Interest” to report on the findings based on 8 planning practitioner focus groups across the UK (1 in Scotland, Wales and N Ireland and 5 in England), co-produced with the RTPI. Despite the shared context of current on-going austerity and a shortage of qualified experienced planners especially in the public sector the nation states of the UK are taking different perspectives on how to navigate these difficult times. This paper reports on why this varies, the various approaches local planning authorities are adopting to continue to provide services, the increasing commercialisation of the service to achieve delivery and reflects what this means for public sector planning and for the public interest.

THE DEVELOPMENT OF GREEN INFRASTRUCTURE (GI) PLANNING CONCEPT WITHIN SPATIAL PLANNING PRACTICE IN SLOVENIA

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Throughout history, environmental and nature conservation issues played different roles within spatial planning. Environmental crisis in the sixties years of 20th century was followed by raised awareness about the need for preserving the qualities of natural environment. In 1969, Sylvia Crowe defined landscape planning as »creative conservation«. McHarg's *Design with nature* (1969) established nature and environmental conservation objectives as an important aspect of each plan/project. 50 years later, spatial planning is still confronting similar but even more complex challenge: diversified needs of human society on one side, and, an awareness that nature and environment need to be protected for their intrinsic, as well as for their utilitarian value (the benefits they provide for our society). Moreover, new technologies (renewable resources) and concepts (circular economy, sustainability, and resilience) blur the boundary between development and conservation and fuse these two concepts. Different methodologies and tools have been developed and applied into spatial planning practice. In the last two decades, special emphasis has been put on green infrastructure (Benedict and McMahon, 2001; McDonald et al., 2005; Mell, 2016; Vallecillo et al, 2018). GI is a network of natural and semi-natural areas, and a contemporary planning approach that encompasses methods from landscape/ecological planning and knowledge on (natural and social) systems from natural and social sciences. In this paper, the development and application of GI concept within Slovenian spatial planning practice will be presented and discussed. Case studies on local (GI in Ljubljana and Nova Gorica), regional (GI within Ljubljana urban region), national (GI within national spatial development strategy), and international level (GI within Adriatic-Ionian region) will provide an overview of different approaches to GI planning on different scales and within time periods.

PLANNING ECOLOGICAL NETWORKS: GOING IN SEARCH OF ECOLOGICAL CONNECTIVITY

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Biodiversity erosion has become a major concern over the last decades. Urban sprawl and anthropogenic developments are now viewed as processes that greatly impact the stocks of biodiversity but also the functionality of ecosystems. Until quite recently, biodiversity aspects were hardly considered in spatial planning other than through state of the environment reports and environmental impact assessments. However, a new impetus has been given to the topic in the last decades with the progressive recognition of the need to preserve/restore ecological connectivity through planning processes. Consequently, the issue has been increasingly addressed in many national spatial planning systems with the introduction of provisions aimed at encouraging/constraining to develop ecological networks or related concepts at different planning scales. However, questions arise about the extent to which ecological networks actually pursue an ecological connectivity objective. This paper aims to provide some answers. In a first part, the focus will be laid on the consideration given to ecological connectivity at the European level and in different spatial planning systems (France, Switzerland, Germany, and Italy). Differences can especially be observed in the concepts promoted for addressing ecological connectivity, in the ways these are understood in relation to ecological connectivity, and in the ways these are integrated in the planning system. In a second part, attention will be paid to the development of ecological networks in planning practices with two case studies (Greater Grenoble Area and Greater Geneva Area). On the basis of planning document analyses (regional spatial schemes, urban masterplans, etc.) and stakeholder interviews (spatial planners, ecology experts, and elected representatives), it will more specifically investigate some aspects in the design process (habitat-species data, available expertise, legal limitations, planning requirements, governance, etc.) that can explain variations in the consideration given to ecological connectivity when planning ecological networks.

BIODIVERSITY IN URBAN AREAS – POTENTIALS AND CONSTRAINTS OF URBAN REGENERATION

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Session: Biodiversity and Planning Urban areas provide both opportunities and threats for the conservation and the development of biodiversity. Biodiversity issues related to ecological functions, biotope development, nature conservation, and green space development are not new planning tasks, nevertheless, a rising relevance and a dedicated handling can be observed in recent years. This is based on a growing scientific knowledge and societal awareness of biodiversity issues, which has been anticipated by international political debates and policy papers (e. g. Convention on Biological Diversity, EU Biodiversity Strategy, several national strategies). The implementation of demands and objectives of urban biodiversity in urban development has to face numerous challenges, particularly in the existing urban areas and against competing requirements (land use conflicts, financing, and acceptance). Against the background of two projects of applied research in Germany, potentials and limits of integrating biodiversity demands in urban areas in the context of urban regeneration are discussed. Based on reviews of integrated urban development concepts, regeneration projects and roundtable discussions in exemplary cities in Germany, findings regarding the role of urban biodiversity and green space planning within urban renewal/urban regeneration processes are presented. The results cover findings regarding the thematic scope of the conceptual framework and the implementation in urban renewal projects according to the requirements of planning for urban biodiversity. Concluding some recommendations for urban regeneration practice to use its potentials to support urban biodiversity are formulated.

A FRAMEWORK OF SYMBIOSIS-ORIENTED GREEN INFRASTRUCTURE FOR MEGAREGION: A CASE STUDY OF BEIJING, CHINA

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High density metropolitan areas are facing more serious threat of extreme climate disasters caused by mutual effects of climate change and deterioration of water environment caused by largescale urban transition. The key problem is that the nature spaces and waterways are very limited in high density urban areas, which makes urban aquatic environment become fragmented and decay. As a typical example of mega-region in semi-arid part of north china, Beijing endures heavy flood disaster of excessive rainwater runoff in wet season while it is extreme lack of petrification at almost 9 months of a year. The existing method of green infrastructure as LID, BMPs and nature network is far less effective due to irregular petrification and not enough space for vegetation coverage in these areas. What would be a more resilient GI system that cope with the specific space pattern and microclimate environment of mega-region is still remain unanswered. The paper proposes a new framework of GI, which is supported by a holistic structure of symbiotic system that functions as a network of regulators for water recycling and temperature mitigation. The essential goal of the symbiotic system is to combine the essential ecosystem elements of GI—water and organisms—into a series “dominant” hubs of urban function and social life and make them to be self-sustained. The research is based on case study of Beijing, focusing on specific urban multifunctional space that could be potential symbiotic units with high connection to both public life and nature elements. Three types of hubs is selected including university campus, low density community and inner-city public center, and their performance is evaluated from three aspects under different design strategies: 1) resilience to climate change; 2) reversible between different water receiving body; 3) reproducible according to biodiversity. Reasonable GI planning suggestion is also discussed.

HOW TO PRIORITIZE NATURAL AREAS TO BE CONSERVED IN PERI-URBAN AREAS: A SPATIALIZED APPROACH.

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Promoting nature's contributions to people encourages sustainable lifestyles within nature. Some areas, such as urban peripheries, crystallize more tension than others. In these populated areas, planning is not only about seeking better ecosystem functioning, but also about taking into account the positive and negative impacts of ecosystems on people's lives and society. All these issues have a spatial translation that professionals must take into account through integrated approaches when developing urban planning documents. This challenge leads professionals to request methods and planning tools to determine which natural areas should be preserved as a priority from any unwanted degradation. To answer this question, I have chosen to focus on identifying and prioritizing natural areas that can serve as conservation targets for ecological connectivity and experiential well-being objectives for people living in peri-urban areas. This study is supported by a practical case located in the Grenoble-Alpes metropolitan area (France). Ecological connectivity approaches provide an opportunity to take into account not only the remarkable biodiversity, but also the ordinary biodiversity. The use of a modeling tool to assess potential connectivity, allows us to identify which natural spaces play a major role to maintain ecological networks and ecosystem resilience. Human ecology mapping approaches address questions about human-environment interactions. People make sense of the natural spaces that are unique to their eyes. These places contribute to the experiential well-being of inhabitants in everyday life, and can also be set as conservation targets. In order to characterize and prioritize these places of interest, I mobilize survey and mapping tools from researches on Local ecological knowledge and on Sense of place. These priorities will be represented on the same cartographic support to trigger an integrated reflection on urban development in periurban zone.

SP33 Acsp-aesop - Morsels of hope: migration and urban planning

Benjamin Davy
Gerardo F. Sandoval
Weiping Wu

Migration is drastically changing the demographic make-up of cities in Europe and North America. These changes are increasing the ideological divide shaping national migration policy as the fear of “the other” ferments the emergence of right-wing parties (France, Germany) and governments (Austria, Poland, Hungary, Italy, United States). The aim of this special session is to engage in a ground-breaking discussion on migration and urban planning in a European and North American comparative perspective. The session will examine emerging academic scholarship, identify gaps in the literature, and explore future research directions pertaining to how migration is shaping urban planning. This call for a comparative session seeks scholars who are interesting in sharing innovative research in the following topical areas: the ideological influences on migration policy and planning’s response, models of migrant integration within the planning field; migration and housing challenges, unauthorized migration and its effects on planning, and other topics pertaining to migration and urban planning. The session will also explore morsels of hope in our planning communities that contribute to inclusive approaches to integrate migrants. We aim to identify planning efforts that support a multicultural society, encourage tolerance, and create equity in this increasingly hostile migration environment. This special session will explore innovative planning scholarship emerging in this critical area of importance to our discipline. Since this is an ACSP-AESOP Special Session: (a) the same topic will lead to innovative discussions in Venice, Italy (AESOP) and in Greenville, South Carolina U.S.A. (ACSP), (b) participation in the special session does not count against the usual limits (participants will still be allowed to present a paper and join one round-table), but all participants must be registered for the conference, (c) ACSP and AESOP leadership will be present during the special session, emphasizing the significance of a strengthened relationship between ACSP and AESOP.

Ranchitos: Mexican Americans in Eastern Oregon's Emerging New Natural Resource Economy

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This paper argues that ranchitos (Mexican American owned small rural ranches) play important cultural roles and serve as social-spatial forms of immigrant integration by replicating a Mexican rural lifestyle in Eastern Oregon, U.S.A. Understanding ranchitos' important cultural-spatial role as an outcome of an immigrant adaptation process sheds a new understanding on rural immigrant integration issues (Miraftab 2016, Flora and Tapp 2000, Flora and Flora 2011). This paper summarizes research in Eastern Oregon that identifies how Mexican American immigrants are involved in what Hibbard terms, the emerging "New Natural Resource Economy" (NNRE) (Hibbard and Lurie 2013, Lurie and Brekken 2017). NNRE businesses are those that are environmentally sustainable and help diversify rural economies while also enhancing environmental, social, and cultural assets (Hibbard and Lurie 2013). This research project asked the following questions: Are Mexican Americans in Eastern Oregon involved in the New Natural Resource Economy? If so, how? And if not, why? The findings reveal a new NNRE informal business type that some Mexican American immigrants are involved with, the ranchito, that makes an important economic, social and cultural contribution to the Mexican American immigrant community. Mexican Americans own small farms where they raise chickens, pigs, cows and grow wheat, alfalfa and other vegetables. They sell them informally and by word-of-mouth to friends, family members, and other Mexican American community members. Although not certified as such (since these are informal businesses), the agricultural products are grown organically and the meat is not treated with antibiotics or with hormones, and hence qualify as NNRE activities. There is also added value to the local economy since the products are sold locally. These activities are friendly to the natural environment and support a rural Mexican American cultural lifestyle through rural economic activities. Ranchitos are actually a very important part of Mexico's rural towns. Ranchitos are hence playing important immigrant integration roles that are regenerating place and belonging in politically conservative White rural America (Licona and Maldonado 2014, Nelson and Hiemstra 2008). They provide safe, healthy food and contribute to the buy-local movement keeping money in the community. They also play an important placemaking role by replicating a Mexican rural lifestyle in Eastern Oregon, U.S.A. These important roles need to be further studied as they provide informal economic activities that speak to issues of immigrant integration (García and Schmalzbauer 2017). Ranchitos also serve as a hopeful example of an immigrant integration activity that is organic, generative, and not sponsored or hindered by the state.

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Planning for Immigrant Entrepreneurship and Economic Development: A Comparative Perspective

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As cities around the world continue to attract both domestic migrants and international migrants into their bustling metropolises, immigrant entrepreneurship emerges as an important urban phenomenon that calls for careful examination. From Chinatown in New York to Silicon Valley in San Francisco, immigrant-owned businesses are not only changing the business landscape in their hosting cities, but also transforming the spatial, economic, social, and cultural form of local communities. The transnational networks they form between host nations and sending countries also facilitate the global flow of capital, information, as well as goods and services across state boundaries. Forward-thinking world cities have started to initiate various policy tools to tap into the urban economic development potential of immigrant entrepreneurship and ease the hurdles and challenges immigrant business owners face. While past academic research on immigrant entrepreneurship has focused largely on the causes and dynamics of entrepreneurial entry among immigrants as well as their business performance and impact (Fairlie and Lofstrom 2015; Wang and Liu 2015), we know little about the breadth and depth of such policy and planning strategies in a systematic manner. For example, the welcoming cities initiative in the U.S. have a crucial component to promote immigrant entrepreneurship (Huang and Liu 2018). In the European context, cities have also initiated policies to govern and promote urban diversity and ethnic entrepreneurship (Rath and Swagerman 2016; Ram and Smallbone, 2012). In this paper we will use data from various sources, including Survey of Business Owners (SBO) 2007 microdata sample and 2012 aggregate sample from the U.S., Global Entrepreneurship Monitor and OECD reports, as well as other official documents, archival data, and field research to systematically examine the current landscape of local immigrant entrepreneurship development efforts in selected cities around the world. We will draw cases from several U.S. cities and European cities with explicit programs targeted at immigrant entrepreneurship. We will be able to both draw the similarities across these cases but also make distinction between more established immigrant gateway cities and emerging new destinations as to their current and proposed policy frameworks and potential relative effectiveness. Integrating diversity planning into broader community and economic development initiatives in the cities can facilitate the process and promote inclusive development.

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An Informal Presence: Syrian Refugees in Lebanon

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Since 2014, an estimated one million Syrian refugees have been present in Lebanon where they form about a quarter of the country's current population. Building on a study we conducted in partnership with the Lebanese Center for Policy Studies to unravel the organization and government of refugee presence and livelihoods in four localities in Lebanon, we outline in this presentation the findings for the secondary city of Halba (North Lebanon). We map the processes through which refugees' access to housing, electricity, and water have expanded informal markets of service provision, frequently controlled by strongmen who overcharge for unreliable services. We refute the widespread proposition that widespread reliance on informal service provision is solely the outcome of the inadequacy of public service networks. Instead, we argue that the widespread informality that characterizes service provision is a deliberate strategy of government through which refugees are constructed as "clients" with limited rights. This approach, we further argue, needs to be contextualized within the wider framework that has governed refugee presence since 2011 through nebulous, ad-hoc, often contradictory measures that gradually led to the criminalization of their presence in the country. (UNHCR estimates, the status of at least 90% of Syrian refugees in Lebanon today is classified as "illegal"). Planning, in this context, operates as a strategy that reorganizes local and national territories with varying degrees of informality, in ways that respond to the balances of power and the necessities of making concessions to international organizations, foreign pressures, and/or local interests and resistance rather than its expected objective position as consolidating the common and shared interests of vulnerable populations in place.

Where Commerce Meets Culture: Immigrant Space and Suburban Retail in the New Latino South

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While it may seem that traditional shopping malls are dying, Latino immigrants are reviving distressed Great Recession-era retail spaces that lay abandoned or forgotten (Dunham-Jones and Williamson 2011; Williamson 2013). Nowhere is this phenomenon of adaptive use more acute than in small cities, towns, and unincorporated jurisdictions on the urban periphery in the U.S. South – where the largest increase in the U.S. Latino population has rapidly reshaped the built environment (Odem and Lacy 2009; Smith and Furuseth 2006). Over the past 20 years, Latinos (majority Mexican) have bypassed historic, urban ethnic enclaves to settle in suburban areas such as Gwinnett County in metropolitan Atlanta. At the same time, these outlying New Immigrant Destinations are becoming popular, affordable host places for ethnic-based entrepreneurial endeavors. These surging Latino populations come with distinct sets of consumer and cultural preferences, as well as a combined national buying power that exceeds \$1.5 trillion (Dávila 2016). Unsurprisingly, the absence of a well-established Latino community in Southern metropolitan areas, coupled with plummeting retail property values, has provided Latino entrepreneurs a welcome opportunity to co-create. Developers have capitalized on this activity by constructing generic Mexican-themed malls with varying levels of success. How do Mexican interpretations of a normative suburban public realm affect how they reshape retail centers in recent high-growth peripheral immigrant gateways? This paper examines how fear, invisibility, and immigrant agency influence how immigrant coping mechanisms and agentic strategies manifest across four Latino-specific commercial centers in greater Atlanta: Plaza Fiesta (Chamblee, GA), Santa Fe Mall (Duluth, GA), Plaza Las Americas (Lilburn, GA), Plaza Latina (Norcross, GA). Ethnographic data are triangulated from 144 in-depth interviews, participant observation, and longitudinal content analysis of local English and Spanish-language news outlets and municipal policy documents since 2000. Analysis of these immigrant placemaking efforts are focused on how distinct culturally-centered physical elements symbolize more than mere consumerism; they also serve to construct a thriving “third space” (Oldenburg 1989) and vital community anchor for cultural, social, and civic life in emerging immigrant hubs with varying degrees of municipal-level receptivity. My findings extend the literature on Latino-oriented migration themes prevalent in the growing body of literature on normative Latino Urbanism ideals (Arreola 2004; Davis 2000; Diaz and Torres 2012; Lara 2018), while simultaneously situating migration theory across multiple spaces and places beyond traditional urban ethnic enclaves in the U.S. Southwest. I argue that despite pervasive fear and tensions surrounding precarious U.S. Latino communities, ubiquitous Mexican shopping centers in the Nuevo (or New) South imbue a sense of empowerment and agency while simultaneously establishing a key focal point for otherwise invisible and largely unauthorized immigrants. Where Mexican immigrants live in the U.S. plays a critical role in how they adapt to their host society—and how their host society reacts to their presence in a physical context. In a 21st century America defined by exponential Latino growth, this emergent case study of Gwinnett County illustrates the land use challenges Mexican-origin populations face when settling in suburban and exurban geographies unprepared for seismic population dynamics.

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Cultural Resilience and Strategies for Reurbanization. University of Arizona Press, 2018. Main, Kelly, and Gerardo Francisco Sandoval. (2014). "Placemaking in a Translocal Receiving Community: The Relevance of Place to Identity and Agency." *Urban Studies*. Odem, Mary E., and Elaine Cantrell Lacy, eds. *Latino Immigrants and the Transformation of the U.S. South*. Athens, GA: University of Georgia Press, 2009. Audience Takeaway: The audience will learn about new demographic and geographic shifts for Latino immigrant populations in the U.S. South, and how their presence is reshaping the physical environment of abandoned retail malls and immigrant social life. The audience will also learn how reshaped retail environments imbue a sense of agency and immigrant empowerment amidst local-level anti-immigrant policy and sentiment.

DO REFUGEES SHAPE SPATIAL DEVELOPMENT? LEARNING FROM THE ITALIAN TRANSITION

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Since 2015, thousands of asylum seekers landed in Europe severely stressing EU and national reception systems. Through the critical review of the growing body of empirical research in Italy, this paper aims at analyzing the spatial and territorial impact of this process, highlighting broader trajectories and mechanisms that shape local processes. A first survey highlighted some spatial stratagems that may be analyzed as Foucauldian techniques of governmentality of the population as well as provisional assemblages of rather heterogeneous actors and objects. First, the (re)location of refugees overlaps regional development trends. For instance, the growing metropolitan belt of Rome receives an increasing number of foreign families due to the same tensions on the housing market (Fioretti, Cremaschi, 2105) leading many small localities to take charge of phenomena usually distinctive of large cities. Second, the activation of 'civil society' actors has set in motion processes of either local development or social inclusion, building 'de facto' new institutions, like in the case of Milan. Reception governance seems then to be neither totally structured nor totally chaotic, just the impacts are uncertain. Though these hybrid initiatives are far from establishing stable settings, they helped in 'unrandomizing' policy outcomes (Artero, 2019, Albanese, forthcoming). Third, the relocation policy that targeted poor centers in peripheral regions like Sicily generated both positive and negative impacts (creating a few additional jobs, draining local services), and created long time needed vertical communication and policy flows (Bassi, 2016). In all cases, local contexts tend to alter both the logics and the outcomes of global events and national policies. Relating an observation of micro-level effects, networks and interactions between actors, with macro-level discourses on the spatial strategies of reception policies, this paper brings some theoretical contributions to the transoceanic comparison of the spatial and territorial aspects of migratory phenomena.

DO REFUGEES SHAPE SPATIAL DEVELOPMENT? LEARNING FROM THE ITALIAN TRANSITION

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Since 2015, thousands of asylum seekers landed in Europe severely stressing EU and national reception systems. Through the critical review of the growing body of empirical research in Italy, this paper aims at analyzing the spatial and territorial impact of this process, highlighting broader trajectories and mechanisms that shape local processes. A first survey highlighted some spatial stratagems that may be analyzed as Foucauldian techniques of governmentality of the population as well as provisional assemblages of rather heterogeneous actors and objects. First, the (re)location of refugees overlaps regional development trends. For instance, the growing metropolitan belt of Rome receives an increasing number of foreign families due to the same tensions on the housing market (Fioretti, Cremaschi, 2105) leading many small localities to take charge of phenomena usually distinctive of large cities. Second, the activation of 'civil society' actors has set in motion processes of either local development or social inclusion, building 'de facto' new institutions, like in the case of Milan. Reception governance seems then to be neither totally structured nor totally chaotic, just the impacts are uncertain. Though these hybrid initiatives are far from establishing stable settings, they helped in 'unrandomizing' policy outcomes (Artero, 2019, Albanese, forthcoming). Third, the relocation policy that targeted poor centers in peripheral regions like Sicily generated both positive and negative impacts (creating a few additional jobs, draining local services), and created long time needed vertical communication and policy flows (Bassi, 2016). In all cases, local contexts tend to alter both the logics and the outcomes of global events and national policies. Relating an observation of micro-level effects, networks and interactions between actors, with macro-level discourses on the spatial strategies of reception policies, this paper brings some theoretical contributions to the transoceanic comparison of the spatial and territorial aspects of migratory phenomena.

Unauthorized migration, city identification-card programs and its effects on local planning

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In this article, the New York City Identification Card Program known as 'IDNYC Card Program' and the Barcelona registration policy to all undocumented residents known as 'Padrón' within the Barcelona Interculturality Plan - an initiative of the Barcelona City Council - are explored into the democratic innovation framework and urban citizenship literature. Until recently, this debate seemed confined to national real policies of security and border control. By following the mainstreaming integration governance of migration-related diversity, it is argued that municipal identification-card programs can be viewed as an innovative policy response to unauthorized immigrant population. It is debated local urban efforts to construct and adopt policies to guarantee a range of basic rights and local welfare services access to non-citizens residents in their host cities. Its purpose is to reflect on the role that city identification-card programs can play within city planning issues such as unauthorized migration. Indeed, several American cities have implemented municipal identification-card programs and now there are initiatives in Europe in this direction. Although unauthorized migration issues and inclusive approaches to integrate such population is one controversial topic, city identification-card programs remain under-explored in the field of immigration-related diversity governance. Drawing from data based on official documents and reports on the 'IDNYC Card Program' and the 'Barcelona Interculturality Plan', the article examines how cities are addressing global issues such as international migration by granting legal status to unauthorized populations. For the most part, permanency of irregular migration has become security-oriented issue at the national level, but in several cases a more inclusive approach has become localized at the city level. On the one hand, the article contributes to the available literature on how migration is shaping urban planning. On the other hand, it is argued that city identification-card programs are policy response for inclusiveness of people who lack lawful identification. The very idea of citizenship is often used as though it stood for a clearly demarcated and agreed upon shared principles in which the membership of a political community is seen as a common good. From a subnational perspective, city identification-card programs have been challenging this more conventional understanding of citizenship by including immigrants with under-documented and non-documented legal status into the city services and local facilities. At the heart of this issue lie challenges related with cultural and social diversity that characterize today's multiethnic societies to most immigration-receiving countries. Inspired by Ernst Bloch's 'Principle of Hope', it might be argued that discourses of hope are both made manifest as a transformative statement and organized as a planned 'utopia'. The article ends arguing that planning has been a site for tension and different perspectives over the city making rather than conclusively determined only by the hostile stance and security-oriented approach to immigration based on populist right parties and its austerity policies which are back into spotlight.

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PLANNING FOR EQUITY, DIVERSITY, AND INCLUSION: MIGRATION AND CITY BUILDING IN TORONTO

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Recent waves of global migration have led to profound social, cultural, economic, political, physical, and environmental effects in metropolitan regions of major immigrant settlement. Toronto has been well recognized as one of the most multicultural cities in the world: its diverse demographics bring the world to the city. More than half of the three million Torontonians were born outside of Canada and self-reported as a visible minority. However, in arrival cities like Toronto, an ethno-culturally diverse population does not necessarily lead to diverse, inclusive, and resilient communities. Based on Toronto's planning practices, from policy-making to civic engagement, to building inclusive public spaces, this study explores the challenges and opportunities brought forth by the global migration phenomenon and its impact on local neighbourhoods and communities. Given Toronto's very diverse public interests, the conventional planning approaches may not be sufficient or suitable to equitably address the needs of the many diverse communities. How should the multiple voices – especially from marginalized communities – be represented in major planning decisions? How should the planning system engage the diverse public in an equitable way? How can planning facilitate the construction of inclusive public spaces that foster intercultural communication and understanding? The research concludes that municipalities should apply an equity framework in planning to foster diversity, inclusion, and urban resilience, which can be reflected in municipal planning policies, programs, community outreach processes, and the construct of shared public spaces. Planners should work to ensure that diverse community needs are considered, immigrants are properly and effectively outreached and consulted and continually involved in the planning process. Culturally sensitive spaces, amenities, programming, and services should be incorporated in the planning and design schemes, which helps to promote intercultural communication and understanding among different groups.

Migration and Planning Law – A Critical Review of the German Reaction to the “Refugee Crisis”

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Migration and Planning Law – A Critical Review of the German Reaction to the “Refugee Crisis” In 2014 more than 200.000 refugees came to Germany. The following year the number grew to 890.000. This situation became known as the “refugee crisis”. The municipalities faced enormous challenges. They had to provide accommodation for refugees. Many were confronted with a tense housing market at the same time. Activating lots for the construction of refugee accommodation often failed due to the requirements of planning law. In this situation, the legislator issued two amendments to the Federal Building Code, the law governing planning law in Germany, the first in November 2014, the second only eleven months later. The timing already indicates that the legislator was acting in an exceptional emergency situation. The new provisions are special regulations that apply only to refugee accommodation. Furthermore, they are limited until the end of 2019. The legislator has tried to activate lots in all areas: in residential zones, industrial zones (Gewerbegebiete) and in undesignated outlying areas. Including industrial zones and outlying areas can be questioned as it separates refugees from the normal resident population. This can have negative consequences for participation in social life and integration. The special provisions are considered as a deviation from general standards in planning law. Above all, they change the existing balance of interests that planning law aims to achieve in favor of refugee accommodation. If planning law is seen as an instrument for avoiding, resolving or regulating urban conflicts, the balance has been shifted. The new interest of “housing refugees” was given space, so other interests have less weight. However, this did not happen in the same way in all areas. While the legislator is cautious in areas with a high proportion of residential uses, the shifts in favor of refugee accommodation in industrial zones and outlying areas are stronger. The presentation intends to examine the question of which strategies the legislator has pursued. What stands out most, however, is a provision that allows the application of planning law to be completely suspended in extreme cases. The presentation takes the view that this is the legislator's reaction to the lack of flexibility of a planning law that is essentially based on property rights. This planning law reacts only slowly to societal changes that present themselves as restrictions on property. The sudden but serious need to accommodate refugees could not be sufficiently addressed in this property-centered planning law. This has prompted the legislator to temporarily suspend the planning law in the worst case. Biographical references Bienek, H. G. (2017), BauGB-Novellen 2014/2015 zur Unterbringung von Flüchtlingen – Erfahrungen bei der Umsetzung aus Ländersicht –, Die Öffentliche Verwaltung 2017, p. 584 – 593. Blechschmidt, R. (2018), in: Ernst, W./Zinkahn, W./Bielenberg, W./Krautzberger, M., Baugesetzbuch, § 246 BauGB. Fachkommission Städtebau (2015), Hinweise zur bauplanungsrechtlichen Beurteilung von Standorten für Unterkünfte von Flüchtlingen und Asylbegehrenden in den verschiedenen Gebietskulissen issued February, 3rd 2015, retrieved from <https://www.bauministerkonferenz.de/Dokumente/42317662.pdf> on 4.1.2019 Scheidler, S. (2016), Bauplanungssonderrecht für Asylbewerberunterkünfte, Verwaltungsarchiv 2016, p. 177 – 205.

IMPACTS OF MIGRATIONS ON PLANNING LAWS IN AUSTRIA

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Like many European countries Austria faced a huge increase of refugees arriving within the last years. As a result, many cities were challenged to provide sufficient shelter. To meet this aim the federal parliament passed a new bill, giving the federal level the possibility to decide on the accommodation of refugees throughout the country, prevailing provincial planning and building laws. In addition, most of the nine Austrian provinces enacted legal provisions to facilitate temporary accommodation for refugees, also providing for exceptions from building and planning laws. I will compare these new laws, focusing on the following issues:

- Formal Form of these legal rules
- Time Frame: Are these laws limited in time in their applicability?
- Extent of Exceptions: Are planning provisions and/or building laws affected by these exceptions?
- Applicability: Are these legal provisions only applicable to accommodate refugees meeting the definition of the Geneva Conventions, if no: what other groups of people might be included in the applicability?
- Quantity: Is the number of buildings erected or amount of people accommodated under these provisions limited?
- Neighbors' Rights: Are the new provisions limiting neighbors' rights? If yes, to what extent?
- Municipality's Rights: Do the respective municipalities have any rights of participating in the decision making process?

As a result, I will provide a comparison of the relevant legal provisions and respective laws as well as their consistency with constitutional rights.

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Place Matters: How Suburban Immigration has Reshaped the Equitable Development Movement

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The U.S. suburbs have always been a site of social struggle. While not well documented in the literature, suburbia has served as an important space upon which non-White immigrants have registered claims to equal rights, citizenship, and a more just distribution of resources (Vicino, 2012). For much of the twentieth century, these battles were largely fought over access to housing, schools, jobs, and the promised suburban “good life.” But in the past few decades, the tenor of these debates has changed. With the unprecedented movement of low-income immigrants of color to suburbia, particularly inner-ring suburbs (Frey, 2011), the battles now taking shape are about far more “urban” issues, like gentrification and displacement (Neidt, 2013). But while contests over gentrification and urban renewal have long been the subject of scholarly interest (Smith 2002), suburbia remains understudied as a setting in which such contests are taking shapes. This paper investigates the battles waged over such issues by three inner-ring suburbs in the Washington, DC metropolitan area that have experienced rapid Latino, African, and Asian immigration alongside redevelopment in recent years. It asks how different suburban social and spatial contexts as well as redevelopment processes and politics mattered to activists’ ability to forward an equitable development agenda. The paper argues that neither redevelopment processes nor the responses of communities most affected by them can be understood without close attention how place shapes development politics not only between cities and suburbs, but also among suburbs in different metropolitan contexts. The paper considers how diverse migration patterns and neighborhood features mattered to how activists and community groups pursued their interests across the cases. It gives attention to how factors, such as patterns of segregation and diversity among immigrants as well as neighborhoods’ spatial and institutional resources, affected the extent to which groups thought about themselves as a community and the different structural conditions and constraints they faced in pursuing their interests. It also examines how redevelopment processes and politics shaped how diverse immigrant communities and groups responded and what they achieved or lost. This includes how diverse groups were engaged in the process and how they defined and pursued an equitable development agenda. Finally, it will consider the critical factors that mattered across case studies differ among suburbs in the region, between cities and suburbs, and among metropolitan areas. The paper offers lessons for advancing scholarship and practice in public policy, planning, and advocacy towards more equitable suburban development. Utilizing Henri Lefebvre’s (1996) notion of people’s collective power to reshape processes of urbanization, it purposes a right to suburbia that recognizes immigrant communities as important constituents in shaping suburbia’s future, advances a more equitable distribution of the risks and rewards of redevelopment, and prevents vulnerable groups from being pushed further towards the urban edge.

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MIGRATION-LED URBAN TRANSFORMATION, DIVERSITY AND THE TRANSATLANTIC PERSPECTIVES FOR PLANNING

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All over Europe cities are in need to attract newcomers, but cannot choose those that come. At the same time, many of the former industrial cities also host a socio-economically marginalized migrant population. Thus, in the past years cities increasingly started to work on the proactive governance of migration, making use of the given local diversity and by pronouncing marketable ethnic features in the urban fabric. While migration has become a driver of urban transformation on the local level with high percentages of migrant population among the young generation, urban planning in many cases is still bound to a sedentary logic and is operated by the established native population. My presentation conceptualizes "migration-led urban transformation" as a possibility of overcoming concepts that either focus on deficit-oriented approaches regarding migration ('top-down') or the underscoring of diversity as an asset of branding and commodification of the ethnic. It suggests instead to include the manifold 'bottom-up' initiatives into the understanding of urban transformation, such as diasporic formations and migrant organization or civil-society actors that have evolved over time. Thus, in cities across Europe and North America, there appears to be an increasing cleavage between those cities that allow for cosmopolitanism and which may rely on proactive action concerning their migration-related diversity, and those cities that only reluctantly seek to 'integrate' migrants into their urban fabric. In my contribution I will rely on work with a colleague from the US that focusses on the way in which different (or indeed similar) policies and practices of urban governance shape and are shaped by the lives of migrants in cities. By means of comparison, we might shed light on the role of civil society, especially NGOs, migrant organizations and 'below the radar activities', within different policy and planning systems.

Impacts of migrations on planning laws in Austria

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Like many European countries Austria faced a huge increase of refugees arriving within the last years. More than 130.000 people asked for asylum in 2015 and 2016, most of them trying to find housing in cities, preferably in Vienna. Also in 2017 another 25.000 people asked for asylum in Austria. As a result, many cities were challenged to provide sufficient shelter. To meet this aim the federal parliament passed a new bill, giving the federal level the possibility to decide on the accommodation of refugees throughout the country, overruling competences of provinces and municipalities, thus, also prevailing provincial planning and building laws. In addition, most of the nine Austrian provinces enacted legal provisions to facilitate temporary accommodation for refugees. Also these new provincial laws mostly provided for exceptions from building and planning laws. Thus, temporary housing could be provided also in areas, normally not zoned for living and in buildings, which did not have to meet the usual provisions of the relevant building law. What's more, neighbours' rights were significantly reduced within these building procedures. In my contribution I will compare the different provincial laws and evaluate their strengths and weaknesses. Focus will be given, among others, on the following issues:

- **Formal Form of these legal rules:** have they been enacted as new laws or as amendments of planning or building laws.
- **Time Frame:** Are these laws limited in time in their applicability, if yes: how long? Is there a maximum time for this sort of accommodation stated by law? Can these time frames be prolonged under the respective law, if yes: how often and under which conditions? Do the laws state what consequences the expiry of the maximum time will have on the buildings erected?
- **Extent of Exceptions:** Are planning provisions and/or building laws affected by these exceptions? How far reaching are these special cases and which provisions of planning / building laws are not affected?
- **Applicability:** Are these legal provisions only applicable to accommodate refugees meeting the definition of the Geneva Conventions, if no: what other groups of people might be included in the applicability? Are all of these relevant groups of people refugees, or are there also different categories, like people affected from natural disasters or students?
- **Quantity:** Is the number of buildings erected or amount of people accommodated under these provisions limited, if yes: in what ways?
- **Neighbours' Rights:** Are the new provisions limiting neighbours' rights, if yes: up to which extent? Can neighbours apply for legal remedies or are these also limited?
- **Municipality's Rights:** Do the respective municipalities have any rights of participating in the decision making process, if yes: to what extent. If no: do they at least have the right to be informed about the accommodation of refugees within their territory?

As a result, I will provide a comparison of the relevant legal provisions and respective laws as well as their consistency with constitutional rights. I will also talk about risks and dangers these new provisions pose to the legitimacy of planning and their possible usage as loop holes to avoid building- and planning provisions.

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Schachinger, Wei XU, Stadt Wien beschränkt die Menschenrechte, *der Standard*, 2016

The built environment and immigrant integration in the Denver metropolitan area

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How can urban planning help foster immigrant integration, the dynamic, two-way process in which newcomers and the receiving society work together to build secure, vibrant, and cohesive communities? In this project, we ask why some places become “arrival neighborhoods” for new immigrants, and examine what role planners can play in building pathways for integration for these increasingly vulnerable groups. Existing work on this subject tends to suffer from two major oversights. First, integration is often measured by proxy variables related to economic incorporation, language acquisition, or educational attainment; very few studies focus on perceptions of belonging as understood by immigrants themselves (Ellis and Almgren, 2009). Second, although most integration theories place a strong emphasis on community cohesion, little work to date has focused on how the design of the built environment might affect these “contexts of reception,” or the combination of opportunities and challenges that shape inclusion and exclusion in the receiving society (Portes and Rumbaut, 2014). In this project, we ask how the spatial qualities of communities can create more tolerant, equitable, and inclusive contexts of reception for first-generation immigrants. We conduct more than 300 surveys in neighborhoods around the Denver metro area to help us understand how immigrants perceive their social, legal, and spatial worlds, and how these contexts and experiences shape their feelings of belonging (Burciaga and Martinez, 2017). We then analyze the physical qualities of the neighborhoods in which they live, examining factors such as density, walkability, transit access, small businesses, and public spaces, to determine how these might shape resulting patterns and perceptions of integration among immigrants. In addition to basic descriptive statistics, we use geospatial analysis, means-testing and multivariate analyses to assess respondents’ experiences of belonging and integration depending on what type of neighborhood they live in (e.g., urban core, urban edge, suburban), each of which has a very different spatial pattern. We control for potentially confounding variables such as education levels, duration of stay in the U.S., and legal citizenship status to focus specifically on the impact of the built environment on perceptions of belonging. Initial findings suggest that first-generation immigrants who live in dense, walkable, transit-rich, centrally-located neighborhoods replete with high-quality public spaces indicate higher levels of integration than those in neighborhoods with the opposite qualities. This study – and future scaled-up work in a number of regions around the U.S. – contributes to an emerging body of literature and policy in a number of ways. First, it introduces a key spatial analytical construct for immigration scholars in sociology and political science (Németh, forthcoming). Second, it recognizes the important role that professional planners and designers can play in building more inclusive and integrative spaces for underserved populations (Sandoval, 2010). Third, it helps nonprofits, policymakers, and other state actors advocate for built environment improvements in existing and potential arrival neighborhoods. And finally, it can benefit the daily lives of immigrants in the Denver metro area and beyond by showing the powerful ways that “place matters” for immigrant integration.

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In Plain Site. Immigrant Street Vendors and Rights of Visibility in touristic Rome.

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As immigration flows bring new people into cities, conflicts continue to arise over who has a right to use space. My paper focuses on easing these conflicts through the design of the built environment. Looking at the Bangladeshi street vendors of touristic Rome, I investigate how marginalized Others claim a Right to the City by seeing and being seen in iconic landscapes. I draw on observations and interviews to map the everyday interactions among the Bangladeshis and other immigrants, police officers, tourists, and residents. My findings reveal that although each trader feels at ease in different spaces depending on his seniority on the street, all Bangladeshis perceive Rome's center as a relatively safe place. For their part, some tourists, police officers, and residents believe that the vendors pollute "authentic" Rome, while others reluctantly accept them as part of the city's landscape. These dynamics shape and are shaped by the built environment. The iconicity, porous urban fabric, and surveilled spaces of the touristic center all encourage diverse people to share space. I conclude that the visibility of ethnic Others slowly, but persistently, popularizes a multicultural image of the city by changing expectations of "Rome" as a pristine, historical site inhabited by white Italians. Scholars look at how immigrant groups challenge exclusion through their everyday practices (Hall, 2015; Miraftab, 2011). They also emphasize how immigrants' urban visibility epitomizes power dynamics furthering marginalization in the city (Sandoval, 2013). Yet, little attention has been given to visibility itself as a tool of ordinary resistance. My research demonstrates that ethnic Others obtain recognition by seeing and being seen in commodified landscapes. I thus argue that planners should use these politics of visibility (Mirzoeff, 2011) to normalize difference in urban landscapes. In the center of Rome, three kinds of interventions can serve this purpose. First, designers should highlight minoritarian pasts by making visible the traces of forced labor and migrations that shaped Rome throughout its history. Secondly, planners should spatialize nonconventional forms of citizenship by creating spaces for the vendors to store goods, pray, and rest. Finally, designers should create spatial elements that suggest new ways to use and sense the historic city. Vending stalls that also serve as info-points, for instance, would convey the image of a multicultural Rome expanding majoritarian assumptions of who has a right to use the city.

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Post-Traumatic Spatial Self-Organization for Self-Reliance and Dignity

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Since 2012, and particularly since 2014, instability and wars in countries of North Africa and the Middle East have caused a wave of refugees, trying to flee from violence in their countries, to Europe. They usually cross the Mediterranean towards north, to Italy, or the Aegean, going west to the Greek islands. In their quest for a safe refuge, a very high number is either drowned or disappeared. The rest, reach in Europe carrying their traumatic experiences, and face immediate needs of humanitarian nature. A major task of host cities is to provide shelter for the refugees, taking into consideration the influence of their psychological trauma in their connection with the local societies. This complex task, which combines technical, economic, social, psychological, and political dimensions, simultaneously targeted on two social groups, the refugees and the local society, constitute the “post-traumatic urbanism” which intervenes in recreating spatial and social networks of the refugees in the host city. This paper discusses how the complex issue of post-traumatic housing triggers spatial self-organization by the refugees, in contrast to the “official” ones provided by the state, through the lens of complex adaptive theory (resilience). The article, through qualitative and quantitative methods, and participatory observation examines the features of refugee housing in Athens and Thessaloniki. Through this study, it is highlighted that post trauma self-organization of mobile populations is a process of gaining dignity and self-respect in a new and often hostile environment, and a tool for spatial and social transformation under chaotic conditions, i.e. from suicidal dignity to lathergic dignity and eventually to self-reliance to live with dignity.

MIGRATION-LED URBAN TRANSFORMATION, DIVERSITY AND THE TRANSATLANTIC PERSPECTIVES FOR PLANNING

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All over Europe cities are in need to attract newcomers, but cannot choose those that come. At the same time, many of the former industrial cities also host a socio-economically marginalized migrant population. Thus, in the past years cities increasingly started to work on the proactive governance of migration, making use of the given local diversity and by pronouncing marketable ethnic features in the urban fabric. While migration has become a driver of urban transformation on the local level with high percentages of migrant population among the young generation, urban planning in many cases is still bound to a sedentary logic and is operated by the established native population. My presentation conceptualizes “migration-led urban transformation” as a possibility of overcoming concepts that either focus on deficit-oriented approaches regarding migration (‘top-down’) or the underscoring of diversity as an asset of branding and commodification of the ethnic. It suggests instead to include the manifold ‘bottom-up’ initiatives into the understanding of urban transformation, such as diasporic formations and migrant organization or civil-society actors that have evolved over time. Thus, in cities across Europe and North America, there appears to be an increasing cleavage between those cities that allow for cosmopolitanism and which may rely on proactive action concerning their migration-related diversity, and those cities that only reluctantly seek to ‘integrate’ migrants into their urban fabric. In my contribution I will rely on work with a colleague from the US that focusses on the way in which different (or indeed similar) policies and practices of urban governance shape and are shaped by the lives of migrants in cities. By means of comparison, we might shed light on the role of civil society, especially NGOs, migrant organizations and ‘below the radar activities’, within different policy and planning systems.

Do size of city and type of sponsorship matter in refugees' re-settlement experience? A Canadian response

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This paper documents the settlement experiences of Syrian refugees in two cities in Alberta, Canada, in the first year of their resettlement. The research was sponsored by the Social Sciences and Humanities Research Council of Canada and Immigration, Refugees and Citizenship Canada. The focus was on two Alberta cities—Edmonton and Lethbridge—as exemplars of a large and a small city. It then compares the experience across the three government and private sponsorship programs to understand which program is most effective in helping refugees settle and integrate in Canada. It also assesses if the responses differed based on the size of the urban centres. The study uses face-to-face, individual interviews with hundreds of refugees and private sponsors, and key informant interviews with settlement volunteers and agency representatives. The findings suggest that all three programs were largely successful in bringing in Syrian refugees, from various asylum countries in the Middle East to safe places in Canada. However, the settlement experience of refugees varied after they arrived in Canada. Challenges in learning English and finding employment were paramount among all three refugee streams. Contrary to some academic literature, privately sponsored refugees faced resettlement challenges similar to their counterparts in the two other sponsorship streams. In regards to the size of city, clear signs were present that a relatively small urban centre, like Lethbridge, managed its settlement delivery more efficiently. Being small allowed those community members who were engaged and interested in refugee settlement to come together and mobilize their resources more quickly. The ratio of newcomer numbers to capacity of service infrastructure present (regardless of the size of the urban centre) also matters because it largely determines the efficacy of the settlement services.

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POST-TRAUMATIC SPATIAL SELF-ORGANIZATION FOR SELF-RELIANCE AND DIGNITY

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Since 2012, and particularly since 2014, instability and wars in countries of North Africa and the Middle East have caused a wave of refugees, trying to flee from violence in their countries, to Europe. They usually cross the Mediterranean towards north, to Italy, or the Aegean, going west to the Greek islands. In their quest for a safe refuge, a very high number is either drowned or disappeared. The rest, reach in Europe carrying their traumatic experiences, and face immediate needs of humanitarian nature. A major task of host cities is to provide shelter for the refugees, taking into consideration the influence of their psychological trauma in their connection with the local societies. This complex task, which combines technical, economic, social, psychological, and political dimensions, simultaneously targeted on two social groups, the refugees and the local society, constitute the “post-traumatic urbanism” which intervenes in recreating spatial and social networks of the refugees in the host city. This paper discusses how the complex issue of post-traumatic housing triggers spatial self-organization by the refugees, in contrast to the “official” ones provided by the state, through the lens of complex adaptive theory (resilience). The article, through qualitative and quantitative methods, and participatory observation examines the features of refugee housing in Athens and Thessaloniki. Through this study, it is highlighted that post trauma self-organization of mobile populations is a process of gaining dignity and self-respect in a new and often hostile environment, and a tool for spatial and social transformation under chaotic conditions, i.e. from suicidal dignity to lathergic dignity and eventually to self-reliance to live with dignity.

PLANNING FOR EQUITY, DIVERSITY, AND INCLUSION: MIGRATION AND CITY BUILDING IN TORONTO

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Recent waves of global migration have led to profound social, cultural, economic, political, physical, and environmental effects in metropolitan regions of major immigrant settlement. Toronto has been well recognized as one of the most multicultural cities in the world: its diverse demographics bring the world to the city. More than half of the three million Torontonians were born outside of Canada and self-reported as a visible minority. However, in arrival cities like Toronto, an ethno-culturally diverse population does not necessarily lead to diverse, inclusive, and resilient communities. Based on Toronto's planning practices, from policy-making to civic engagement, to building inclusive public spaces, this study explores the challenges and opportunities brought forth by the global migration phenomenon and its impact on local neighbourhoods and communities. Given Toronto's very diverse public interests, the conventional planning approaches may not be sufficient or suitable to equitably address the needs of the many diverse communities. How should the multiple voices - especially from marginalized communities - be represented in major planning decisions? How should the planning system engage the diverse public in an equitable way? How can planning facilitate the construction of inclusive public spaces that foster intercultural communication and understanding? The research concludes that municipalities should apply an equity framework in planning to foster diversity, inclusion, and urban resilience, which can be reflected in municipal planning policies, programs, community outreach processes, and the construct of shared public spaces. Planners should work to ensure that diverse community needs are considered, immigrants are properly and effectively outreached and consulted and continually involved in the planning process. Culturally sensitive spaces, amenities, programming, and services should be incorporated in the planning and design schemes, which helps to promote intercultural communication and understanding among different groups.

SP34 Spatial tensions: urban microgeographies for changing cities

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Ianira Vassallo
Agim Kercuku

Even though violent conflicts have transformed cities during the whole XX century, it's nowadays possible to identify the softer phenomenon of "Tensions" as the specific contemporary both social and spatial urban changes catalyst. From one hand, the power of Economy and the crisis of societies are disruptively intertwining with the territories and this intensification is also softening and sharpening strong Conflicts. Contemporary tensions are often hidden, sometimes implicit or explicit. Urban and social tensions rise in between opposing models, visions and scenarios, but also between different populations and generations. Tensions can be recognised due to different uses of public spaces, in different productive models overlapping, in gentrification processes ambivalence but also in the rights claimed by some urban practices. From the other hand, unless Urbanism and Geography defined urban conflicts phenomena through a vast literature since the last 50 years, words and definitions inherited from those relevant studies seem no longer be appropriate for contemporary cities. The actual urban changes are questioning the concept of Public Space, Specialized or Industrial district, Heritage, Periphery, Gates communities and so on. Contemporary cities are much more heterogeneous than labels and categories coming from our vocabularies. A microgeography of urban tensions can re-define this lexicon, developing new categories for giving us a better understanding of contemporary urban changes. Facing urban tensions is also an opportunity for urban planning and design practices to regenerate the city itself. Open questions are: How tensions could describe a new season of urban transformations, of policy and design strategies? How urban and spatial tensions could become an instrument for urban and architectural design? Which tools could we use to define hidden phenomena in changing cities? The session will discuss: Spatial and social tensions case-studies Projects facing urban tensions Essays and studies focusing on language adequacy for contemporary urban tension

MOTIONLESS MOVEMENT - THE BRAZILIAN URBAN CRISIS FROM THE CREATION OF THE MINISTRY OF CITIES TO THE GREAT PROTESTS OF 2013

Andrés R.

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This article aims to investigate the period between the creation of the Ministry of Cities in 2003 and the great protests of June 2013 in Brazil. It looks for the connections between the greatest set of riots in the recent history of the country and the accentuation of the urban crisis, with special focus on the role (potential and real) of public policies in the transformation of cities. My main hypotheses are that, despite the economic growth and poverty reduction that took place in the period, some of the historical urban problems were accentuated; that the urban reform agenda built for years by popular movements, culminating in the creation of the Ministry of Cities, could, if implemented, have dealt with the structural problems of Brazilian cities; and that this mismatch between project and achievement contributed in a relevant way to bubble up the cauldron that exploded in June 2013. I intend to analyze four sets of information: the projected performance of the Ministry of Cities, manifested in plans and conferences; the concrete action of the Federal Government in the period, especially through programs such as Minha Casa Minha Vida and PAC Cidades; the indexes for change in 7 Brazilian capitals regarding mobility, housing, security and well-being; and the presence of urban issues in the narratives of the protests of June 2013. In a dialogue with political philosophy, history and cultural debates, my hypothesis is that the period in question was characterized in large Brazilian cities by a kind of motionless movement: the unprecedented investments in housing and urban development and the growth of the economy based on consumption had effects on the collective field that ended up reducing or undermining possibilities for emancipation or improvement in the quality of life that had been initially foreseen.

FEAR AND SEGREGATION: ANXIETY BEYOND THE GATED COMMUNITIES. THE COSTA RICAN CASE.

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Fear of crime seems to be a constant concern in Latin America. In Costa Rica, a 'discourse of fear' seems to be changing the urbanisation patterns; giving way to gated communities. However, those developments might be increasing feelings of exclusion and anxiety instead of reducing urban safety issues. In the last 20 years, the gated communities have been rising in Costa Rica; therefore, the traditional neighbourhoods have to coexist with these new developments. Apparently, this situation has provoked some tensions between outside and inside. This paper aims to explore the effects of gated communities in the distribution of fear in their peripheries. It intends to examine which elements of the built environment and social relations affect the unsafety feelings, as well as their variations according to the level of social inequality. The research is taking place in the urban areas of Costa Rica. Eight study cases were selected, which are neighbourhoods bordering gated communities. The selection was based on the level of social inequality, considering four basic unfulfilled needs: housing, educational level, health and access to goods and services. It was made using the census' cartography through Geographic Information Systems. In each neighbourhood was carried out a walking interview with some members of the community; those walks were tracked with a GPS and recorded. Additionally, there were focus groups, observations and interviews. Some preliminary results suggest a significant residential segregation between the neighbourhoods and the gated communities. It seems the fortification is more than a physical barrier; there is no room for sharing, which causes misconceptions and fears towards other people. There is a concern towards the unknown: who does live behind those walls?. In this regard, some variations were found, such as a higher fear in those neighbourhoods more unequal or without support networks.

ANTI-URBAN FORM IN BRAZILIAN CITIES: TOWARDS A METHOD TO READ THE IMPACT OF VOID STREET INTERFACES.

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The result of recent urbanisation in Brazilian cities has been consistently represented through terms such as 'gated city' or 'the city of walls'. These words reflect an emerging pattern in the built environment in cities where the connection between buildings and the public domain has been interrupted. As cities continue to transform following this anti-urban model, the risks of exacerbating social and spatial divide increases, and possible progressive responses are made very difficult. This work explores the case of the void street interfaces, which result from the construction of a building with no public use on the ground floor, presenting an opaque frontage in the built volume. We propose a method to investigate the relationship between the capacity of the street interface to promote the encounter or segregation of people with the distribution of activities in the urban environment. Furthermore, the aim is also to gain insights into the role of planning in the mediation of these processes. In this paper, we attempt at defining a model for predicting the presence of void ground floors. We employ a dataset about the location of void street interfaces from the city of Recife, and a dataset concerning the distribution of activities, sourced from the Brazilian Institute for Demographics and Statistics (IBGE) for several neighbourhoods in different Brazilian cities. We employ a weighted regression model to establish the quantitative relationship between the presence of void street interface and the distribution of activities. Results obtained show which attributes in the IBGE data better explain and predict the possible presence of void ground floors in the neighbourhoods of different cities. The predictive model can help planners to better understand the emergence of void street interfaces, making possible to develop specific urban policies and regulation to address the problem and limit undesired outcomes.

LOFTS DISTRICTS IN MILAN. OVERLAPPING TENSIONS BETWEEN USES AND REGULATIONS. INSTRUMENTS FOR URBAN AND ARCHITECTURAL DESIGN.

D"Armento S.

Politecnico di Milano

The contribution I wish to present regards a very peculiar kind of settlements, scattered around the city of Milan. Conversions of industrial buildings and compounds into lofts have been studied since the 1982 seminal work of Zukin "Loft Living", but the topic got a very little attention in the the Italian case, represented mainly by the city of Milan. The gray areas of national and local regulations allowed the unplanned emergence of entire multi-functional enclosed districts within the city, built from the ruins of former industrial plants, which became loft factories, since they produce building units adapting the existing buildings, to create a revenue. In these sort of urban villages every kind of use takes place simultaneously. Due to the inherent flexibility of industrial buildings, with spaces that can be divided horizontally and vertically in modules which can be joined and split, lofts allow for the coexistence of diverse uses. Officially listed as workshops, these units host housing, commerce, small manufacturing, one next to other or even in the same unit, having highly multi-functional districts taking shape, overcoming zoning regulations. Especially regarding the residential use of the units, these settlement have been considered as acting in a parasitic way, but the loft environment of Milan has never been properly explored and studied. Lofts developments may represent a case of overlapping tensions, of uses and practices and at the same time a possible way to use architectural and urban design to address several issues about contemporary city, as flexibility of uses and urban manufacturing. The contribution aims first to quantify the phenomenon in the city of Milan through a map of loft developments and then present two of the most significant cases, showing the tensions produced in these environments between the different uses, formal and informal, legal and illegal.

MORPHOLOGIES OF MULTIETHNIC RELATIONS IN CONTEMPORARY EUROPEAN EXPERIENCES OF PUBLIC SPACE DESIGN

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Unprecedented migration phenomena and in transit behaviours are crossing European territories, highlighting a new geography of temporalities and cultural intersections, but also of exclusions, inequalities, tensions and fragmentations. Multiethnic relations embody a challenge and an opportunity, playing a key role in European spatial, social, and political resignification. Public spaces are called upon to host such new forms of sociality, remodulating risk perception, enhancing mixophilia. Thus, public space has become not only the place of crisis representation, but also the playground of a potentially change-maker social dialogue. This paper will provide an insight on some contemporary forms of spatial/social tension by presenting two recent design experiences by Architetti Senza Frontiere, concerning public and collective spaces in multiethnic contexts. 1)Costruiamo Saperi concerns learning by doing training in Ragusa addressed to marginalised migrants for integrating them in legal labour market. Abandoned commercial ground floors in the city center and a forsaken farm have been reactivated, being the training field and now hosting two social enterprises founded by some of the trained together with local workers.2)ERSILIALab is a programme active in Milanese Molise-Calvairate-Ponti district. Located in city's southern fringes, this neighborhood hosts a hidden temporary reception centre, inhabited by a Roma community. ERSILIALab works on neighborhood public space with temporary interventions enhancing relations between residents —an already multicultural community— and Romas.The two projects will be explored through the lens of Beatrice Galimberti's ongoing PhD research, that proposes a combined cross-scale morphological and relational approach to investigate social dialogue design of European public spaces. Drawings, interviews, pictures, and short videos will support the presentation, showing how multiethnic spatial and relational tensions can be an unexpected ground to structure publicness, generating cross-cultural interactions as formative elements to strengthen a renovated European collective dimension culture and design.

DESIGN EXPERIMENTATION IN A CONTEXT OF CULTURAL DIVISION: THE CASE OF AHMEDABAD

Gualdrini G.

Politecnico di Milano

One of the founding elements of Indian society is the communitarian structure that allows the coexistence of different ethnic groups within the same land. Although cultural diversity has contributed to the creation of an Indian nation rich in tradition, it has not prevented the formation of strong tensions among communities. In the years following the formation of India and Pakistan, the capital of Gujarat, Ahmedabad, as many other Indian cities, was crossed by strife between Hindu and Muslim communities. These uprisings led to the complete crystallisation of the social tissue, erasing all culturally heterogeneous urban areas. However, the high population density of the city center forced the historical urban fabric to progressively constitute a complex system to allow the close coexistence between Muslim and Hindu communities, thus defining an interesting place to observe. This work aims at analyzing the relationship between the context of social segregation of Muslims and Hindus and the urban pattern of Ahmedabad. The segregation between these two religious groups is studied by considering three border settings between Muslim- and Hindu-dominant areas, in order to understand whether there were different urban forms of separation. In particular, one border is located inside the fortified historic nucleus, the second one is within an industrial area and the third one is included in an area of the new urban sprawl. This work suggests a strategic solution with the aim to transform the contact points from barriers to spaces of relationship between the two communities. Starting from the fragile relationships and issues of the areas of intervention, this project firstly tries to meet the basic needs of the population with an infrastructural proposal. In a second communitarian layer, it suggests to foster the exchange of craft traditions through the construction of meeting spaces such as workshops and cultural centers.

RESISTING GENTRIFICATION. THE SPATIAL DYNAMICS OF THREE PLACES OF WORK IN BRUSSELS

Lenna V.^[2], Martin Sanchez L.A.^[1]

^[1]Iuav, ^[2]Iuav/KU Leuven

An association working around the production of a biannual parade. A cultural centre established in an abandoned imprimerie. A co-working space. The three of them being situated in some of the poorest neighbourhoods of Brussels and implying the renovation of ex-industrial buildings. While in the long term they may engender a gentrification process, the three of them are aware of this risk. Despite not defining themselves as social operators, they nevertheless try to resist it by establishing some relationship with the neighbourhood, although in very different ways and as part of very different strategies, mostly centred on reshaping the relationship between work and life. At the same time their contribution looks crucial to bring back manual work in the city and in those neighbourhoods that have been mostly affected by the deindustrialisation processes started by the end of the 60s. The paper will question the capacity of new ways of working and the related spatial dynamics to counterbalance potential gentrifying effects related to the improvement of decaying and problematic parts of the city.

ARTICULATING TRANSCALAR TENSIONS. THE ROLE OF THE PROJECT IN THE COMMUNITY LAND TRUST OF BRUSSELS.

Lenna V.

IUAV KU Leuven

The Community Land Trust (CLT) is an example of how transcalarity is a dimension implied in the management of the commons, thus confirming -among others- the recent theorisations of foundational economy (Barbera, Negri and Salento, 2018). Transcalarity is about the embeddedness of the CLT's projects in the neighbourhood; it is about the different agencies of the different actors and communities implied in the decisional system; and their different interests as far as the maintenance of the assets –the land and the built artefacts are concerned. While transcalarity is –as I argue- fundamental for the protection of a resource, it is also about tensions and conflicts, which necessarily collide at the microscale of each single project. The paper will try to show how the process of design at the core of each project may in fact allow to articulate tensions, balancing powers and coming to terms with spatial conditions and the capacities of the involved subjects, thus allowing the realisation of the projects and their maintenance in the long term. The case study will be one of the first prototype projects of the CLT in Brussels, to which I had the chance to contribute. Barbera, F., Negri, N. and Salento, A. (2018) 'From individual choice to collective voice. Foundational economy, local commons and citizenship.', *Rassegna Italiana di Sociologia*, (2), pp. 371–397.

PERMEABLE INTERIORS. COMPATIBILITY BETWEEN DIVERGENT ORIENTATIONS IN THE CONTEMPORARY EUROPEAN CITY – THE CASE OF BERLIN.

Manfredi L.

IUAV

Amongst the discourse surrounding the production of urban space in Berlin from WWII until today, we can recognise a common thread that reflects on the conflict between two different ways of planning urban space: the informal and unconventional ideology which is counterposed by the more traditional and institutional orientation. In the debate this friction surfaces repeatedly, creating a “Berlin discourse”. “Permeable interiors” are the spaces that intermittently partake in the production of urbanity in the city - in fact they are private spaces that sometimes open themselves to public situations thanks to personal initiative. In this sense, the hypothesis of my work is that they could be a contact point between the two different orientations that build the “Berlin discourse”. As private and inner spaces, they depend upon the initiative of the single individuals or of minor associations. On the other hand, when those spaces open themselves to host uses that traditionally would take place publically, they integrate themselves in a bigger network of micro spaces. Consequently, they become part of the dynamics created by economical, social and cultural values that regulate, in complexity and totality, the urban space – dynamics which embody the institutional projects. Those interiors - whose origins are rooted in a tension by claims of participation and collaboration of individuals around accessible or appropriated urban space - seem to have found a specific role within the city, whilst being accepted and recognised by both of the counterposing approaches to planning urban space. They represent a contraction of public uses stimulating a reflection on some notions in movement like “public space”. Subsequently, this allows us to overcome dichotomies like “public/private” or “exterior/interior”, which simplify the comprehension of the urban project, becoming an obstacle to the interaction of the urban project with the social resources of the city.

A SILENT THREAT FOR INDUSTRY? EXPLORING URBAN STRATEGIES IN SAINT-DENIS PLAINE

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For some years, Paris soil has been emerging as a place for the expression of numerous tensions, either social unrest or ideological claims. While the city heart is facing conflicts focusing the international community attentions, other pressures seem to emerge without making too much noise on the other side of the Boulevard Périphérique. These are the spaces of métropolisation, such as the Plaine Saint Denis, one of the largest and most productive areas of the region. In the Plaine urban regeneration dynamics and industries expulsion phenomena are overlapping. According to some authors, industry seems to be suffering boundaries redefinitions forced in part by new urban operations. Actually, these territories are facing a new challenge: in order to define new guidelines for future urban developments, the Grand Paris metropolis is guiding a new strategic masterplan entitled Schéma de Cohérence Territoriale (SCOT). This regulatory instrument, that will be finalized by the end of 2019, will also define the main directions of actual and new productive spaces of the whole metropolitan areas for the next 15 to 20 years. This paper will focus in particular on the territory of Saint-Denis Plaine starting from a series of interviews and cartographic analysis made in the context of a Phd thesis. From one side, the aim of this article is to construct a critical balance of the relationship between local production and actual urban operations that seems to represent a “silent” threat for industry. And on the other side the paper will try to intercept the very first results of the SCOT policy and the actual debate on the future of productive metropolitan areas.

LATENT TENSIONS AND URBAN CHANGE IN A MILAN PERIPHERAL NEIGHBOURHOOD

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Looking at urban areas under the interpretative perspective of tensions enables researchers to detect latent or contentious issues, which significantly characterise urban neighbourhoods, even if they do not emerge as open or explicit conflicts. The paper concerns the interpretation of latent urban tensions in the Corvetto neighbourhood, in South-East Milan: a complex and multi-layered peripheral neighbourhood, characterised by a large social housing compound, changing populations, forms of marginality and disadvantage, but also a by very lively and active local community. Moreover, in the last few years, the area has been the object of a number of urban regeneration policies and innovation programmes promoted by the Milan Municipality and other local or city level stakeholders. The research question underlying the paper revolves around the role of latent tensions in shaping recent developments in the area, looking in particular at three relevant dimensions, located at the crossroads between physical intervention and social activism; the first issue concerns the stigma that characterises the area, and the ways in which this influences public discourse and policy making, but also self-recognition on the part of local inhabitants; the second one looks at squatting practices, in particular in social housing; the third one focuses on the role of a tactical urbanism project implemented in local public space, and the impact it had on the use of space by inhabitants. Impinging on field research developed in the framework of a Master course on urban conflicts, the paper will critically discuss the three emerging dimensions, trying to decode the underlying contention and urban tensions, and looking at the peculiar nexus between physical organisation of space and the role of social agency at local level.

URBAN CRISIS STORYTELLING: IDIOMS AND FORMS OF CITY'S EQUILIBRIUM INTEGRATING THE UNCERTAINTY

Pietropaoli M.

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With my presence I would like to witness two years of experience as a PhD researcher on the thesis: "European city: Fundamentals and images of its Crisis". I spent my time on the redaction of an anthology of different narrations accompanying urban projects (in different scales) "for", "against", "between" crisis. How do these tells make urban government frameworks pass from the paradigm of "finality" to the paradigm of "intentionality"? Mixing a functional rationality (typical of biological sciences) and an intentional rationality (of the social sciences), urban studies create the condition to reshape equilibrium from time to time. Based on the consciousness that the total outcome doesn't satisfy everyone's interest, negative externalities are something to be controlled. Like Ulisse binding himself to not hear the mermaids, reducing the field of action we reduce the unpredictability. My review of discourses on the presumed crisis of the city as a complex construct (not yet well framed in its urban level in Europe as in US or Latin American contexts, for example) leads to consider different vocabularies showing their mutual conflict. I will indicate how the problem of operationalization of the concept of crisis, in relation to project, reveals the contraposition of two genealogies of thoughts, the one dominant and the other in objection. If we give the attribute of "feminine" to the genealogy of thought in opposition, we find some important concepts: empathy, contradiction, anachronism, otherness, cosmopolitanism. Following the historical genealogies of this feminine thought, I want to share this lexicon lying in the tension between patriarchal language and a feminine way of access to reality. How does it change the conception of the triad work/efficacy/example? May this help to manage European city avoiding the extreme finalization of government public speech, policies and actions in order to integrate the implicit and the uncertainty?

DECOLONISATION AND NON-HEGEMONIC GENTRIFICATION: ARAB IMMIGRATION AND RE-APPROPRIATION OF ISRAELI DEVELOPMENT TOWNS

Schwake G.

TU Delft

In this paper, which concentrates on Arab immigration to Israeli development towns, I will be presenting the concept of non-hegemonic gentrification, which describes the movement of upper-middle class ethnic minorities to lower-middle class neighbourhoods, predominated by the ethnic majority. In this case, the gentrification process is fuelled by the economic abilities of the gentrifiers, but also by the xenophobia of the gentrified. The Israeli development towns were constructed in a government-led effort during the 1950s, intended to settle the influx of Jewish immigrants, while expanding the state's territorial control and limiting Arab presence in the area. However, along the years, these towns suffered from discrimination, neglect and lack of employment, consequently leading to the negative immigration of its Jewish inhabitants. On the other hand, since the 1980s, several development towns witnessed an immigration of upper-middle class Arab families seeking to improve their living conditions while remaining in the vicinity of their existing cultural and civil centres. The relatively high socio-economic class of these families increased local property values, enhancing the demographic transformation, as parts of the Jewish population, not interested in living beside their new neighbours, had an additional, economic, incentive to leave. Focusing on Nazareth-Ilit, which was built in 1954 in order to "demonstrate state sovereignty to the Arab population", I will illustrate how blue-collar neighbourhoods were gentrified by bourgeoisie Arab families through the rising real-estate prices, but also through the fear of Arabisation from the local Jewish population. Furthermore, this paper shows how the same towns that were meant to limit Arab presence, became a tool to enhance it, as Arabs moving to Jewish neighbourhoods were able to turn them into their homes, re-appropriating the local landscape and built environment.

MORE-THAN-REPRESENTATIONAL BUILDINGS: AFFECTS, AMBIENCE AND POWER DYNAMICS OF CONTEMPORARY URBAN DEVELOPMENTS

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The Technion

Amidst recent global urbanization trends, cities have rapidly grown, becoming more diverse and multicultural. Large Urban Developments (LUDs) are the prominent form of urban developments and re-developments in contemporary cities. While LUD projects are generally characterized by large investment and high complexity in terms of planning and operational requirements they vary in the scope and depth of their impact on the urban environment and the experience and everyday life of people. LUDs change the form of cities, possible uses, and the relations between the city and its different users. However, the new urban realities produced by LUDs have not been fully deciphered by urban scholars. Particularly interesting, albeit largely overlooked by the literature on LUDs, are the high-rise, high-density residential projects that produce utterly different urban experiences and realities for their users as well as for city dwellers and visitors. Drawing on innovative relational vocabularies and 'more-than-representational' approaches, this paper scrutinizes the socio-spatial relations that make residential LUDs and are made by them. That is, we inquire into the affective capacities of residential LUDs as experienced by different city users and their subtle, yet significant, influences on city ambience, socio-political tensions, and power dynamics. The analysis probes the experience of residential LUDs as translated to feelings of inclusiveness and place-making; the mechanisms of exclusion based on 'affective atmospheres' of residential LUDs; the more-than-human agencies that participate in the becoming and operation of residential LUDs; and the multilevel tensions and conflicts that are produced by residential LUDs for policy makers, stakeholders, residents, the estranged, tourists, workers, and visitors.

PARTICIPATORY PLANNING FOR SOCIAL TOLERANCE IN POST-WAR CITIES

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Social tolerance is based on two pillars: 1) it is a result of meaningful interaction between opposed social groups facilitated by strong governmental apparatus, and 2) it cannot be separated from its spatial setting. Following this line of argumentation, we consider participatory spatial planning a tool for enabling social tolerance and, thus, decreasing spatial tensions. This is essential in post-war urban regenerations where social tolerance thresholds have been breached. As social (in)tolerance is highly embedded into political, socio-economic, and cultural context subject to changes over time (e.g. peacetime and wartime), we conduct historical analysis of participatory planning as a frame for social tolerance in socialist Yugoslavia pre, during and after the 1990s wars. Briefly put, the decades after 1945 brought to the fore self-management as a Yugoslav-specific social model, and integrated spatial planning as a dominant planning paradigm, thus enabling participation of all social groups in spatial planning decision-making. The collectively-built space as the main value of socialist society, in the 1990s was intentionally destroyed to permanently break-up ties between diverse nationalities and religions. Nowadays, private investors favored by neo-liberalism and backed up by crony politicians put planning and architectural production in subordinate position to the capitalist society, hence deepening social divides even further. The analysis includes three interconnected levels: socio-political context, planning process and urban space. This enables us to elucidate the nature of participatory planning culture that helps increase social tolerance. Briefly, we will take account of: system transformations that manage change in order to maintain heterogeneous identity; meaningful contact between diverse social groups that increase trans-cultural understanding; and, a governance structure that supports multi-sectoral and multi-level cooperation. Ultimately, we suggest set of recommendations for participatory approach to spatial planning in post-war reconstruction that remediates the spatial effects of violence and increases the social tolerance thresholds.

SP35 Affordable housing in developing countries: a comparative perspective

Myounggu Kang
Soeun Park

There are several stark differences in the context of rich and poor countries regarding the affordable housing issue. In a rich country, there are enough decent housing units, economy is affluent, and there are small number of poor people (and many rich people). Only one remaining question is how to help the poor to access to the decent housing units. In a poor country, there are little decent housing units, economy is poor, and there are too many poor people. It raises two questions: One is how to build decent housing units (not only durable house but also public services such as water, energy, waste treatment, transportation, etc.); the other one is how to enable the poor to afford decent housing and neighborhood. To solve the second question, we need an additional measure for them to become higher economic status which enable them to afford decent housing and neighborhood. This special session will discuss Planning and Affordable Housing in Developed and Developing Countries in a Comparative Perspective. Today, 55% of the world's population lives in urban areas, and the proportion is expected to increase to 68% by 2050. Projections show that urbanization could add another 2.5 billion people to urban areas by 2050, with close to 90% of this increase taking place in Asia and Africa (UN, 2018). In the urbanizing countries, cities and territories are experiencing unprecedented transition. Affordable housing issue should be revisited especially with developing world context.

CO-LIVING AS A NEW LIFE STYLE OF YOUNG ADULTS: PERCEPTIONS AND SOCIAL VALUES

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Co-living or shared housing has become popular as an emerging housing option for young adults in many global megacities. Sharing houses itself is not a new phenomenon. Because co-living allows residents to save rents by sharing parts of their home such as living room and a kitchen, informal shared housing is often found in slum areas of developing countries due to the shortage of houses and expensive rent in the rapid urbanization process. Housing cost-burden of young adults still matters in developed countries, but co-living could be also considered as a new life style for young singles in these countries. Young single person households could choose shared housing because not only affordable rent but also social and cultural needs. But, little is known about housing perceptions of house sharers and social values of co-living communities. In order to have a better understanding of the housing perception and social values regarding co-living, this study conducted a survey with a sample of 830 people in Seoul, South Korea. We compared the perception of house-shares with that of residents in general housing. The results showed that house-shares prefer to live in more safe and secure houses and enjoy social relationship with housemates. Further, residents in co-living communities are more likely to spend money on cultural and leisure activities instead of saving rent. The results and findings of this study could provide meaningful implications for housing policy and planning for young adults.

DESIGNING FOR OUTDOOR VENTILATION IN AFFORDABLE HOUSING COMPLEXES AGAINST RISING TEMPERATURES AND AIR POLLUTION LEVELS IN SEOUL, SOUTH KOREA

Kim H.

Hongik University

Affordable housing complexes are usually constructed in a way that maximizes land use intensity so as to fulfil their responsibility of accommodating as many residents as possible. However, such physical settings draw concerns on their quality of living, especially when they face environmental challenges, and may require a new perspective in their design. This study explores urban design strategies to promote outdoor ventilation in affordable housing complexes as a measure against rising temperatures and air pollution levels. It looks into a part of Seoul, South Korea, a city that experiences extensive redevelopment of brownfields into affordable housing complexes. It is also one of the fastest warming cities in the world and increasingly suffering from PM10 and PM2.5 levels, raising concerns on citizens' health. This study is carried out in three steps. First, it compares the study area's outdoor ventilation conditions of today and twenty years ago by measuring pedestrian-level wind speed levels at various locations of the area. Second, three urban design alternatives that promote ventilation are developed for the study area based on the prevailing wind directions in critical seasons: (1) one that is exposed to northeast winds in August, the hottest month; (2) one that is exposed to northwest winds in February, the month with the highest PM10 and PM2.5 levels; and (3) one that is exposed to northeast and northwest winds at the same time. Lastly, outdoor ventilation performances of the three alternatives are comparatively examined using computational fluid dynamics simulations to generate design guidelines for the study area. Findings of this study may refine local redevelopment and urban design plans and inform planners around the world who face similar challenges.

A STUDY ON THE ESTABLISHMENT OF RESIDENTIAL SAFETY NETWORK FOR INADEQUATE HOUSE RESIDENTS

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On 9th November 2018, a fire occurred in Gosiwon, Jongno-gu, Seoul, and 18 casualties occurred; A goshiwon is a very small room and do not usually include private bathrooms. And It usually rented in short-term leases. In addition, there have been a series of fire accidents in Inadequate House during the last years, such as dosshouse and inn fire. This can be said to be the naked reality of the underprivileged of our society that has been exposed to the poor housing environment. It is indeed an ironic appearance in South Korea, one of the world 's top 10 economic powers. The economy of the Republic of Korea has grown rapidly, but houses that are not recognized as housing are increasing every year. According to the Housing Survey of 2018, there are about 370,000 households living in 'the living quarter other than housing units' except for that one with good facilities such as efficiency apartment. Among them, 150,000 households belong to the Goshiwon, and only 8% of the total had experience using the public support housing welfare program. Despite this situation, however, there is little interest in non-residential housing issues such as the Gosiwon, dosshouse, and inn. A housing survey is conducted every year in Korea. However, existing residential surveys mainly focus on single-family houses, apartment houses, and row houses, which limit the actual situation of non-residential households. In fact, in a survey conducted in 2017, the sample of such non-residential households was only about 0.3% of the total. In addition to this, the minimum housing standard is not established, so the situation of the ministries is not unified. Therefore, there is virtually no statistical and research on housing welfare. This being so, in-depth research is needed to build a more comprehensive and tight residential safety net for vulnerable groups.

SP36 Acsp-aesop special session: learning from arnstein's ladder: from citizen participation to public engagement

Mickey Lauria
Carissa Slotterback
Zorica Nedovic-Bubic

Arnstein's "A Ladder of Citizen Participation" was first published in JAPA in 1969. It remains one of the most influential publications in both planning practice and research. In it Arnstein depicted the failings of typical participation processes at the time and characterized aspirations toward engagement that have now been elevated over time to core values in planning practice. But since that time, the political, economic, and social context has evolved greatly and planners, organizers, and residents have been involved in planning and community development practice in a manner previously unforeseen. This session will draw on contemporary expertise, empirical analysis, and application in what is now more commonly termed public engagement in planning to examine the enduring impacts of Arnstein's work and the pervasive challenges that planners face in advancing meaningful public engagement. The session presents research from throughout the North America and Europe that utilizes, critiques, and/or revises and expands upon Arnstein's aspirational vision. We consider an historical analysis that presents the generative experiences driving her vision; continue with analysis from around the world of engagement/power with/for whom (in terms of minorities, women, and children), with what kinds of processes (technologically as well as different CP approaches/techniques), and in various contexts (hazards, growth/decline, culture, geography, etc.), evaluating the barriers to public engagement in planning and critiques of engagement processes. Contributing nations: US, Canada, England, Scotland, Ireland, Netherlands, Portugal, Poland, Serbia, and Turkey.

THE SCALING-UP OF PARTICIPATORY BUDGETING: INSIGHTS FROM BRAZIL AND PORTUGAL

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Worldwide, practices of citizen participation in policymaking have grown extensively on a wide range of policy areas and mainly on a local scale. Only a few experiments on upper scales have been conducted so far, which increases our interest as scholars. Contrasting some of the most contentious issues on the scaling-up of participatory budgeting, the State Participatory Budget (SPB) in Rio Grande do Sul (Brazil) and the National Participatory Budget (NPB) in Portugal are compared in light of the socio-political contexts where they are placed, and considering their institutional designs. Recasting Sherry Arnstein's lessons on the need to understand the relationship between citizen participation against social imperatives, this text provides original insights with regard to the legal and political frameworks; the degrees of engagement of governmental and non-governmental agents; the articulation of constituencies in the implementation; and the constitution of a supra-local deliberative sphere. The comparison between SPB and NPB helps problematize the scaling-up of participatory budgeting and provides original insights for further reflection on the topic.

CITIZEN CONTROL FOR "NON-CITIZENS": CONSIDERATIONS FOR ARNSTEIN'S LADDER IN THE AGE OF IMMIGRATION

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Arnstein's (1969) ladder has informed how planners can redistribute power among constituents and increase citizen participation. This paper offers additional considerations for how to engage immigrants, who contribute to society but are often excluded from planning and policymaking due to citizenship status. In the American context, immigration has particularly grown after the 1965 Hart-Cellar Act, which has impacted planning and community development practices. Using interviews of immigrant-serving nonprofits in Los Angeles, I identify ways that nonprofits have worked to overcome barriers working with this population. The study also nonprofits in 2017 to highlight the unique challenges of working with immigrants in shifting political contexts that are hostile towards immigrants. The findings highlight issues of safety or fear that limit access to public spaces or services, differences in how immigrants interact with space, and immigrant dependence on community leaders and nonprofits. I then offer takeaways for planners and their community engagement practices.

CITIZEN PARTICIPATION IN TRANSITIONAL SOCIETY: THE EVOLUTION OF PARTICIPATORY PLANNING IN SERBIA

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Arnstein's seminal article influenced both the scholars and practitioners to explore the ways of citizen engagement against the public administration and politicians. Although this proved possible in the West, how to protect the needs and interests of powerless Eastern Europeans faced with tremendous contextual transformation? To illustrate this, I present the case study of Serbia through four phases of its planning history. After the Second World War, against the context of the central planned economy, the top-down spatial planning for social good was controlled by the elite multidisciplinary technocratic decisions. Citizens were just informed about the possibilities for public insight and debate, without their true inclusion in cultural and social reality. The state decentralization of the 1970s, together with the instrument of public participation, influenced the shift of planning from the state focused allocation to the community responsive planning, based on delegated power of the civil sector in partnership with representatives of local politics. In the 1990s, the participatory planning approach disappeared as repressive regime adopted re-centralized instrumental plan making organized to expand and protect political power. Due to powerless local spatial planning and land development process almost exclusively driven by private investment greenlighted by the national government, the citizen participation was not even manipulated – it did not exist, neither in planning legislation, nor in planning practice. Today, Serbia still lacks institutional capacity for implementing the neo-liberal economic principles. The privatization of state land and resources (enabled by the planning legislation just in 2009) fueled the capture of public goods mainly for advantage of foreign private sector. Experts try to find their own place in an arena of manifold interests, making the citizens able to exercise only 'de jure' public consultation. The need for substantial citizens involvement is indisputable, however, the step towards its implementation follows the democratic development of Serbia.

SP37 Smart cities and regions informing the energy transition

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Adriano Bisello
Valentina D'Alonzo

Smart Energy Transition is defined as a technology driven shift from a fossil fuel based system to a more sustainable energy system. This shift currently plays a major role in the transformation of cities and regions but is characterized by a high level of complexity. What needs to be considered in a comprehensive energy planning process ranges from traditional analysis of spatial dynamics to latest trends understanding e.g. e-mobility impact on energy systems, spatially explicit estimation of renewable energy potential, definition of energy consumption baseline, impacts on socio-economic patterns. This increasingly calls for a multidisciplinary approach and requires a huge amount of data, with variable accuracy, to produce effective strategic scenarios and policies. In this regard, spatially distributed data can play an important role in defining both the state of a territory and its trends. The special session is thought as a forum in which researchers, technicians and experts can exchange already tested smart energy transition proofs of concepts and spatial-explicit methods or preliminary procedures specifically designed to support energy planning activities for cities and regions. The contributions should be able to demonstrate how the new paradigms can support, with suitable tools and methods, the decision-makers in reaching strategic energy goals of a territory. Papers considering one or more of the following dimensions are particularly encouraged: • Smart cities and regions proofs of concept for energy transition; • Spatially explicit methods (e.g. using Geographic Information Systems, machine learning algorithms, etc.) for smart energy planning; • Big and open data (including remote sensing and drones) for smart energy transition; • Behavioural economics for smart energy transition; • Use and importance of a correct data management policy for smart energy planning; • Application of social sciences for scenario analysis in smart energy planning and policies. Keywords: smart city, smart region, smart energy transition, spatial-explicit approaches, sustainable energy planning.

THE EU WAY TO THE POSITIVE ENERGY CITY. POSITIVE ENERGY DISTRICTS, A NEW DEAL FOR ENERGY COMMUNITIES?

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The EU SET plan poses the ambitious target of 100 Positive Energy Districts developed by 2050, to move far beyond the concepts of NZEB or sustainable district pursued so far. This implies an overall redesign of local energy infrastructure, rethink the waste energy concept and full digitalization of the energy sector. Most important, Positive Energy District financing and management is challenging for energy utilities, asking for the development of groundbreaking business models and close cooperation among different parties, enabling the energy prosumer role both in electrical as in thermal energy sharing. On the other hand, the energy scenarios based on the idea of distributed generation and local renewable resources exploitation, often refer to the crucial role that energy communities could perform. Energy communities can act as nodes in a decentralized polycentric network of energy production management and consumption, also creating relationships between a series of Positive Energy Districts. To this aim, a deeper investigation of the “Positive Energy Community” concept is needed considering spatial arrangement, proximity relationships and overall reason for being, behind mere energy savings. In some cases, this implies a revision of the actual legal and incentives framework, and a better understanding of social levers.

THE NOTION OF SOCIO-ENERGY SYSTEM IN THE PLANNING PROCESS OF A SMART REGION

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Energy transition is a long-term change process of the energy system of regions and cities towards smart and low carbon features. From a technological point of view, energy system is an integrated system including several sources, technologies, and products for energy production, distribution, and consumption. From a social point of view, local population's choices and actions determine the time and the features of energy transition at regional and local scales. Energy system is not only technology matter. Sociotechnical and territorial approaches underline the importance of interactions between energy, society, and space. Based on these interactions, this research delineates an analytical framework and an applied definition of socio-energy system. Through a systematic literature review of 168 scientific publications, this research defines the list of dimensions and key aspects that shape an energy system within a region by means of local population's choices. This research uses these dimensions to analyse the socio-energy systems and their variation within a region. The transformation of these dimensions into variables is the basis for the cluster analysis applied to the South Tyrol case study (Italy), where eight different municipal socio-energy systems are identified. Furthermore, the actual energy governance in South Tyrol is analysed through a Bayesian exponential random graph model in order to understand if the actual collaborations in the energy sector are coherent with the collaborations that are proposed by the findings of this research. This applied research defines eight types of municipalities in a South Tyrol for the purposes of linking them together for sharing ideas and promoting collaborations in the energy sector. The findings support regional and local energy planners in order to accelerate the energy transition and support the development of smart regions in the Alpine area.

OCCUPANT BEHAVIOUR AND ENERGY SAVING IN PUBLIC HOUSING STOCK. INSIGHTS FROM ENERGY SIMULATION RESULTS AT HOUSEHOLD LEVEL

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The gap between expected and actual energy consumption in buildings is highly dependent from the human factor. Indeed, energy saving is not only a matter of technology but it is influenced by the use and the behaviour of occupants. Research has shown that occupants can use three or more times as much energy for heating as their neighbours living in dwellings with similar characteristics. The overall aim of the paper is to provide an insight on building energy simulation and occupant behaviour modelling as powerful tools to support policy-makers in taking decisions on which strategies to apply to increase energy efficiency of public housing stock. To do so, this contribution investigates the impact of occupant behaviour to reduce energy consumption at household level. An Italian multi-family public housing building is assumed as case study. Three dwellings with different sizes and exposures have been considered having three different occupancy patterns in turn. The results show to what extent the heating loads is influenced by occupant behaviour. While at building level is well recognised that the impact of occupant behaviour increases as the energy efficiency increases, at dwelling level the impact of occupant behaviour on energy consumption is also related with size and exposure of the apartments. In order to be effective, feedback and other informative policy instruments should be taken into account differences in household characteristics and occupancy patterns.

THE JOURNEY OF A SMART AND ENERGY EFFICIENT COMMUNITY

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Energy supply and demand is a globally crucial issue. To reach de-carbonization of energy production and consumption goals, changing energy behaviour of the individuals must be shifted to energy efficient lifestyles. Becoming an energy efficient community in a more innovative way is the key parameter to energy transition. However, energy efficient lifestyle is a relatively new phenomenon in Turkey due to the political, economic and social conditions of the country. Therefore, this study explores experiences of energy-saving behaviour, which starts from the individual actions and grows at community level, within the two significant dimensions of 'Smart Society' approach of energy efficient urban lifestyles: dwelling and mobility. A web-based platform has been designed to produce a 'Decision Support System' to test the effect of ICT on individuals energy consumption behaviour. The main purpose of the study was a changing the energy consumption behaviour of individuals to shift an energy efficient lifestyle by Individual Energy Incubator Model (IEIM). Among 39 districts of Istanbul, Kadikoy has been selected as a case district because of the diversified socio-economic structure, and active volunteer network of local authority. During the experiment, 100 subjects answered the psychological questionnaire and entered their energy consumption data through the web-based virtual platform for six months. Moreover, subjects will receive feedback about their own individual energy saving performance integrated with unique energy-saving goals and information about the energy saving actions in monthly. Acknowledgment: This paper is part of an EU-ERANET Co-fund (Smart City) consortium project titled: Community Data-Loops for energy-efficient urban lifestyles (CODALoop) and supported by The Scientific and Technological Research Council of Turkey (TUBITAK). The authors would also like to thank to Kadikoy Municipality for their support in this research.

THE ENERGY JUSTICE TOOL SUITE: AN INTERDISCIPLINARY AND COMPREHENSIVE METHOD FOR ENERGY TRANSITION TERRITORIALIZATION.

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Within a context of Smart Energy Transition, the “Energy Justice Tool Suite” project aims at designing, experimenting and optimizing what we call an interdisciplinary and a comprehensive “tool suite” dedicated to energy justice. At the urban, technical and socio-economic levels, the idea is to design a “tool suite” to characterize, assess, evaluate and co-construct an inclusive energy and socio-territorial justice - with the actors of these territories. This research is based on an interdisciplinary approach, combining engineering sciences with social sciences, in order to co-construct an inclusive territorialization of energy transition, leading to energy justice. For this purpose, the “Energy Justice Tool Suite” project aims at designing, not buildings archetypes, but multiscale energy complex systems archetypes: - physical phenomena (real energy performances, socio-economic statistics of the French statistical and data agency at the “IRIS” and “grid” scales - which will allow to design the energy poverty assessment model at the block scale,- and human behaviour - by integrating not only the uses, but also the whole eco-system working for energy and socio-territorial justice, and within an empowering perspective, through the animation of learning workshops. This experiment will be conducted on two fields of observation: Grenoble-Alpes Métropole and Compiègne Agglomeration, France. These two fields of study are complementary in their degree of urbanity and level of commitment to the energy transition. Thus it establishes a transect of energy poverty situations: from the archetypal figure of the eco-district in a metropolis (Bonne and Presqu’île in Grenoble), up to renovated/under renovation neighbourhood’s in urban and suburban areas of a medium-sized town (Compiègne). The “Energy Justice Tool Suite” project also aims at designing, experimenting and optimizing a transversal tool to aid decision making and a tool to aid consultation making - a serious game for energy and socio-territorial multiscale justice.

UNDERSTANDING ENERGY CONSUMPTION OF PRIVATE HOUSEHOLDS – AN IMPORTANT STEP TOWARDS SMART ENERGY PLANNING AND POLICIES

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The vision of smart and low-carbon urbanism is seen as a silver bullet for climate change and urban problems. Efficient, affordable and more sustainable energy systems are obligatory to provide a sustainable development of a smart city. Smart City concepts are often discussed from a technical and economic point of view with social aspects neglected. However, citizens have to apply the Smart City concepts in their daily lives and to implement the associated ideas particularly in their role as consumers or users. Especially individual user behaviour (e.g. energy use, mobility behaviour etc.) significantly affects energy systems in cities. The energy consumption of private households is influenced by many variables and shows big variance between households, even within the same household size or age groups in the same building types. Social science research has shown that the complexity of social activities cannot be explained satisfactorily by sociodemographic variables alone. A segmentation of the population into meaningful target groups by means of attitudinal variables resp. milieu-based approaches provides valuable information about differing residential energy consumption. In the interdisciplinary doctoral program "Urban Energy and Mobility Systems" (URBEM) were used this approach to develop scenarios for a "sustainable, supply secure, affordable and liveable Smart City" by the example of Vienna. A prototype of an interdisciplinary decision-supporting tool - validated with real data- was developed which can be used for detailed planning as well as higher-level urban planning scenarios.

SMART CITY AND ENERGY TRANSITION: THREE SMART CITY CASES IN SOUTH KOREA

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Smart city is an innovative idea that emphasizes use of information and communication technologies (ICT) in urban management and development (Anthopoulos, 2017; Komninos & Mora, 2018; Yigitcanlar et al., 2018; Zygiaris, 2013). One of the major objectives of smart city development is achieving energy efficiency and environmental sustainability (Kylili & Fokaides, 2015). The idea is that ICT-embedded urban infrastructure can enable efficient energy management and contribute to reducing CO2 emission (Debnath, Chin, Haque, & Yuen, 2014; Snow, Hakonsson, & Obel, 2016). In that sense, smart city can play an important role in energy transition, which means drastic change in energy consumption and production pattern to a more sustainable way (Rutherford & Coutard, 2014). Each city needs specialized strategies for implementing smart city according to their attributes. Cities with advanced infrastructure may have spatial limitation for new ICT infrastructure while newly planned cities relatively have more rooms for the development. Not only the urban infrastructures, population density, governmental and industrial structures may also influence those strategies. The purpose of this study is to analyze how these differences influence each smart city's achievement in energy transition. Energy transition here refers to transformation into a low-carbon energy system (Bridge, Bouzarovski, Bradshaw, & Eyre, 2013). Three smart cities in South Korea are selected for in-depth case study: Seoul (existing city), Songdo and Sejeong (newly built city but with different development path). After building conceptual framework on smart city and energy transition, we introduce national smart city policy and energy policy in South Korea. Then we move on to each city's smart city plan and implementation as well as energy strategies, analyzing uniqueness and commonalities. Finally, we compare each city's achievement in terms of energy transition and environmental sustainability.

SPATIAL-BASED SCENARIO ANALYSIS FOR THE SMART ENERGY TRANSITION

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Scenario analysis is a particularly interesting tool for the energy planning towards the smart energy transition of cities and regions. It allows to understand the possible futures of an energy system with and without the implementation of strategic actions and under different conditions. For instance, the strategic decisions may concern the expansion of specific energy technologies or infrastructures and the combination between various efficiency measures for the building stock. The presented study deals with the development of alternative scenarios for the energy system of Valle d'Aosta region (NW of Italy) and is aimed at suggesting sustainable pathways for its energy transition towards a Smart Energy Region. In particular, the strategic actions want to foster the exploitation of Shallow Geothermal Energy (SGE), a renewable source still not exploited adequately in spite of its great potential to increase the energy efficiency in buildings. Two driving forces represent the basic structure for the scenario construction. They are: 1) using SGE for supplying the space heating demand of the residential buildings, replacing some fossil fuels; 2) refurbishing part of the residential building stock for decreasing its thermal demand. Different combinations of these two drivers shape the developed scenarios, which are then analysed through some indicators: (i) heated surface involved [m²]; (ii) GHG emissions saved [tCO₂]; (iii) costs of replacement of heating system [M€]; (iv) cost of energy renovation of buildings [M€]; (v) electrical consumption for SGE utilisation [MWh]. All the data processing is done following a spatially-explicit approach and taking advantage of a GIS (Geographic Information System) environment. This spatial-based scenario analysis can support the decision-makers during the planning process allowing them to analyse from various viewpoints the energy scenarios and to localise where is better to address the different energy measures.

INTEGRATED SPATIAL AND ENERGY PLANNING – A BACKDOOR TO PROMOTE SUSTAINABLE SPATIAL DEVELOPMENT

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Spatial planning plays a decisive role for the energy transition - both by influencing the energy demand by designing spatial structures, and by locating the energy supply facilities. In this context, energy efficient spatial and settlement structures play a significant role, which are designed according to the well-known principles mix of functions, moderate density, nearness and compactness. These structures do not only set the spatial conditions for energy efficient lifestyles and economic practices, they are also well known from different planning visions dealing with sustainable spatial development. (Stoeglehner et al. 2016). Furthermore, they provide optimal spatial conditions for the use of (renewable) grid bound energy systems, as the amount of full load hours increases significantly (Neugebauer et al. 2015). Therefore, the question arises, where this energy efficient spatial and settlement structures can be identified, and how integrated spatial and energy planning can be implemented. This question is answered by introducing an approach that comprises (1) the provision of the database of energy and greenhouse-emission balances at municipal level and a 250-m grid; (2) the identification of energy efficient spatial structures; (3) a guidance on how to implement the materials provided in local strategic spatial planning; (4) a training programme for spatial planners and municipal decision makers. The approach is designed by the authors of this presentation and implemented for the whole area of the Austrian Province Styria, that has 287 municipalities. The Provincial Government completed the approach by a subsidy programme for municipalities who get engaged in integrated spatial and energy planning. In this paper, the results of the research activities and their implementation are presented, and it is discussed on some examples, how the approach can support not only climate change mitigation policies and the energy transition, but also sustainable spatial development.

REVIEW OF DISTRICT HEATING SYSTEMS IN ITALY FOR FUTURE ENHANCEMENT

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District heating (DH) is an energy service based on the centralized production of heat, and its supply to final users, to meet their space heating and domestic hot water demands, exploiting a thermal vector flowing in a network of pipes. This method allows an easier introduction of renewable energy as primary sources, more efficient pollution controls, and higher thermal conversion efficiencies, with respect to the case of de-centralized heating systems. Most DH networks are currently located in the Northern hemisphere (i.e. North America, Europe, Russia and China), while very few are located in the Southern hemisphere. For what concern the European Union, the majority of networks are operating in northerner and eastern countries. Italy, with less than 10% of the population reached by DH systems, has still a significant, but quite low, market share in the European context. The purpose of this review is to present the current situation of the Italian DH sector. The first introductory part concerns the historical evolution of DH systems in a global perspective. After this part, the attention moves on the European situation, with focus on the system geographical distribution, the level of technological development, and the implementation of renewables. Italy still plays a marginal role because of climatic differences that divide the country, the complexity for some areas to have access to renewable energy sources, and the lack of interest in this technology showed until the 70s. The conclusions of this work show a large untapped potential that DH systems have in Italy, requiring adequate investments and researches to enhance the use of renewables as primary energy sources.

SP38 Maritime spatial planning (msp) in europe: challenges in transition

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As most of the European population lives within 60 kilometers from the sea, coastal and marine environment is strongly influenced by human activities. This pressure increases the need not only for terrestrial but for maritime space as well. MSP can contribute to the sustainable use and the effective management for both the marine and coastal resources, by creating a framework for consistent, transparent, sustainable and evidence-based decision-making. Particularly coastal and island urban areas characterized by significant natural resources, sensitive ecosystems, sites, monuments and settlements of great historical and aesthetic value, all of them constitute integral components of European landscape. However, there is a downgrading that in the last decades by the lack of spatial planning, which has provoked land and maritime use conflicts, illegal interventions, environmental degradation and in many cases economic and social crises. Moreover, marine and coastal activities are often closely interrelated and strongly connected with urban development issues. These Land-Sea interactions should guarantee the coherence between terrestrial and marine space with specific terms and the management of their relations with other sectoral policies (as tourism, maritime transport/ infrastructure, etc.). Taking into account these considerations, the special session explores conceptual, theoretical and implementation issues in the maritime spatial planning process with a special focus on issues such as:

- Sustainable MSP and integrated Land -Sea management and sustainable development (culture, tourism, energy, maritime transport, fisheries and aquaculture, etc.).
- Economic, social and environmental aspects to support sustainable urban development in the vulnerable space of coastal areas and islands.
- Reinforcement of the resilience of coastal areas and islands by the implementation of spatial policies and plans.
- Legal framework for maritime spatial planning in Europe, challenges and prospects.
- Involvement of stakeholders in the maritime spatial planning process.
- Selected case studies analysis.

PLANNING THE MEDITERRANEAN SEA: OUTPUTS FROM EUROPEAN PROJECTS

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The increasing pressures on the maritime space and coastal areas call for a sound and holistic management of uses and natural resources. Maritime Spatial Planning (MSP) is considered to be an effective tool and process to anticipate the growing conflicts in the maritime space and to reduce the anthropogenic impacts on coastal and marine ecosystems. This work aims to present a part of the research work conducted during two European Projects: SUPREME (Supporting Maritime Spatial Planning in the Eastern Mediterranean) and SIMWESTMED (Supporting Implementation of Maritime Spatial Planning in the Western Mediterranean region). The scope of the projects was to support the implementation of Maritime Spatial Planning (MSP) in the EU member states within their marine waters in the Eastern and Western Mediterranean sub-basins, and launch out concrete cross-border initiatives between Member States. The activities and outputs of the two projects were deepened in selected case studies, where the opportunity of acquiring and strengthening field experience of a MSP process led to the development of MSP exercises. This was the occasion of testing the methodologies and processes developed during the two projects. In the Italian case, through the involvement of the competent authorities, three case studies were selected: the North Adriatic, the Strait of Sicily and the Tuscany case studies. Scope of this contribution is to discuss the results achieved among the three selected cases, doing a first comparison of the different methodologies, approaches and outputs. A discussion on the opportunities, limits and challenges faced during the case studies' implementation is done, underlining some best practices. The construction of Maritime Spatial Plans is a cultural challenge for planning disciplines, which are forced to adopt a new perspective and the selected case studies tried to fill the gap between "traditional" planning and MSP.

MARITIME SPATIAL PLANNING IN ACTION: A MULTI-LEVEL AND MULTI-SCALE APPROACH FOR THE TUSCANY ARCHIPELAGO, ITALY

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Marine spatial planning is generally envisaged as a technocratic planning process under National premises. However, since social-ecological dynamics take place at multiple scales, the integration of bottom-up processes in National initiatives can support the effectiveness of action of MSP towards sustainability. In this study, we argue for a multi-level and multi-scale approach through the case of marine planning in the Tuscany Archipelago, under the Italian National MSP process. The Tuscany Archipelago presents a high density of maritime uses, with growing demand for aquaculture and coastal tourism, together with high valued marine habitats and species that give justice to the inclusion of this area within the Pelagos Sanctuary. We propose and test a multi-scale and multi-level approach to MSP to orient future management plan in preserving the marine environment while favouring economic development. By integrating local needs through local stakeholders' contributions with National targets and objectives, we co-produce the knowledge framework for the area, and a portfolio of multi-level and multi-scale planning measures. Finally, we discuss on the gaps and barriers in coping with top-down and bottom-up instances and governance levels, to find solutions for the sustainable use of the sea.

MARINE AND COASTAL GOVERNANCE IN THE UK: A TRANSITIONAL PERIOD?

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The Marine and Coastal Access Act (MCAA) 2009 was the United Kingdom's (UK) first piece of comprehensive legislation focused on the governance of the marine and coastal environment. It represented a commitment to transition from a sectoral, piecemeal approach to marine management towards a new ecosystem based, plan-led system for marine activities. A decade since the enactment of the MCAA, this paper critically reviews the evolving system(s) of marine and coastal governance in the UK. First, following a social constructionist perspective (Hannigan 1995), we identify how contemporary understandings of the marine environmental agenda have shifted. We debate whether European discourses of spatiality and sustainable development still apply, or if a transition towards a new discourse can be identified. Second, a comparative analysis of policy and plans across the devolved administrations of the UK (England, Wales, Scotland and Northern Ireland) is conducted to determine the extent to which the 'visionary' process of spatial planning is happening in the marine-coastal environment. We conclude that whilst a critical turn in MSP has taken place towards a stricter legal and regulatory framework, there remains a lack of horizontal and vertical integration in relation to marine and coastal governance. Critically, the UK's fluid constitutional context at present (in terms of legislative and policy changes, planning reforms and Brexit, for example) presents new waves of turbulence but also of opportunity. Is this a new era for marine and coastal governance?

CONCEPTUAL APPROACHES OF MARITIME SPATIAL PLANNING. PRINCIPLES AND PLANNING PARAMETERS

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Maritime Spatial Planning is a fairly new process that offers a useful and valuable context for the sustainable development of the seas. Various international organizations and forms of international cooperation (UNESCO, UNEP, EU, VASAB etc) approach MSP through their scope, define it, implement it. Every organization chooses an approach that fits its purpose. Typical of this is even the name of MSP. Should it be called Marine or Maritime Spatial Planning? Could these terms be used interchangeably as if they give the same meaning to the process? Examining various definitions of MSP, approaching them conceptually highlighting similarities and differences, this paper seeks their link to the discipline of spatial planning that was focusing on coastal areas and was rather ignoring maritime areas up until recently. Sectoral policies were applied extensively, as if they were the unique user of the sea, ignoring or giving little importance to spatial impacts. Spatial planners were constantly choosing not to plan the sea, facing it as a landscape, important for its aesthetic value and environmental importance. Has this absence of spatial planning discipline at the beginning of the process caused discipline background gaps? There is a problematic on MSP implementation. There seems that most marine/maritime spatial plans already elaborated don't have a spatial planning approach but rather a sea use approach. But if the sustainable development of the seas is what is needed, it can be attained through strategic marine/maritime spatial planning instead of sea use plans, a multi-level spatial planning process and various levels of marine/maritime spatial plans. Planning principles and major parameters will be analysed in an effort to set the framework of spatial planning process.

TERRITORIAL COHESION AND THE SEA: EXPERIENCES FROM EUROPEAN MARITIME SPATIAL PLANNING

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In 2014 the EU adopted the Directive for Maritime Spatial Planning (MSP), requiring Member States to transpose the Directive into national law by 2016 and to provide necessary laws, regulations and provisions. The Directive requires Member States to develop Maritime Spatial Plans by 2021. Cooperation and coordination at the European seas is not new. Yet, the Maritime Spatial Planning Directive provides a new rationale for joint coordination efforts to govern the sea. The increase in European strategies, directives, regulations and governance approaches focussing on maritime and marine developments at the European level, mirrors a general increase in worldwide attention paid to coastal transitions and marine/ocean governance. At the same time academic debates around the increasing use of the seas and the importance of land-sea interaction diversified considerably. The environmental status of the sea, coastal zone management and marine governance have so far largely been researched within environmental studies. More recently, scholars of spatial planning and human geography have started to research these spatial and political changes. Against this background the chapter aims first at summarising the development of marine policies and MSP in the EU. Second, the paper analyses maritime spatial planning practices. The paper starts with presenting the background of MSP in the EU, in particular the EU MSP Directive and its status of implementation as well as summarising related policies and governance processes. The paper then proceeds by examining examples for planning practices in European seas, namely the Baltic Sea Region and the North Sea Region. The paper then discusses the challenges of planning the sea and the relation of maritime policies with the EU's Cohesion Policy, such as the implementation of projects through EU Regional Policy. In the conclusion the paper includes an outlook around the implications of Brexit and the role of third states.

SUSTAINABLE DEVELOPMENT CHALLENGES IN INSULAR TOURISM REGIONS: SOCIAL-ECOLOGICAL DYNAMICS AND WATER STRESS IN THE ISLAND OF RHODES IN GREECE

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KU Leuven

Islands are places that due to certain geographical attributes present inherent structural lock-in effects linked to constraints and opportunities for economic development. These structural lock-in effects often later result in economic lock-in effects in the form of tourism monoculture, which largely affects their adaptive capacity, limits their adaptation options, and increases their vulnerability to external social-ecological pressures due to monofunctionality and over-reliance on their environmental capital. Considering the above, resources availability, and, particularly water availability becomes a main challenge for tourism islands. The pressure of tourism on water availability becomes manifest at the local level, particularly in tourism hotspots such as islands in the Mediterranean, where tourism is often the dominant water-consuming sector. There, one can observe the main characteristics of the water-tourism complex: tourism increases the overall per capita water consumption and concentrates water consumption in space and time. This mechanism, in combination with climate change, climate variability and water governance choices often makes many tourism islands vulnerable to issues of water stress. Despite the significance of the issue, an integrated understanding of the water-tourism complex as a social-ecological phenomenon and as a challenge for the sustainable development of the islands remains under-researched. In this paper, we search for a deeper understanding of the water-tourism complex and its underlying governance, by means of investigating how water governance and water demand interact with environmental dynamics to increase the vulnerability to water stress of insular tourism destinations. Our analysis is based on literature on water and tourism, social-ecological systems, vulnerability and resilience, and island studies. Focusing on the example of Rhodes in Greece, results from in-depth interviews with stakeholders and from secondary sources provide insights about the emerging vulnerability of Rhodes to water stress, spatiotemporal scalar mismatches of the social adaptations, and the transformation prospects of the island towards sustainable development.

MANAGEMENT PLANS OF NATURA 2000 SITES AND COASTAL LAND USE PLANS: A STUDY CONCERNING AN INTEGRATED APPROACH TO MANAGEMENT OF COASTAL ZONES IN THE SULCIS AREA (SARDINIA, ITALY)

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The Protocol of the Barcelona Convention on integrated coastal zone management defines integrated coastal zone management as "...a dynamic process for the sustainable management and use of coastal zones, taking into account at the same time the fragility of coastal ecosystems and landscapes, the diversity of activities and uses, their interactions, the maritime orientation of certain activities and uses and their impact on both the marine and land parts." Although integrated approach to coastal zone management has increasingly acquired importance within the international debate, with particular reference to the European Union context, its implementation puts in evidence relevant issues as regards the conflict between conservation measures related to environment and natural resources, and local development-related strategies. From this perspective, Strategic environmental assessment (SEA) processes are particularly important since they are based on the implementation of a methodological and technical framework which aims at integrating environmental sustainability-related objectives, defined in national and regional strategies, into the local development strategies whose goals reflect needs and expectations identified by the local governments and communities. In a SEA-based conceptual framework, this study proposes a methodological approach to the integration of strategies and related measures expressed by the management plans of Natura 2000 sites into coastal land use plans, which generates a system of consistent objectives and related planning actions. The fundamental assumption is that SEA of management plans and coastal land use plans is very effective to build consistency in terms of sustainability-oriented strategies and local development measures. The proposed methodology is implemented in order to integrate coastal planning strategies and conservation measures related to management plans of Natura 2000 sites with reference to three case studies concerning three municipalities, Calasetta, Carloforte and Portoscuso, located in South-Western Sardinia, Italy.

SP39 Shrinking cities and sustainability

Tetsuji UEMURA

A large number of cities in the world, including many in Europe, and America and Asia, face urban shrinkage due to industrial restructuring and population decline. Most studies on shrinking cities focus on the analysis of the phenomena, developing solution to revitalize the shrinking situation, through acceptance of shrinkage and proposing vacant land utilization and so on. More recently, a number of studies applied the concept of sustainable urban development to consider strategies for shrinking cities. Although “shrinkage” and “sustainability” may seem to be contradictory at first, compatibility may be possible depending on the definition of “sustainability”. Recent studies on shrinking cities are developing the concept of sustainable urban development in shrinking cities by including the concept of triple bottom line and intergenerational equity on resource consumption. This special session is the annual session of the “Shrinking Cities Research Network (SCiRN)”, therefore the session welcomes all member of SCiRN and researchers who conduct related research to deepen the discussion on sustainable urban development in shrinking cities.

DISCUSSION ON THE FACTORS OF SUSTAINABLE URBAN GROWTH OF THE BED-TOWN IN SUBURB OF TOKYO METROPOLITAN AREA IN JAPAN AGAINST THE FUTURE SHRINKAGE: CASE STUDY OF “EUCALYPTUS HILLS” IN THE CITY OF SAKURA DEVELOPED BY THE PRIVATE DEVELOPER OF “YAMAMAN”

Uemura T.

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There are many articles on the shrinking cities and sustainable cities, but it seems that there is very few discussion on how to develop sustainable cities in the shrinking areas. The definition of the sustainable cities has been already proposed in the previous books and articles. The sustainable cities are sometimes discussed from resource saving perspective or in other case, from growth management perspective. Otherwise, the triple bottom line are typical framework of the assessment of the sustainability of the city. By 2040, most of municipalities located in the suburb of Tokyo Metropolitan Area will lose its population. It means that sustaining city is rather direct meaning. Namely, sustaining cities is equal to how to keep its demographic character for the future. Interestingly, in the shrinking process, this demographic character sustaining is not a tool of urban development, but the aim of the urban development. In the city of Sakura, Chiba, in Japan, we can find an interesting case of sustainable urban development, which is well-known in Japan. It is named and known as “Eucalyptus hills” developed by the private developer of “Yama-man” since 1971. This “Eucalyptus hills” has been developed by only one private developer for more than 45 years. During this development period, the mass-transit system was introduced, the elderly care and agri-products factory were constructed. As the results, this “Eucalyptus hills” still keep growing even after the population of the city of Sakura has been saturated. The Yama-man, private developer of “Eucalyptus hills”, keeps its healthy financial situation. This proves that the well-devised urban growth management is economically viable even the ungrrowing period. This study conducts a case study of the growth management by the Yamaman and GIS analysis of demographic change and aims to illustrate the materialized approached for the sustainable growth management even in the shrinkage.

EXPLORING THE UNSUSTAINABLE GROWTH OF SHRINKING SPANISH CITIES

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Recent shrinking cities research has highlighted the potential environmental benefits of population loss. Proponents argue that although population loss has led to economic decline in many shrinking cities, it has also created opportunities to explore sustainable and/or greening practices (Vargas-Hernandez & Pallagst, 2018). However, like shrinking cities themselves (Hartt, 2017), the geographic landscape of sustainable urban shrinkage varies considerably. Our research demonstrates that the development of urban shrinkage in Spain presents a radically different picture – one far from sustainable. According to the Spanish census, 4.4 million dwellings were built in the 2000s. And by 2011, 3.4 million dwellings were vacant (13.6% of the housing stock) and 3.7 million were deemed to be secondary residences. Our findings show that disproportionately large housing developments and increasing land consumption characterize not only growing Spanish cities, but also shrinking ones. Thus, our paper focuses on the other side of the coin: the unsustainability of shrinking cities' development during speculative real state bubbles. Moreover, by extending the analysis to the years of the economic crisis that followed the bursting of the real estate bubble (2008-2009), we shed light on the question of whether these (unsustainable) models of development were strictly linked to the economic situation or are more generally embedded in Spanish planning cultures. This paper aims to increase our understanding of the connections between Spanish cities' demographic trajectories and housing dynamics between 1991 and 2016. Following Wolff and Wiechmann (2017), we present a general picture of the spatial distribution of growth and shrinkage in Spain. Furthermore, we present baseline empirical evidence of the geography of housing change, focusing particularly on shrinking cities. By comparing population and housing dynamics our purpose is to question to what extent shrinking cities (unsustainable) models of development and practices differ from those of growing cities.

FROM SUBSTITUTE INDUSTRIES TO URBAN FORESTS – WHAT DOES SUSTAINABILITY MEAN FOR SHRINKING CITIES?

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Many so called shrinking cities have gone through a stage of downsizing and in this respect they made the experience that the type of industry which fuelled growth in the past (e.g. mining, manufacturing, steel industries) won't have the potential to be revived in an era of globalisation and post industrialization. What are the options for these cities? Many cities have tried to combat shrinkage and have thus developed a variety of policies and strategies. One common goal is that these cities try to enhance liveability for its citizens in order to follow a more sustainable path of development. But, urban settings are complex, there is not a single industry or economic branch that would be a potential fit for all cities. Although many cities have tried revitalisation along comparable schemes. Most popular paths are substitute industries and greening, for instance tourism, logistics, culture, eds and meds, high tech, and green infrastructure. But of course not every city can be the next tourism hub or urban agriculture centre. It depends very much on the locale, the people (citizens, political leaders, planners), the mode of governance, and many other factors. The urban context is intertwined in a complex and unpredictable place-based setting which makes it hard to predict which policy might work and what not. In addition, a certain momentum might be necessary to boost a specific strategy in order to take ground and be successful. This paper addresses cases of shrinking cities which attempted different paths on the way to sustainability (see also Pallagst et al, 2017). References PALLAGST, K. et al (2017) What drives planning in a shrinking city? Tales from two German and two American cases; in: Town Planning Review, Special issue on shrinking cities. Vol. 88-1, 15-28

URBAN SHRINKAGE AND URBAN SPRAWL IN VENETO REGION: AN EXPLORATION OF THE CAUSE-EFFECT RELATIONSHIP BETWEEN THE TWO PHENOMENA

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Shrinking cities are widespread in several countries of Europe despite the rapidly increasing global urban population. Literature on shrinking cities has mainly focused on the examination of such phenomena, seeking to advance suitable strategies and revitalized solutions. Though the two concepts of "shrinkage" and "sustainability" may appear to be inconsistent and difficult to match, the recent perception of sustainable urban development has been applied for shrinking cities. Shrinking cities follow different dynamics than those of growing cities; however, these cities should attempt to follow sustainable trajectories with the purpose to advance the health and well-being of urban inhabitants, to build their capacity to adapt to altering conditions and to cope with major events. The need to better research and plan for the future of shrinking cities towards a greater sustainable development is therefore required. The present work explores Veneto region (northern Italy) in which the characters of sprawl and shrinkage coexist. Recognizing challenges and trying to outline which complications and opportunities can emerge in these contexts are essential for developing a sustainable perspective of shrinkage. Furthermore, also spatial planning in shrinking cities must offer different development scenarios, ensuring a consistent sustainable urban growth in the short and long term.

DIALECTICAL UNDERSTANDING ON URBAN SHRINK AND GROWTH IN CHINA ——TAKING THE OLD INDUSTRIAL BASE CITIES IN NORTHEAST CHINA AS AN EXAMPLE

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According to statistical data, nearly 60 percent of China's population had lived in cities, by 2018. Recently, research reports show that China's population growth will enter a period of stagnation, followed by a likely rapid decline. This paper selects the old industrial base cities, in Northeastern China, as the research object. Based on the data of population, urban construction, fiscal revenue and LGDP, etc., utilizing data spatial visualization analysis software such as ArcGIS, Depthmap, etc., this research reveals the space-time dynamic association between urban growth and shrink, happening in cities and in regions. Furthermore, the research analyzes the dynamic process of growth and reduction of population and land-use scale in individual city case, focusing on industrial land-use and the situation of related employment. At the same time, it reflects the socio-economic characteristics of urban outflow population, such as age, occupation, income, and the structural characteristics of the urban secondary industry as well as the transition trends. That means, the areas and cities to which the population flows, and the jobs performed, also have important explanatory implications on the things happening in case cities. Based on the analysis above, the paper proposes an understanding and definition of the shrinking cities in the context of contemporary China. And then it argues that, comparing with the economic growth and population accumulation previously, the status of population outflow, industrial decline and spatial shrink happening currently, still can be regarded as an urban development mode which isn't represented by the growth of space and economic, but by the reconstruction of space, population and industry. Furthermore, the reconstruction of space has the rich connotation of smart growth. It is the right way for cities to seek new development engine and the mechanisms by which the engine works.

BRIDGING THE GAP BETWEEN URBAN REGENERATION AND SMART SHRINKAGE: REFLECTIONS FROM A KOREAN SHRINKING CITY

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Although early discourses on shrinking cities in urban and regional studies focused on urban shrinkage as a predominantly North American and European phenomenon, contemporary research demonstrates that it is fast becoming a global issue including East Asian countries such as South Korea. Rooted in uneven geographical development – leading to excessive population concentration into the Capital Region whilst intensifying structural vulnerability in smaller cities – recently observed dramatic demographic trends, including low fertility and a rapidly aging population, underscore the fact that a growing number of cities in South Korea are in the need of planning for a future with far fewer inhabitants. In the face of the nation's total population decline, slow economic growth and deepening spatial disparity, particular attention has been paid to urban regeneration policy. This paper explores the intersection between urban shrinkage, governmental regeneration policy, and smart shrinkage for local sustainability through a critical analysis of a case study of Neighbourhood Regeneration project in Yeongju. Although Yeongju has been shrinking steadily resulted by both out-migration and natural population decrease, its current regeneration project is promoted as a best practice exemplar. Building on two months of nonparticipant observation and 52 semi-structured interviews at national, regional and local levels, this paper will critically unpack the implementation of urban regeneration as an alternative strategy for improving local sustainability and quality of life in the context of urban shrinkage. It will unfold the (possible) contributions of governmental regeneration planning to the sustainable development of shrinking cities and reflect on its limitations and contradictions. Specifically, it will address the gap between what the governmental projects were supposed to achieve and what citizens felt they needed and actually wanted to do. The paper will conclude with reflections on how urban regeneration can better be adapted in pursuit of smart shrinkage futures.

ADAPTATION MECHANISM AND PLANNING RESPONSE TO RESILIENCY SHRINKING OF SMALL TOWNS BASED ON COMPLEX ADAPTIVE SYSTEM BY TAKING WUHAN AS AN EXAMPLE

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The rapid urbanization process taking big cities as the main body leads to the unequal configuration of urban and rural areas in the aspects of land supply, industrial division of labor, service supply and space allocation, and induces the shrinking characterization of service energy, industrial system and population vitality in small towns. As an important spatial unit in the spectrum of urbanization that serves, connects and couples urban and rural areas, the shrinking phenomenon faced by small towns has an important influence on the healthy development of urbanization. Based on the census of small towns in Wuhan metropolitan area, we have found that the shrinking of small towns is a passive contraction of elastic tension under the squeeze in cities. Once affected by the external forces such as policy regulation, planning guidance and population return, small towns will achieve expansion and growth. Based on the theory of complex adaptive systems, this paper comprehensively constructs the development index evaluation system of small towns from five aspects of population, economy, space, society and ecology, measures the shrinking level of small towns, further analyzes the shrinking characteristics of small towns, and identifies whether the shrinking is elastic or not. And then this paper measures the resilience ability index of small town contract from the above-mentioned five aspects. Finally, aiming at the elastic characteristics of shrinking in small towns, this paper proposes that small towns should take an adaptive mechanism of urban-rural interaction evolution under fine division of labor to response the passive shrinking, and the paper creatively puts forward the planning response measures of the small towns on the aspects of spatial layout, function orientation and service support by taking small towns in Wuhan as an example, which can provide reference for other regions.

A STUDY ON CHINA'S COUNTY SPORTS CENTER PLANNING STRATEGY FROM SMART SHRINKAGE PERSPECTIVE

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At the end of 2017, the urbanization rate of China's permanent residents was 58.52%, an increase of 1.17% over the previous year. It is expected to exceed 60% in 2020. Rapid urbanization has brought about the expansion of large cities and the contraction of small and medium-sized cities. Most of the county towns have become a net outflow of population, which is not suitable for extensive development. At the same time, the sports facilities in China's county towns are extremely lacking, and the development of the sports industry and the promotion of the national fitness policy are imminent. Based on the important stages of urban and industrial development, this paper points out the problems and misunderstandings of current county sports facilities, and combines several planning practices to propose a "smart shrinkage" view based on the planning and construction of county sports centers in China, then proposes four planning strategies: the efficiency improvement under the land contraction, the intensive scale under precise positioning, the functional reshaping under the tailoring design, and the flexible open interface, in order to actively guide the development of land at or below the county level in China, also to provide reference for the planning and construction of sports facilities.

STUDY ON THE INTERRELATIONSHIP BETWEEN SHRINKAGE ELEMENTS OF RESOURCE-EXHAUSTED CITIES FROM THE PERSPECTIVE OF TIME---TAKING FOUR TYPICAL CITIES IN NORTHEAST CHINA AS EXAMPLES

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Northeast China once had more than 90% of China's heavy industry bases. With the transformation of traditional industries, most cities developed by relying on traditional industries are facing the current situation of urban transformation and even urban shrinkage. At present, the academic research on urban shrinkage mostly focuses on the driving forces and targeted countermeasures of a specific urban shrinkage, but there is no comparative study on the shrinkage of the same type of cities. Based on the existing research, firstly, this paper classified the influencing factors of urban shrinkage into two categories: internal factors and external material characterization, and further divided them into four key factors of urban shrinkage: Population structure change, including total population, birth rate, proportion of elderly population, proportion of working population, migration rate etc. Economic industry change, including employment rate, unemployment rate, economic ratio with provincial capitals etc. Spatial quality change, such as change of ecological environment, street quality change based on street view data etc. People's livelihood quality change, such as POI point coverage of public service facilities and leisure and entertainment facilities etc. Secondly, this paper took Shuangyashan, Jixi, Hegang and Qitaihe, four typical coal-based industrial resource exhaustion cities in Heilongjiang Province, as the research objects, from the perspective of time, studied the time series of key factors by using the method of large data classification and comparative analysis, and the priority and lag relationship of the shrinkage elements are researched. Then the time law and the mutual restriction of elements in each city is deeply analyzed. Finally, the time-series model of urban shrinkage is established based on the analysis of the time-series law of urban shrinkage factors in order to put forward the common strategies for the shrinkage resource exhaustion cities from the perspective of time.

IS IT POSSIBLE TO CURB THE SHRINKAGE OF ŠIAULIAI CITY?..

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Currently the depopulation in all Lithuania is seemed to be a huge problem. Except capital Vilnius and two other major cities, the rest of the country suffers great population decline. Previously strong industrial cities are one of those territories that are losing inhabitants at fastest rates. Šiauliai city, located at the Northern part of Lithuania, was chosen as a case study example to research urban shrinkage in Lithuania. In around 30 years period the city has lost one third of its inhabitants. The shrinkage is still continuing. However, in the city there might be noticed the posters that have been prepared by activists of the city, and these posters state that 'Not everything is lost yet'. But do the posters tell the truth or are they only stand as utopian phrases prepared to make the citizens happier? Can we see the "bright future" of the city? To what extend the policy makers realized the ongoing shrinkage phenomena and how they are dealing with it? These are the questions that raise discussions, and I will try to answer these questions in my presentation supporting the answer with the information received from interviews with local authorities, stake-holders and experts. In general, the purpose of my presentation is to introduce with urban shrinkage in Lithuania using an example of fourth biggest city and regional center in Lithuania – Šiauliai city. Therefore, in my presentation before talking about the city authorities' response to shrinkage, I will give summarized overview of the main reasons why the city shrinks and what consequences the population loss brings to the city. The presentation is based on information collected during the post-doctoral research that is supported by Research Council of Lithuania (grant No. DOTSUT-149 (09.3.3-LMT-K-712-02-0062)).

URBAN SHRINKAGE: SHIFTING PERCEPTIONS AND PLANNING RESPONSES. A COMPARATIVE STUDY IN FOUR GERMAN CITIES

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Although shrinkage is a multidimensional phenomenon caused by multiple forces, scholars agree that population decline still is the most defining feature characterizing urban shrinkage throughout the world (Bernt et al. 2014; Hospers 2014). While a plethora of studies deal with the causes and consequences of urban shrinkage in a transnational sense (identifying best practices), the importance of local context and cultural embeddedness of shrinking policies often falls short. Accordingly, Pallagst et al. (2017) point out manifold strategies for shrinking cities whose selection is closely related to the local perception and acceptance of shrinkage. Furthermore, Herrmann et al. (2016) state that 'these cities are attempting to transition to sustainable trajectories to improve the health and well-being of urban residents, to build their capacity to adapt to changing conditions and to cope with major events'. Policy and planning responses on urban shrinkage depend on local planning environments where perceptions of shrinkage and related strategies of enactment define how it is handled. The paradigm of urban growth still denies the reality of shrinkage, especially when it comes to local politics where growth-oriented rationales are hard to overcome (Hartt, 2018). We aim at analyzing and explaining local patterns of urban shrinkage perception and framing and, subsequently, how urban shrinkage is 'agendized' (Bernt et al. 2014), i.e. how it is put onto planning and policy agendas. Our research encompasses a comparative study financed by the German Research Foundation (DFG) on four German cities with a strong shrinkage legacy, namely Gelsenkirchen and Saarbrücken in Western Germany, and Halle (Saale) and Chemnitz in Eastern Germany. We present different cultures of perceiving and framing urban shrinkage which influence the agenda-setting processes and ways of narrating urban shrinkage. Finally, we discuss if there is a shift in the acceptance of shrinkage or a new interest in urban growth rhetoric.

DEINDUSTRIALIZATION AND URBAN SHRINKAGE. ACHIEVING URBAN SUSTAINABILITY IN FORMER INDUSTRIAL CITIES IN FRANCE: THE CASE STUDIES OF NANTES AND SAINT-OUEN

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Population decline in former industrial cities is an undeniable fact, and preparing to respond to it in the context of sustainable urban development is a necessity. In my research urban sustainability is defined as a process to recover from social and economic recession which are usually linked to deindustrialization. The main goal is to survey how Nantes and Saint-Ouen became resilient, in environmental, economic and social terms, after the period of deindustrialization and if they have the needed capacities of urban sustainability in dealing with population decline. The two main questions raised in the research are:- Are the two study areas considered sustainable in terms of the criteria adopted in the present paper? - Are the social, economic and environmental capacities of the two study areas in accordance with the needs of the local communities in order to achieve population increase?The research method is descriptive-analytic. The descriptive method is used in order to define urban sustainability and relate it to previous studies in shrinking cities. The analytic method is used in order to identify the reasons that led to the population decline and the correlations between sustainable urban development and demographic evolution. The performed analyses included a combination of statistics techniques (diagrams of demographic evolution) and qualitative methods (interviews with local authorities, inhabitants and the teams of architects and urban planners that participated in the projects of urban renewal of the two cities). The outcome revealed that Nantes and Saint-Ouen have reached the goal of sustainable urban development as they almost doubled their population since 2000. The final conclusion of the research is that the urban policies implemented by local authorities as long as the economic decisions taken by local enterprises can assist Nantes and Saint-Ouen inhabitants to encounter to social and economic recession resulting from deindustrialization.

URBAN DEVELOPMENT IN SHRINKING CITIES IN NORTHEAST CHINA

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With the rising international discourse of urban shrinkage, population decline is starting to pose threats to many cities in China. Urban issues concomitant with population decline is having profound influence to socio-economic and environmental perspectives of urban development. Such phenomenon is especially challenging to the heavy industry based Northeast China. As residing in a developing country with strong interference from the state, measures facilitating transitions in shrinking cities in Northeast China are different from those commonly applied in developed countries, where urban shrinkage is mostly talked about. In this research, urban shrinkage in Northeast China under the neo-liberal planning system will be examined with a special focus on how actors on the city level behave within the limitation of the system and utilise opportunities to form tactics that will lead to possible spatial developments. Key document analysis is in urban plan, five-year plan and land use plan on the city level, urban planning system in China, and other national level policy targeting Northeast China. The key findings reveal that there is a time lag and an insufficient understanding of reality in local level policy-making and a path-dependent development pattern in the behaviour of local actors. Differentiated spatial development orchestrated by such development mechanism may fail to match with the requirement facilitating the transition of shrinking cities to reach sustainability.

SP40 Regional design: impacts on territorial governance and planning practice

Valeria Lingua
Alain Thierstein
Wil Zonneveld

The special session focuses on regional design as a practical and experimental response to a variety of processes which has drastically changed the way spatial planning used to work, such as decentralization, neo-liberalisation and shifts in institutional architectures and planning regimes. Processes of defining and redefining sub-regional boundaries call for spatial visioning and design for shaping the boundaries of urban regions, providing pro-active knowledge of their characteristics and trends and conceiving shared visions of their spatial development. As a consequence, the 'art' of making spatial representations and the imagination of spatial metaphors has emerged as a powerful tool in capacity- and consensus-building in multi-actor settings. Papers are expected to discuss the actual impact regional design has on regional governance and spatial planning issues in terms of:- Changing dynamics of planning and regions in processes of institutional, political, economic and societal change- (Re)-Conceptualizing the region and regional spatial planning- Role of regional planning and design in regard to the relationship between statutory and soft planning theories and practices- Contribution of visioning in planning city and regional futures- Making the region visible: impact of real-time modelling of cities and regions in regional planning and design - Performance of regional planning and design in allocating regional resources, shaping regional frames of reference, promoting regional fields of action- Teaching regional planning and design: from analytical to transformative knowledge, from instrumental to strategic planning, through interdisciplinary education The main aim of the special session is to explore new paths for planning at the regional and metropolitan level, in a context of governance rescaling in which spatial planning policies and practices, still traditionally anchored to rigid administrative boundaries, are now challenged to be reinvented.

NORTHERN POWERHOUSE- A MEGAREGIONAL IMAGINARY

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'Spatial imaginaries are deeply held, collective understanding of socio-spatial relations that are performed by, give sense to, make possible and change collective socio-spatial practices. They are produced through political struggles over the conceptions, perceptions and lived experiences of place. They are circulated and propagated through images, stories, texts, data, algorithms and performances. They are infused by relations of power in which contestation and resistance are ever-present.' (Davoudi, 2018:101) Building on the above conceptualization, this paper focuses on the origin and evolution of a megaregional spatial imaginary - the Northern Powerhouse - and presents a critique of how it has been constructed and propagated through reports, maps, political slogans, spatial analyses and governance practices. Northern Powerhouse, and its predecessor Northern Way, refers to 'the North' of England, consisting of three English regions of North East, North West and Yorkshire & Humberside, and home to a 15 million population. In Gottmann's (1957) words, it refers to a coast-to-coast 'megalopolis' with 8 city-regions. Drawing from the industrial legacy of the area, the imaginary was initially crafted by the state as a response to the rising disquiet about planned concentration of growth in the South. We critically examine how this imaginary is embroiled in processes through which the struggles for interpreting, determining, and resisting this 'spatial fix' by various actors are unfolded and enacted. We explore the tensions and contradictions in these processes and the role of multiple actors within and outside the formal institutions of the state in fixing a particular meaning and interpretation of 'the North': where it is, what it stands for, and how it should look in the future. The paper is based on the research undertaken for the BeMine Project, funded by the Academy of Finland. Davoudi, S. (2018) Imagination and Spatial Imaginaries: a conceptual framework, *Town Planning Review*, 82(2)97-102

FUELLING ENERGY-TRANSITION WITH REGIONAL DESIGN-ATELIERS

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Many countries are 'planning' for energy-transition in the light of the 2015 Paris Agreement and the challenges imposed by climate change. However, 'planning' for energy-transition is not straightforward, it calls for technical and social innovations. Energy-transition is expected to radically change the structure, the institutional design and the physical appearance of our energy system. A critical issue is to accommodate and integrate the implications of the energy-transition with other land-uses and spatial issues. In the Netherlands, regional design-ateliers were organised in several regions to address these challenges. In these design-ateliers stakeholders interacted with each other on various aspects of energy transition in their region under the guidance of a (team of) professional designer(s). We studied eleven regional design-atelier processes that were held in 2016 and 2017 to find out how the design-ateliers contributed to dealing with the challenges instigated by energy-transition. Our analysis showed that the design-ateliers played an important role in creating insights on the spatial implications of energy-transition. This raised awareness amongst regional stakeholders on the dimensions of the impact of energy transition and the radical change of our energy system. However, our study also showed that some important (spatial) aspects, such as smart combinations with other land-uses and the transport and storage of energy, received little attention. Understanding the complexity of energy-transition took up a lot of time in the ateliers, leaving little time for a proper dialogue on relationships with other land-uses, on possible solutions, on integrated strategies and on new governance modes. Therefore, we conclude that the design-ateliers, or similar activities should also be organised in following stages of 'planning' for energy-transition to further fuel the transition process and fully employ the benefits of a design approach.

WAYS OF DESIGNING A REGION: REGIONAL DESIGN AND OTHER SUPRA-LOCAL APPROACHES

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The contemporary practice of design at the regional scale is characterized by a wide plethora of disciplines and experiences that, under different names, share the attempt to shape the boundaries of urban regions, providing pro-active knowledge of their characteristics and trends and conceiving shared visions of their spatial development. However in the last years, the process of thinking, of designing, of intervening and projecting a region has become more complex than ever since the professions and the disciplines have become ever more fragmented and sectorial. Regional design, landscape urbanism, progetto urbanistico, ecological urbanism, landscape infrastructure are just some of the terms used to define different disciplinary nuances developed for a similar objective. This contribution traces a possible path of research through a number of experiences and disciplines through which the design of the region can be brought to the fore.

LAND TAKE AND REGIONAL PLANNING: PROMOTING SUSTAINABLE SETTLEMENT DEVELOPMENT IN URBAN REGIONS

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Due to positive migration balances, many German cities are facing an increasing settlement pressure, which cannot be solved in a local context anymore, but require regional solutions. The national goal of reducing land take is opposed to this demand for new spaces for housing and commercial construction. Regional planning as an important player concerning sustainable settlement concepts in Germany has almost fully developed tools to provide sustainable and land reduced settlement structures. However, land take for settlement and traffic purposes is still high. The expansion of cities and urbanization over local borders hampers the realization of the spatial model of compact, environmental friendly settlement structures. Main reason for this is an implementation deficit of the regional requirements on local level. There exists awareness for the need of reducing land take among the planning actors, but hardly among citizens and politicians. Latter eventually take the decision about land use and are highly influenced by the demands and wishes of the general public. So, new approaches improving regional planning effectiveness arise in process design, communication with plan recipients as well as awareness rising among citizens and politicians. Within this paper success factors as well as obstacles for the realization of compact and environmental friendly settlement structures in urban regions are shown. Beside a short presentation of the regional planning tools promoting this spatial model, the focus is particularly on innovative approaches of informal participation on regional level before formal planning processes start. For this purpose two case examples from the German regions Hannover and Stuttgart are presented. Basis are results from a research project "Compact, environmental friendly settlement structures in a regional context (KuSirK)" of the Umweltbundesamt (Federal Environment Agency Germany).

REGIONAL STRATEGIC DESIGN – ADDRESSING LONG-TERM SPATIAL CHANGE IN MULTIPLE WAYS

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Future cities and regions are experiencing spatial transformations due to drivers such as climate change, economic transitions or demographic shifts. In order to envision action based alternatives that support planning decisions, a regional design approach has been practised and theorized in recent decades. Increasingly, there emerge new variations to the approach, e.g. towards more interaction with the urban design scale, going beyond discrete scenarios and guiding principles. In general, permanent collaborations in which designers work in multifaceted ways with stakeholders from public authorities, private sector, academia and civil society require testing: in which ways could designers then conceptualize and implement long-term strategies in direct cooperation with regional governance initiatives, i.e. work towards strategic fields and spatial pilot projects instead of area-wide planning proposals? Following such notions, this paper reflects the outcomes of a design process that took place within a real experimental situation over the last four years. The investigation was conducted via a combination of work in practice within the context of a regional stakeholder initiative and applied research at university, the latter including urban design studios of an exploratory nature. During this process, a new model for “regional strategic design” was tested. The model defines seven interrelated working areas that can be used to conceptualize and operationalize a long-term strategy. The Rhenish Mining Area in Germany served as a case study which is characterized by extreme conditions. The region is experiencing a transformation process, due to the accelerated termination of mining activity and the wider need to develop new spatial, economic and technological futures. The evaluation of the real experimental results reflects the perceived role of designers during the process. A variety of findings are discussed, which lead to broader conclusions regarding the possibilities and limitations for individuals practicing regional strategic design in the future.

GOVERNANCE OF METROPOLITAN REGIONS FOR STRATEGIC LAND USE MANAGEMENT

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Metropolitan regions are often characterized by a misfit between functional interdependencies and administrative boundaries (Harvey 1989). Hence, the cooperation of core cities and their surrounding region to manage land use is one option for strengthening joint strategies among other things. Based on the reception of the relational turn in planning (Healey 2007), metropolitan regions can be conceptualized as temporarily collaborating heterogeneous entities (assemblages) (Deleuze/Parnet 1980). Based on this approach, the presentation analyses territorialization and deterritorializing lines of assemblages which are at the foundation of a regional spatial strategy design. The contribution is based on a case study in the metropolitan region of Leipzig, Germany. Dynamic growth after a phase of shrinkage and stagnation motivates regional cooperation initiatives which envisage the development of a shared strategy for residential areas. We analyze existing governance-arrangements and their evolution based on a framework introduced by Müller and Schurr (2016) connecting assemblage-theory (Deleuze/Guattari 1992; DeLanda 2006) and actor-network-theory (Latour 2005). Based on these results, we analyze the impact of regional cooperations on land use management and discuss further perspectives of assemblages in the region as well as their interrelations with regional design processes.

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SP41 The darker sides of smart city development

Klaus Kunzmann
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In the "urban age" a smart city is an extended city which using technologies is able to reinforce advantages and to cope with disadvantages linked to massive concentration and to the increasingly rapid pace of change. The diffusion of smart devices has transformed citizens not just into clients that may enjoy the improvements (eg. from public transport to prevent congestion in streets) but also has transformed citizens into sensors, providers of the information that feed the system. All the actors from companies to governments claim that the citizens must be "at the center" of their interpretation of city's smartness, but is it true? Smart technologies may allow the highest top-down concentration of command and control in the hands of those (public and private) that govern the platforms and receive data produced by sensors and, at the same time, a good opportunity for bottom-up and sharing initiatives. The special session wants to invite participants to analyse the darker side of smart city in order to understand how planning can work to enlarge rather than to reduce the citizen's power.

THE DARKER SIDE OF AUTONOMOUS VEHICLES: HOW TO STEER THE TRANSITION TOWARDS HUMAN-CENTERED CITIES?

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The future of urban mobility is increasingly discussed in relation to the advancement of Artificial Intelligence (AI) manifested dominantly in the evolving realms of autonomous and connected vehicles. This has started to raise essential questions that extend beyond the car user perspective, and entail widening the scope of investigations to transformation of public spaces, new logics of mobility, and more broadly, urban experiences. The Autonomous Vehicle (AV) research, however, is emerging within the backdrop of almost four decades of efforts of urban and transport research, seeking a transition from the dominance of car towards the centrality of human, for the ultimate goal of social and environmental sustainability. Finally and only recently, cars, appear to have lost their unbeatable attraction for the urban dweller, and cities seem to reach “the end of car dependence” (Newman and Kenworthy, 2015). While the research on AVs, promises a leap in accessibility levels and boost in road efficiency, they do not often take into account several evolving components, such as for example the induced demand of mobility that typically results from the abundance of infrastructural offer, that can lead to more car use or extreme suburbanisation. In this perspective, the speculations on whether or not the wave of autonomous and connected vehicles would be able to introduce a breakthrough in urban mobility, steering the transition towards human-centered cities, depends on its capacity to rectify some of the socio-spatial problematics of the existing car system. This might be possible, we will argue in this article, through an adaptive, user-based organisation of space, as well as setting up adequate, non-profit operating models within a renewed infrastructural logic where data is considered as a public good.

THE SOCIAL JUSTICE IMPLICATIONS OF AUTONOMOUS MOBILITY IN THE URBAN CONTEXT – A FOUCAULDIAN PERSPECTIVE.

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Digitalization has brought the digitalization of urban systems, including autonomous mobility. Smart cities are instrumented—i.e. computerized—urban systems. These systems are characterized by the continuous gathering and processing of large quantities of fine-grained data in real-time, using complex algorithms to process it into information, and sharing it with other infrastructures. Autonomous mobility removes part or all of the actions of the driver, by means of technologies including sensors, computing power and storage, and short-range communications (SCC for short). Autonomous mobility systems continuously gather and produce data on the vehicle and its environment (using LIDAR) to enable navigation and the prevention of accidents. They also produce data to enable mobility coordination such as traffic flow data, user travel choices and personal data, and for secondary uses such as taxation. Autonomous mobility systems constitute Foucauldian technologies of (bio)power, a tool for biopolitics enabling governmentality through code—“a world of optimized ordering and regulation that relies fundamentally on the coding of social life into software” (Klauser, Paasche, and Söderström 2014). Urban technologies reshape the social processes and spatial form of the city, reconfiguring relations of power and with them social justice. This research goes beyond the traditional planning focus on the discursive process in power relations. Using Foucauldian conceptualizations of power, this research explores the social justice implications of the changes in urban space brought by the advent of autonomous mobility, thus bringing critical questions considering the nature of technology to the attention of urban planners and policymakers.

SELLING THE SMART CITY. CONSUMER CULTURE, URBANISM AND THE IMPACTS OF THIS PRIVATIZATION OF SMART URBANISM

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Consumer culture is embedded in the Smart City movement and discursivity. Citizens, as consumers and providers of data, are the main commodity in this new urban economy paradigm. This process is strongly related with the shift in other consumer-driven urban functions, like commercial areas. In North America, commercial areas are living a strong transformation, as shopping mall and retail stores are closing because of new consumer's practices associated with e-commerce (Amazon) and "delivery" gig economy (Glovo, UberEats). In the past years, retail developers are changing their corporative and branding discourses to participate in the smart city global movement, in order to reinforce their market share in front of the new technologies. Moreover, they are incorporating sensors like facial recognition or geofencing inside shopping centers, and thus innovating in smart urban planning, before any other public or private actor. Thus, smart citizens are primarily framed as smart consumers: consuming spaces, media, TIICS and branded discourses about the city they are living. The paper revises case studies in Chilean, Brazilian and Colombian retail urbanism, and compares it with discursive analysis of advertising campaigns from retailers. Its purpose is to discuss the private actors involved in the smartification of cities in developing countries and the impacts of this privatization of smart urbanism.

SMART CITY POLICY IN CHINA VS. THE DARKER SIDES OF WECHAT APP

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In China as elsewhere, the smart city is an urban utopia turned toward technology. This article on smart city policy in China is positioned at the interface between the spatial and strategic approaches of the smart city, and the circulation of this urban model, through the local anchoring of public policies, through WeChat App. I demonstrate that the Chinese national policies of the smart city reflect a fragmented will to plan urban development at the national level, in order to orchestrate a rapid modernization of equipment, infrastructure and management of urban services. I also show that the smart demonstrators, introduced in mainland China by the American company, IBM, are experienced, with the rise of Chinese ICT companies and social networks like Tencent, or the leader in global online wholesale trade, Alibaba. Encouraged by the obsession with endogenous technological catch-up and all-out national policies, Chinese municipalities are multiplying smart initiatives, in a context of widespread use of digital technology by Chinese populations in their daily lives. I propose to examine the peculiar mobile application called WeChat. In 2011, the Chinese ICT company Tencent launches WeChatApp, a free mobile text and voice messaging application for consumers, which in March 2018 has more than a billion users. WeChat remains unmatched today, because of the interoperability of the multiservices platform. Instead of multiplying applications with different merchant brands and services, accounts, usernames and passwords, the user of Weixin chengshi fuwu has, on a single application, backed by the same user account, his classic text and voice messaging service, his weather service and his pollution indicators, his traffic and navigation service, efficiently integrating urban, rail and airport public transport, his online shopping service, all his access to online gaming networks, a means of payment to professionals and individuals, and all his administrative procedures with public services.

THE PROMOTIONAL RHETORIC OF BUILDING INFORMATION MODELING AS SMART CITY UTOPIAN TALK

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The term 'smart city' has been popularized in the discourse of IT companies, architectural, engineering, and consultancy firms. Smart Cities, through various technologies provided by IT companies, are expected to optimize urban infrastructure and everyday life in cities. Despite the lack of clarity regarding the concept and definition of 'smart city', it serves as an umbrella term for many sorts of technologies and innovations for the urban environment. These technologies have attracted an increasing interest from both public and private sectors with an extensive number of relevant policies and initiatives across the world. Recently, to achieve a "smarter" built environment, IT providers have promoted the use of Building Information Modeling (BIM). This form of modeling has most recently colonized not only the lexicon of architecture and building construction practice, but also policy making. Some scholars have also initiated their assessments regarding BIM policies and strategies on developing smart city strategies and have reviewed a city's engagement with BIM. Through the promotional rhetoric of BIM, several countries including the UK, the USA, Finland, Italy, Singapore, Dubai, and many others have developed national policies pushing towards mandating the use of BIM for their large-scale urban projects. In this paper, through qualitative methods including interviews and observations, two BIM national policy cases, the UK and Dubai have been analyzed. The review of politics of BIM and its policy mobility in a global perspective reveals that governments are keen to welcome the utopian promotional promises of BIM implementation. This paper concludes that the formulation process of BIM policy constitutes inherently political objects that are mobilized and instrumented by self-interest groups of technology providers and private firms. Thus, the politics of BIM under the umbrella of "smart city talk" imply a transnational oligopoly that are in a dominant position in the market of BIM.

POST-SMARTNESS: FROM A DISCONNECTED TO A RECOMPOSED REPRESENTATION OF THE CITY ECOSYSTEM MEDIATED BY SMART CITY TECHNOLOGIES

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The representation of city dynamics sustained by current smart city visions and technologies is based on three dichotomies: central administration vs citizens, top-down project vs individual initiatives, and global systems vs hyperlocal solutions. This work analyses the implications of these three dichotomies respectively concerning users, local activities and technological support. The disconnection between the existing social structures in urban environments (based on groups, communities, organisations, networks) and their representation mediated by current information technologies is associated to a distortion of city dynamics that are always based on the multi-level interactions of a plurality of actors, formally defined or structured by commonly accepted norms, social roles, and mutual relationships. The disconnection between the interconnected nature of urban activities and the silos-approach of smart city technologies lead to increase the fragmentation of responsibilities, competencies and capabilities associated to the implementation of local projects, plans, services, initiatives. The disconnection between the scope of information technologies and the expectations of local stakeholders results in a limited impact of their application in urban domains due to the complexity of the socio-technical constraints posed by each city in different configurations. Building on this analysis, the paper proposes an alternative path to reframe the technology-mediated representation of the city ecosystem and inform future post-smart visions. This alternative representation is focused on the intermediate social structures in between high-level organisations and individuals, on the ordinary urban activities in between governmental actions and personal behaviours, on intermediate solutions in between decontextualised and non-transferable technologies.

PRIVACY AND VALUE-SHARE IN DIGITALISING CITIES: DATA MANAGEMENT FOR CITIES ENGAGING WITH BUILDING AND CITY INFORMATION MODELLING

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Information modelling technology promises to facilitate planning, more efficient service provision, and more inclusive community engagement, delivering on some of the promises that undefined, yet pervasive “smart city” concepts offer. However, currently most cities—even aspiring smart cities—are just beginning to explore how BIM and CIM can improve urban living for residents and facilitate coordination in planning. As cities begin to experiment with modelling techniques like Building Information Modelling (BIM) and City Information Modelling (CIM) to improve urban development and service provision, they are met with a host of questions about data usage. How will cities safeguard the right to privacy in a digitizing environment? How can cities address data ownership and ensure fair value share from data exploitation? How can cities create trustworthy systems to manage the vast amount of data that information modelling techniques such as BIM and CIM involve? As cities probe these questions, they are evolving new answers to questions about the role of cities in managing data flows and protecting citizens. By looking at how three UK cities (Cambridge, Bristol and Ayr) faced with different urban planning challenges engage with information modelling techniques, and placing these efforts in the context of international progress on information modelling for city planning and data sovereignty this research explores socially responsible approaches to data management for digitalizing cities. This paper presents results from a project funded by the Centre for Digital Built Britain.

POSTER

THE RELEVANCE OF RESIDENT'S PERCEPTION ABOUT TOURISM IMPACTS FOR COMMUNITY PLANNING

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Tourism has become a strong economic driver in several countries, but brings also relevant impact for local communities, which are often neglected in planning processes. Taking into consideration the benefits and negative effects of tourist activities, the present study seeks to analyse the residents' perception on the current situation, alerting to the main problems and possible paths to minimize those problems. For this purpose, a survey to 254 residents of Alfama Neighbourhood (Lisbon, Portugal) was carried out (confidence level:90%; margin of error: 5%). Alfama is a territory of potential interest due to its unique historical and community characteristics, being currently under pressure from tourism development. To understand the residents' perception about tourism impacts, the following variables about the residents were analysed: Who are they? Where do they live and under which conditions? What do they think about the tourism in the neighbourhood? Do they intend on leaving the neighbourhood? A relationship among the variables is presented using statistical methods, such as the correlation matrix, and the ANOVA and the Pearson's chi-square tests. Although residents' perceptions studies often consider residents as one single group, this study explores the potential of residents' segmentation into groups with different views through a cluster analysis. The results highlight the residents' perceptions about the positive and negative impacts of tourism in the neighbourhood and, considering the neighbourhood needs, most of the residents' answers are linked to the minimization of the negative impacts of tourism. From the cluster analysis, 6 different residents' profiles are presented. These results emphasize how relevant can be the knowledge about the residents' viewpoints and the data treatment with cluster analysis method to community planning improvement. Some practical principles for increasing community-based planning and social innovation are drawn upon this study and proposed in a concluding note.

**INCLUSIONARY DEVELOPMENT, FOR WHOM?
PLAYERS, STRATEGIES AND EFFECTIVENESS IN COMMUNITY PLANNING AND
PARTICIPATORY PROCESSES
A CASE STUDY IN ROXBURY, HISTORICAL NEIGHBORHOOD OF BOSTON**

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Housing policies are driven by different forces (political, social and economic) and define a contested terrain of discussion; whether housing is a right or an economic asset is central in the debate on progressive planning in thriving western cities, especially when talking about the winners and the losers in housing issues (Affordable for whom? Development for whom?). On these topics, Boston is a perfect case study, rapidly growing in economy, population and diversity, but also in gentrification, inequalities and lack of affordable housing, both for the lower and the middle classes. Two networks of stakeholders play relevant role; the city institutions are investing resources to promote development plans and to integrate them with some participatory practices, promoting the so called inclusionary development. On the other side, grassroots organizations and community-based initiatives are promoting a debate to prevent spatial, economic and social exclusion and promote development without displacement. The focus on Roxbury, a distressed and diverse central neighbourhood, analyses the evolution of issues, strategies, and practices through the years, from the point of view of the community-based organizations. The historical evolution is a framing for the analysis of the new ongoing strategic plans and projects. How affordable housing can correct uneven development patterns? What kind of “counter-planning” has been developed by community-based organizations? An investigation on the contested spaces and powers can provide a deeper understanding of the network of players and stakeholders that “move” the debate on fair and affordable housing. This work, part of an independent post-doctoral research on US practices in participatory planning, has been based on interviews with institutional and community players, in order to identify the features of the current practices, the weakness and the strength of the efforts for an inclusionary and more equitable development that could be transferred into European diverse urban environment.

GENTRIFICATION AND DISPLACEMENT NEAR LOS ANGELES RAIL TRANSIT STATIONS: A MICRO-DATA ANALYSIS OF HOUSEHOLD MOVES

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Rail transit investment is increasingly being linked to rail transit investment (e.g. Zuk and Chapple, 2015). We use a rich data source with over 100 million income tax filing records to study the link between new rail transit and residential moves into and out of rail neighborhoods by income. Prior to 1990, Los Angeles had not had any intra-urban rail transit service for decades. Since then, 93 new rail-transit stations were opened by the Los Angeles Metropolitan Transit Authority (L.A. Metro), making Los Angeles an ideal place to study the impact of new rail transit on gentrification and displacement. Through secure, privacy protected agreements with the California state income tax agency, we have access to data on income for all households who filed state tax in Los Angeles County at any time from 1992 through 2014, geocoded in many cases to a 9-digit zip code (approximately a city block.) We track yearly flows of household migration by income in- and out- of half-mile rail station areas before and after stations opened. We find that there was a large decline in the share of the poorest households in in rail station neighborhoods over the course of our study period, and an increase in the share of high-income households in the same neighborhoods. Regression analyses suggest that after a rail station opens, the lowest income households decrease the rate at which they move into rail stations by about 1 percentage point per year, a process which, over time, could contribute to changes in the income distribution of rail station areas.

IMPACT OF URBAN BUILT ENVIRONMENT ON LUNG CANCER AND ITS PLANNING STRATEGY: A CASE STUDY OF A HIGH-DENSITY DISTRICT OF THE CENTRAL CITY OF SHANGHAI

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According to the WHO report in 2018, the incidence and death of lung cancer rank first among all cancers, while the incidence of lung cancer accounted for 17.8% of all cancer deaths in Shanghai (WHO, 2018). Therefore, it is of great significance to identify the factors and characteristics of built environment which has impact on respiratory health, and then develop effective planning intervention. This paper adopts the incidence of lung cancer of 71 neighborhood committees of a high density central district in Shanghai from the year of 2009 to 2013. Four types of built environment variables are included in the modeling: land use, road traffic, spatial form and open green space, based on the theoretical framework of built environment and respiratory health. The study analyzes the correlation between lung cancer and built environment by using multiple linear regression model and geographic weighted regression model in order to identify the environmental characteristics that significantly affect the incidence of lung cancer. It is followed with planning suggestions for the health of respiratory system from the two paths of reducing air pollution and increasing physical activity.

INDEPENDENT CULTURAL CENTERS AS ACTORS OF URBAN INNOVATION. THE CASE OF THE NOVA SYNAGOGA IN ZILINA, SLOVAKIA.

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In the last years planning research has renewed its focus on planning activities carried out by activist organizations. Going beyond a focus on internal procedures and planning routines of these organizations, and beyond attention towards insurgent planning practices, this research aims at understanding new processes of urban transformation carried out by independent cultural centers (ICC) out of their original premises and engaging with multiple social actors, evaluating the innovations and changes that they can generate. ICCs are artistic, cultural and social organizations emerging from citizen reappropriation initiatives, focusing on artistic, cultural and social programming, production and diffusion. Often located in a repurposed building in former industrial areas, many of these centers have contributed to the transformation of their local urban contexts along the years. In recent years, some of these centers across Europe have developed new projects of urban transformation out of their premises. The paper presents the process of renovation and repurposing of the Nova Synagoga in Zilina, Slovakia, by the cultural NGO Truc Spherique. The process started in 2011 and was completed in 2017. It saw the participation of numerous actors, citizens and stakeholders, with a multiplicity of frames of interpretation of the restoration goals and means of action. Despite the presence of conflictual opinions, the process succeeded in completing the restoration. The research focuses then on the interactive nature of these processes, investigating the dynamics of organizing and combination of different action frames in multiple arenas. The research adopts an interpretive approach to reconstruct the frames and interpretations of the actors, and uses actor-network theory to conceptualize and connect the processes of organizing, sensemaking, coalition-building and spatial transformation along the process. The paper finally evaluates the effects - both in the process and in the products - of the project, establishing the innovative and empowering effects it produced.

SMART TOURISM DESTINATIONS AND THE EVOLUTION OF ICTS: NEW SCENARIO FOR CRUISE SHIPS.

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Over the past decade, tourism industry is in an increasing phase, thus creating challenges of managing tourism flows into urban contexts and their impact on territories, cities and residents. Moreover, the increasing use of Information and Communication Technologies (ICT) in the tourism system seems to be shaping a new tourism scenario. The new context has given source to the need for new infrastructure, services, and supply. Nowadays, the digital technology is used extensively in various tourism phases and counts innumerable applications. However, usually, the tourist destinations are unable to adapt to these fast changes. This happens particularly when we are speaking about mass tourism as for example the cruise ship tourism. The difficulty in adapting to the new demand and supply leads to a tourists dissatisfaction and social discontent, as well as to the lack of territorial sustainability. Consequently, the cruise tourism and its impacts have become increasingly contested even if cruise tourism is seen as one of the key drivers of economic development in many cities. In this context, the paper introduces as a solution to the problems (caused by mass tourist flows on the urban system) the concept of a smart cruise destination. The smart cruise destination is based on the evolution of the tourism destination concepts with the aim to emphasize the residents' wellbeing and tourist vacation enjoyment and satisfaction. A course of action for a future Decision Support Systems (DSS) devoted to the above mentioned issues is the main contribution of the paper. The considered framework consists of a combination of distributed knowledge, data and models that have the capacity to give stakeholders the possibility to base all the decisions concerning policies, infrastructure development and the managing system on sound and rational bases.

NEIGHBORHOOD-CENTERED CONFLICTS FROM THE PERSPECTIVE OF INCLUSIVE COMMUNITY THEORY IN CONTEMPORARY CHINA: A CASE STUDY OF A MIXED SETTLEMENT IN SHANGHAI

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Mixed settlement is a rising issue in Chinese urban community. Under the background of housing system reform and large-scale affordable housing construction, a large number of "mixed settlements" with different housing attributes have formed, with a growing number of neighborhood-centered conflicts between different residential groups. This paper selected a mixed neighborhood as a study case in Shanghai, which is composed by Public Rental Housing (PRH) and commodity housing. It investigated the socio-economic attributes of residents from different housings, such as income, Hu Ji (household registration) and life customs, by conducting questionnaire survey and structured interview. Preliminary comparison and study show that dramatic discrepancies in socio-economic attributes exist among different residential groups, and the scrambling for public resources, daily life disharmony and low sense of identity among groups occur frequently. Therefore, this paper hypothesizes that the discrepancies mentioned above is the cause of deterioration of relationship between different residential groups, and they could lead to intense violent conflicts. This paper further analyzes the characteristics of social interaction and spatial activities of different residents, pointing out that the roots of such neighborhood-centered conflicts lie in the income gap, and cultural psychological differences due to difference in Hu Ji. This paper summarizes and puts forward strategies to alleviate such conflicts: Firstly, at the level of housing supply, government should promote the construction of mixed neighborhood with multiple housing types, especially increasing the supply of social supporting housing; Secondly, at the level of community governance, the local institution with Chinese characteristics, industry committees and neighborhood committees, should play a mediating role together, forming a conflict "cushion" between different residents; Thirdly, whether spatial intervention can be an effective alleviation to neighborhood-centered conflicts needs further examination, especially the practice of setting communication space to improve residential relationship needs more careful evaluation.

EXPLORE THE SPATIAL AND TEMPORAL TRENDS OF HEAT ISLAND EFFECT - A CASE STUDY OF TAIWAN

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The 24th Conference of the Parties to the United Nations Framework Convention on Climate Change (COP 24) addressed that the operational rules for the 2015 Paris climate agreement will govern the way to manage global temperature increment in 2 °C. However, there was no agreement on both Intergovernmental Panel on Climate Change (IPCC) published “Global Warming of 1.5 °C” and International Energy Agency (IEA) published “World Energy Outlook 2018” in COP 24. In the future, the scale and pattern of urbanization might be different from previous types, and most of population and built environment will aggregate in small-scale or medium-scale built environment. Urban heat island was based upon the difference of moisture, rainfall, pollutant, temperature, and wind speed between urban and rural areas. Heat island is not only change micro climate environment, but also impact public health and environmental safety seriously. In fact, urban heat island effect might dramatically affect both residents and surrounding ecological system. With the change of urbanization, the boundary of urban and rural is not so clear anymore. In addition, the solution has been proposed to mitigate heat island effect such as green roof, green structure, and the layout of buildings in urban areas. The rapid built environment expansion might result in serious heat island effect in the surrounding rural areas. Therefore, the study utilizes long-term satellite data including MODIS to produce land surface temperature. Land use change (1995-2006 and 2006-2014) will be based upon the results from National Land Surveying Mapping Center in Taiwan. Afterwards, bivariate LISA statistic will be applied to explore the relationship between heat island effect and land use change. The ultimate goal is to explore the spatial and temporal trends of heat island effect and further propose heat island effect resilient land use strategy.

THE POSSIBLE IMPACTS ON REUSING UNDER-USED SCHOOL SPACES FOR SENIOR DAY CARE CENTERS FROM THE USER PERSPECTIVE: CASES OF TATUNG ELEMENTARY SCHOOL AND GUYAN PRIMARY SCHOOL IN KAOHSIUNG CITY, TAIWAN.

Chen Y., Chao T.

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Owing to the recent trend of declining fertility rate and aging society, the local authorities in Taiwan have proactively promoted the reuse of under-used spaces in elementary schools and junior high schools for senior day care centers in order to realizing the concept of 'ageing-in-place'. Since 2018, a total of 6 cases has operated (only 2 cases still have children on campus), the projects are expected to utilize spatial resources effectively and generate positive benefits from creating intergenerational interaction. Nevertheless, with senior day-care activities practiced in the elementary school campus, the possible concerns for seniors' adaptation in such environment used to design for children and the possible conflicts between the original and new users risen accordingly. Moreover, with only few cases actually operated in Taiwan, there is a lack of relevant empirical studies discussing above issues. Therefore, in this study, we expect to conduct survey questionnaires and interviews to explore users of two elementary schools in Kaohsiung City, Taiwan where children still study on campus and some campus vacant spaces had already been transferred to senior day-care centers, including students and their parents, teachers, day care center attendants and seniors etc. The research goal is to discover the positive and negative influences, knock-on effects and spatial design demands to cope with the senior day-care function into elementary schools from the users' perspective based on the survey results. Finally, the research findings will give feedbacks to the planning and design of physical environment and activities in multi-use fields, as well as the relevant building technical laws and regulations; and further, relevant case review in the future can take these findings as reference.

EXPLORING THE DISASTER RESILIENCE OF RURAL AREAS UNDER CLIMATE CHANGE FROM THE PERSPECTIVE OF TRADITIONAL KNOWLEDGE- A CASE STUDY OF CHIAYI COUNTY

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In recent years, the rapid changes in the global environment have changed the climatic conditions, which have made people around the world suffered from continued impact of natural disasters. The fifth assessment report of Intergovernmental Panel on Climate Change (IPCC) pointed out that since 1950, observations on various aspects of the climate system have revealed many changes in extreme weather events, some of which are related to humans. However, this emphasis only focuses on how to enhance the resilience of the urban level, often overlooking the need for resilience in rural areas. Therefore, the measurement of resilience in rural areas has gradually gained attention (Ashkenazy et al., 2018; Okada et al., 2018; Tambo, 2016), and with the same as the concept of resilience, how to define rural areas and their assessment methods is also widely debated (Bański and Mazur, 2016; Romano et al., 2016). In addition, how to apply traditional knowledge as an adaptation strategy of climate change to achieve the goal of symbiosis between human and nature has also received much attention. Most of the literature points out that traditional knowledge has positive effects on mitigating the impact of climate change (Pearce et al., 2015). Thus, in response to climate change, how to reach a resilient rural area is the focus of this article and is divided into two parts. Firstly, the relevant indicators in the literature for resilience and rural areas are integrated and classify rural areas according to their characteristics by cluster analysis. Secondly, this article will select representative rural areas to understand whether there is traditional knowledge. Finally, this article will explore whether traditional knowledge has a substantial relationship to mitigation and to propose adaptation strategy to enhance the resilience of rural areas.

LEGITIMACY AND VALUE IN UK MARINE SPACE (OR “WHAT IS THE SEA FOR AND WHO DECIDES?”)

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UK and international law protects ‘legitimate uses’ of the sea from being harmed by developments such as offshore windfarms, aggregates dredging and laying pipelines and cables. But the phrase ‘legitimate use’ is not fully defined within the legislation used to regulate offshore development projects. When deciding what can or can’t be built at sea, we look to protect the environment, protect human health, and prevent interferences with legitimate uses of the sea. But what is legitimate? The definition used today seems a confused mixture of previous meanings, included as a ‘catch all’ with little thought to wider concerns about the value of the marine environment. My focus in this paper is the relationship between legitimacy and value within the UK marine licensing framework. Public interest in marine issues ebb and flow; what we do, and what we want to do, with our sea changes over time so perhaps the law is written to reflect this. We need to ask “legitimate for who?” and how can the fluidity of these terms, within a fluid environment be used to protect the marine environment in a way which the public supports? Domestic policy can set direction for waters within an Exclusive Economic Zone, but the fluidity of the marine environment, and global scale of impacts demand more than this. The crux remains of what the value of the sea is. Public interest in marine issues ebb and flow; what we do with our sea changes over time, and perhaps this is why legitimate, rather than legal, use is to be considered. This paper explores these terms and considers how their fluidity, within the physically fluid marine environment be captured within a decision-making framework.

SUSTAINABILITY AND RESILIENCE IN SPATIAL PLANNING: RELATIONSHIPS AND IMPLICATIONS

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In the last decade, numerous documents on sustainable development (UN, 2012; UNDP, 2015) have remarked the need for ensuring cities become more sustainable and meanwhile more resilient in the face of the numerous challenges they have to cope with (climate change, social and environmental challenges, etc.). At the same time resilience strategies are being increasingly developed in various cities worldwide. Nevertheless, the relationships between these two concepts are still blurred, ranging from resilience intended as a precondition for sustainability to an equivalence between the two terms. Moreover, the ways to combine the theoretical approaches developed in the two fields (sustainability science and resilience theory) as well as for blending these concepts into planning practice are still scarcely investigated. Resilience is gaining prominence in shaping the planning agenda either in conjunction with sustainability or as a distinct strategy. However, while sustainability has for long been embedded in spatial planning on the basis of a well-defined policy framework, the way resilience affects planning largely depends on the overall context within which it develops, such as the resilience strategies of various networks of cities, international organizations, as well as individual foundations. Therefore, the way sustainability and resilience interact with each other constitutes a significant challenge for planning that requires attention to be paid on how both notions affect relevant debate and practice. In the light of the above, this paper will investigate the relationship between sustainability and resilience in the context of spatial planning. Starting with the evolution of the two concepts, it will then examine how they are addressed by the various institutional documents. It will also give some evidence based on selected planning practices and it will conclude with some remarks on the implications of the two concepts for spatial planning.

POSTINDUSTRIAL LANDSCAPE, VACANCY AND INTERIM REUSE: A SCENARIO-ELICITATION EXPERIENCE IN BARREIRO, PORTUGAL

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Deindustrialization has created extensive abandoned areas composed of ruins and vacant lands in many cities around the world. Over the past decades, the redevelopment of these sites has been a priority for urban planning, often through ambitious and costly urban regeneration projects. However, the complexity and effort involved require many years for the projects to be completed. Moreover, these landscapes of abandonment are full of possibilities that go against their denial as obsolete spaces and new dynamics can be implemented using their transitory condition. As such, interim reuse emerges as a creative smart solution, allowing for an appropriation and use through soft and temporary interventions while waiting for future reconversion. In Barreiro, a city located in the metropolitan area of Lisbon, more than 1/3 of its territory are ruins or vacant lands, mostly resulting from the extinct industrial complex of Companhia União Fabril – CUF (1908-1977). The company was, up to 1974, the largest industrial conglomerate in the Iberian Peninsula. However, after being nationalized and transformed in Quimigal in 1977 and Quimiparque in 1989, the industrial scenario became a landscape of obsolescence. In the 2000s, large structures and buildings were demolished under the pretext of a possible regeneration, but the plans proposed and the interventions made by the current management company, Baía do Tejo, were unable to reverse this landscape. This current presentation aims to present the process and the results of a methodological approach to assess the community's acceptance and preference for different interim reuse activities based on scenario-elicitation. Through semi-structured interviews with local inhabitants, photomontages with possible scenarios were used to stimulate creativity and assess the reactions of people to a possible temporary reuse of the old industrial vacant lots.

RESEARCH ON THE REGIONAL FUNCTION SYSTEM AND COORDINATED DEVELOPMENT OF THE WESTERN COASTAL CITIES ON THE WEST TAIWAN STRAIT CITY BELT

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The development of West Taiwan Strait City Belt(WTSCB) is an important fulcrum to promote the coordinated development of the two sides of the Taiwan Strait. An analysis of the functional systems of the major cities in the region is conducive to the rational allocation and coordinated development of regional limited resources, and the acquisition of Taiwan resources for coastal cities and further development provide the foundation for inland radiation. This paper selects 10 major cities along the coast of the WTSCB and uses the analysis method of the value-added hierarchy to determine the urban labor division pattern of the 10 cities based on the value-added hierarchy, and then uses the location entropy to determine the strong functions and advantageous functions of the city in the region combining the Boston matrix. The Boston matrix makes judgments on the nature of various types of industries within the city to define the specific division of functions of the city in the region, and finally determines the functional system of regional cities based on value-added hierarchy. Finally, this paper draws four main conclusions: ①During the period from 2010 to 2015, the characteristics of the vertical division of labor based on the value-added hierarchy in regional cities have become more prominent, forming the cores of “Xiamen and Cangzhou” in the south and “Wenzhou, Fuzhou and Ningde” in the north as the overall development pattern; ②The region finally forms the urban functional system in each value segment with Xiamen, Ningde, and Jieyang as the cores;③And several questions existing in the current regional development: Many cities have similar functions and high-value-added hierarchy cities didn't show much radiation driving effect to low-value-added hierarchy cities. Moreover, part of the industries in the region are not strong enough.

THE CHANGING INTERRELATIONSHIPS BETWEEN PLANNING-LAND POLICY AND PROPERTY REGIMES: SOME CONSIDERATIONS FROM ITALY AND GREECE (TURIN-ATHENS)

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The aim of this paper is to contribute to the debate associated to the interrelationships between land policy, planning and property regimes. This is effectuated by re-examining these three major components, in the making of the spatial development processes, posing as a key consideration the relative autonomy that governs them based on various national and regional experiences in European regions. The argument that is put forward is that these interrelationships are not linear and balanced but rather changing according to historical periods, broader economic policies and crisis conditions that affect differently the role of planning, land policy and property regimes (especially private property). The analytical framework of the study focuses on two Southern European countries, Italy and Greece, having experienced acute crisis conditions and multifold changes in planning policy, land policy and property regime formations, the latter as conditioned by accentuated taxation on private property assets. The paper examines in detail the application of land policy instruments in two urban areas from the respective countries, Turin and Athens, and their effectiveness in spatial development processes.

A BRIEF REVIEW OF CO-HOUSING RESEARCH IN TERMS OF SUSTAINABILITY

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This paper summarizes and discusses the different research themes on co-housing, and compares other collective building typologies that share features with co-housing in order to identify research gaps and shape future research topics in space-sharing buildings for better building energy performance. The research themes discussed in this paper are, firstly, the discussion of co-housing from a social perspective; secondly, the sustainable potential of co-housing communities; thirdly, previous co-housing development waves and future possibilities. This study compares co-housing with other collective building typologies to identify their commonality and difference in building design, occupant behaviour, and energy consumption. This study aims to identify the role and focus of sharing spaces and facilities in each space-sharing building typology regarding improving building performance and thermal comfort. The paper suggests that each space-sharing building typology has their benefits and they could learn from each other to achieve better building performance.

BEYOND THE INFORMAL: CRITICAL PERSPECTIVES ON PLANNING AND SETTLEMENT PRACTICES IN VALPARAISO, CHILE

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Working on traces and fragments of informality in the city of Valparaiso (Chile) the research adopts two critical perspectives. Firstly, it assumes that the informal settlements are not necessarily places in transition towards an unavoidable 'accomplished'. They cannot be considered as by-products of a particular urban metabolism according to which the planned or projected partition of a city needs an 'organic' (and complementary) component to generate population, social demands, and entropy. These are crucial extraction and withdrawal conditions. Secondly, informal settlements are not a result of 'absence of rules', but social practices (and events) that do generate them. They are practices with innovative features, contextual and progressive, with anthropological values (who is the subject of architecture), based on building and construction experiments, but also with architectural meanings (which functions and forms are in progress) and leading to peculiar planning performances (how the city develops). Starting from the two perspectives, the research focuses on the visibility of the 'toma de terreno', today called 'campamentos' in Chile, using the results of a participatory survey. The city of Valparaiso arises from overlapping dynamics of formal and informal fabrics, which contribute to the incremental urban patterns, and the setting of the local governance.

PRESERVATION OF LINEAR TRACES IN NATURAL LANDSCAPE AREAS: ISTANBUL'S ANASTASIOS WALLS AND WATER SUPPLY SYSTEM

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The city walls of the European side of Istanbul reserves important natural and cultural heritage areas. The urban periphery has a multilayered structure belonging to different periods in terms of archeological features. From the prehistoric period to the First Balkan War, it carries traces of different periods. Moreover, Northern forests and important natural areas are also located in this region. While many of natural areas are concentrated in Catalca District, which is an important center of Thrace region, Anastasios Walls and Istanbul Water Supply Systems have impact on a wider area including other counties and reach to the city center. These structures are defense and water usage structures dating back to Roman Period. The buildings were damaged in time and linear traces in the periphery of Istanbul lost its continuity. Structures where natural and cultural heritage intersect should be evaluated holistically. In this study, Hadrian's Wall World Heritage Site which is similar to Anastasios Walls will be examined as the sample area. The natural, historical and archaeological values in the area, which are located on the city walls of Istanbul and where mega projects are being planned, are threatened by destruction and loss of integrity. Nevertheless, researches have been conducted under national and international projects in the area and cultural assets have been revealed. Within the scope of this study, Conservation-Oriented Rural Area Planning (KOKAP) method has been proposed as the method of holistic planning of natural and cultural values. In the planning process, main objects will be protection of the areas, increasing the readability, increasing the knowledge and awareness about the area.

GOVERNING THE INFORMAL HOUSING. THE CASES OF ROME AND BUENOS AIRES.

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Attention towards informal urbanism in urban studies, research and public debate is growing. This could be due to two facts: first, this type of urbanization is becoming the prevalent mode in many cities of the global South. This issue has become critical, given that a huge proportion of the urban population today lives in unauthorised settlement conditions. In my research I will focus moreover on the theoretical gap described above: the contribution of local urban planning systems to the emergence of informal settlements. In my research, I attempt to investigate how planning itself may contribute to the exclusion of the low-income segment of the society using as local case studies the cities of Roma and Buenos Aires. In particular, my purpose is to carry out a predominantly qualitative, critical and comparative analysis of the main local policies of regularization of informal settlements and of the relationship between institutions and informal habitat production in the selected cases studies in order to define how the planning approaches have changed over time at supranational, national and local levels. The main objective of this research is, through a transnational approach – “using questions and answers generated at one site to more substantially interrogate other” (AlSayaad, 2004:22)- supported by empirical evidence, to analyse the differences, similarities and trajectories of the development of housing informality both in the "Global South" and in the "Global North". My research aims to contribute to the urban theory planning and practice field providing new theoretical and critical bases for reframing the the multidimensional empirical problem of low-income unauthorized settlements and redefining practices of land-use regulation.

URBAN REVOLUTION: USING GREY AREAS

Formenti C.

IUAV

Henri Lefebvre claimed that city is an oeuvre; nevertheless, if on the one hand megalopolis erodes countryside through the phenomenon of urban sprawl, on the other it is itself a consumer good: within a speculative system, when the city inserts without restrictions land and housing in exchange value, it happens that laws building the city follow the ones ruling the market. And soon city becomes a product. According to that, the process insists on the possibility of rent (search for new building land), reduces the loss (everything which can't be built, therefore also open and/or public space) and produces waste: these are marginal areas, residues of the lotting, cuttings of the infrastructures, anonymous spaces, characterized by a widespread fragmentation and apparently devoid of any potential. The more the city expands, the more waste it produces and the more it is renewed, the more its "components" are declared obsolete and soon abandoned or replaced. But degraded, abandoned, depressed, uncultivated areas, laying everywhere in and around the city, are also the ones able to escape such a speculative logic: these areas represent an opposition to the dominant system and are places where an urban culture - or at least a promise - meant as a common good can still survive. What for Gilles Clément is, in an ecological reading, the quality of the Third Landscape - its indeterminacy and power of invention - is maybe the same property belonging to the so-called urban "grey areas": where market withdraws, there the land use value may prevail over that of property. It means that megalopolis shows, in its problematic elements, together with the limits of the system, also the conditions of its overcoming: "grey areas" have a natural predisposition to community and here spontaneous citizens-based mobilization concentrate. Milan will be the object of the analysis.

WHEN GEOGRAPHY MEETS CITIZEN SCIENCE: HOW DATA AND MAPS SHAPE THE AIR QUALITY DEBATE

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Research on air pollution and evidence of its impact on various health and wellbeing related aspects of the life of urban dwellers have increasingly gained scholarly attention. The way in which air pollution data is collected and results are communicated, however, have a strong impact on the citizens' and policy makers' views of the meaning of air pollution with respect to living, working and traveling in the city. In Brussels, the primary approach used by the environmental agency to monitor air pollution combines pollution measuring and data modeling to highlight the spatial distribution of PM_{2.5} and NO₂ concentration across the urban area. The results of this methodology issued by the official interregional environmental agency (IRCEL) strongly determine the collective view of how air quality interrelates with urban life. In the current paper, we critically assess the differences between the findings resulting from the IRCEL method and those resulting from data collection in two citizen science projects. We compare the IRCEL map for PM_{2.5} exposure – based on the interpolation of static measurements combined with topography and road traffic data – with a method built on citizen-science based, self-produced pollution data that were measured through fixed individual monitoring stations (Luftdata) and individually wearable AirBeam devices (AirCasting). The analysis reveals that the maps show a different distribution of pollution hotspots, and, additionally, that the citizen science-based measurements are related to socio-economic variations throughout the urban area that are not obvious from the general IRCEL map. Consequently, highlighting hotspots of air pollution exposure and vulnerability can aid in assessing recent or future developments in the Brussels Metropolitan Region. Since more and more citizen-science based projects become mainstream practice in research on air pollution, the need for critical appraisal of various maps as well as the possibility for alternative sources needs to be recognized.

REGENERATION AND PLANNING IN HISTORICAL AREA IN SHANGHAI AROUND METRO STATION BASED ON REGIONAL METRO VIRTUAL TRANSFER--TAKING SHANGHAI LIBRARY STATION FOR EXAMPLE

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Tongji University

Metro system in shanghai faces a series of problem while its fast development: on the one hand, metro transfer is not convenient enough, on the other hand, Transit-Oriented-Development (TOD) emphasizes on only the limited area around the station rather than the linking area between 2 TODs. 'Virtual transfer' means we have to transfer to another metro line outbound the station rather than the transfer path built in the metro station. The article attempts to take stock planning and non-motorized traffic combined with ,making a more generalized definition of 'virtual transfer' in terms of target station, existing reasons, people who used and the distance of transfer, turning it into 'multimode and multistation' transfer. At the same time, the article analyzes and states advantages of 'virtual transfer': making the traffic more convenient, lowering down the metro constructing fee, extending TOD performance and inviting passing-by to share the street and block. Also some functions could be added into the 'virtual transfer' pass like the original metro function. Historical area is one of the most active area to the city and it would bring the diversity of passing-by. Shanghai library block is a typical historical area in Shanghai with 4 metro line passing by and the distance between different station is less than 500m. We can apply the 'virtual transfer' into this block and turning the block more active through the regeneration of land use around the transfer pass.

RESEARCH ON THE INFLUENCING MECHANISM AND PLANNING STRATEGY OF SUBJECTIVE WELL-BEING FROM THE PERSPECTIVE OF COMMUNITY PLANNING: TAKING COMMUNITY SOCIAL CAPITAL AS AN EXAMPLE

Gao L.

Tongji university

Since the reform and opening up, China has made remarkable achievements. Along with economic development and social progress, it has become China's new development goal to improve people's sense of gain, wellbeing and security. The researchers believe that subjective well-being is mainly affected by proximal situational factors, which are presented at the community or city level rather than the national level(Wills-Herrera et al., 2009). Therefore, as the main place for residents' daily life and communication, the living environment of community is closely related to health or subjective well-being(Zhang and Zhang, 2017, Roster et al., 2016, Kim and Clarke, 2015). Community living environment mainly includes two parts: physical environment and social environment. The physical environment mainly includes: land use, open space, green space, transportation, facilities, safety, etc. (Wang et al., 2016, Yen et al., 2009). The social environment mainly includes: social capital, social cohesion, community belonging, security, social network, social equity, social participation, etc. (Dempsey et al., 2011). However, China's current and past urban renewal and reconstruction often only attach importance to the transformation of material space and pursue the maximization of the value of space resources, while ignoring the improvement of social environment. Many built-up areas of cities show the state of single living space type and isolation of social activities(Yang guiqing et al., 2017). This paper mainly focuses on the social environment of the community, and adopts the multivariate linear model to explore the impact of community social capital on subjective well-being. The data for this paper is China - Study on Global Ageing and Adult Health-2007/10, WAVE 1(SAGE). The expected results will summarize the influence mechanism of community social capital on subjective well-being, and explore the community planning and design methods affecting social capital. Provide empirical experience for community sustainable development.

SPATIAL SYSTEM COUPLING IN WALKABILITY-ORIENTED URBAN REGENERATION: A CASE STUDY ON TAIHU PERFORMING ARTS TOWN IN BEIJING, CHINA

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Taihu is a satellite town of China's capital Beijing. In Beijing's function evacuation progress, Taihu was chosen to accept Beijing's national performing arts function, and will become a performing arts town. So, a high-quality spatial reorganization is required to make this place ready for national public functions. Walkability was treated as one core principle in the spatial reorganization. Actions from four dimensions of spatial system coupling were adopted to reorganize spatial structure, and to promote area walkability. Firstly, coupling of pedestrian system and landscape system. Pedestrian system was treated as bone in the reorganized spatial framework. And a high-quality pedestrian belt was planned along the Xiaotaihou River with the best landscape in the area. Secondly, coupling of pedestrian system and function distribution. Pedestrian system can provide delightful environment, and is an ideal way to organize core public functions. And key performing arts functions were distributed along the main pedestrian belt. Thirdly, coupling of pedestrian system and public transport. Public transport is an important supporting system. New metro stations' locations were chosen carefully, one of which was put at the heart of the pedestrian area, to promote the accessibility of the pedestrian system. Fourthly, coupling of pedestrian system and traffic framework. A ring road was designed around the core pedestrian area, to reduce the transport demand in the core area and realize the separation of people and vehicles. Overall, a walkability-oriented system coupling spatial structure was constructed in Taihu performing art town.

WALKABILITY-ORIENTED URBAN SPATIAL REORGANIZATION: A CASE STUDY ON CITY SUB-CENTRE IN BENGBU, CHINA

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China's urbanization is stepping into a new age with the new aim of quality improvement. Walkability was treated as one core principle in urban regeneration. Bengbu city sub-centre is a case that took walkability improvement as core point in its spatial reorganization. Actions from four dimensions of spatial system coupling were adopted to reorganize spatial structure, and to promote area walkability. Firstly, coupling of pedestrian system and landscape system. Pedestrian system was treated as bone in the reorganized spatial framework. And a high-quality pedestrian belt was planned next to a river with the best landscape in the area. Secondly, coupling of pedestrian system and function distribution. Pedestrian system can provide delightful environment, and is an ideal way to organize core public functions. And key city centre functions were distributed along the main pedestrian belt. Thirdly, coupling of pedestrian system and public transport. Public transport is an important supporting system. New metro stations' locations were chosen carefully, one of which was put at the heart of the pedestrian area, to promote the accessibility of the pedestrian system. Fourthly, coupling of pedestrian system and traffic framework. A ring road was designed around the core pedestrian area, to reduce the transport demand in the core area and realize the separation of people and vehicles. Overall, a walkability-oriented system coupling spatial structure was constructed in Bengbu city sub-centre.

POST-SUBURBAN GOVERNANCE: THE DIFFICULT RELATIONSHIP BETWEEN ACTORS, INSTRUMENTS AND INHERITED TERRITORY. THE CASE OF LISBON METROPOLITAN AREA.

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The peripheries of Lisbon, Portugal, were created at an accelerated speed from the fifties of the last century, in a "pull and push" mode, that is, as a necessity and an imperative. An imperative because of the hundreds of thousands of ill-housed families who came to the city to escape the poverty of the countryside and responding to the appeal of a capital in affirmation. It was also a necessity for the Portuguese state, impotent at that time in resources and organization. This gave rise to the creation of this suburb made up of very unequal housing and infrastructures designed to house the largest number at the lowest cost. The urban growth occurred by spreading existing spaces, by leapfrogging taking advantage of the best opportunities and, more recently, by filling interstitial voids. It was also due to legal, informal and illegal urban planning processes, often carried out by a coalition of interests not always clear. The final result was an unusual, complex and little articulated urban form, conditioning the present and future metropolitan, aggravated by the existence of an extensive estuary that segments the metropolitan area of Lisbon. These dynamics, and even many of the principles and values underlying it, suburbanization as a phenomenon and suburbanism as a form of social appropriation, were not only losing meaning but contradicted the new widely agreed goals in the New Urban Agenda (UN- Habitat, 2016). The challenges that are posed to a suburban territory governance in crisis and transition - post-suburban governance - is what we intend to discuss and illustrate here in Lisbon, using the preliminary results of the MetroGov3C research project and articulating three aspects: Stakeholders, Instruments and Dimensions.

ADAPTIVE CITIES – MITIGATION, ADAPTATION, INNOVATION

Guellmeister R.

Foster+Partners

The current time is driven by the contradiction between the certainty that cities are growing rapidly, or entirely new cities are built. And the uncertainty of which technologies are evolving that influence how we live, move and work – in essence how our cities will be organised. Uncertain is also the availability of resources and the effects of climate change. Our built work is measured against Efficiency, Performance, Impact and Adaptability – today, in 10 years from now and possibly in 50 years from now – whenever adaptations are needed. Comparable challenges and changes to cities came with the rise of the automobile during the 20th century. And Mobility might be again a driver for adaption, if we see for example fewer private cars, but shared autonomous cars or mobility in our cities. How do we future proof existing and new cities in a way that they can adapt to new conditions? A holistic, human-centred approach to urban development is key for a more liveable urban environment that can change with the needs of the communities. Roxy Guellmeister (Foster+Partners) MSc in Architectural Design from Studio Zaha Hadid (University of Applied Arts, Vienna.) Research and Development Team, focussing on Emerging Technologies and Innovation in the built environment. Roxy has extensive professional experience in architectural design and multidisciplinary large scales projects with specific interest in human-centred design towards future urban living. Founding member of the interdisciplinary Thinktank “Futur/io – for desirable futures”. Stephanie Tunka (Foster+Partners) Associate Partner, Architect and Independent Researcher Stephanie Tunka (1976) graduated from the Technical University of Braunschweig (Germany) and Technical University of Delft (Netherlands). Stephanie has experience on a wide range of urban planning and architectural projects since 2006. Stephanie teaches and lectures in the UK and abroad and has been programme director of the AA Visiting School.

INTERNAL LOGIC MECHANISM OF URBAN SPACE FROM THE PERSPECTIVE OF INDUSTRIAL SPACE GROWTH

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Urban space structure, especially the metropolitan space structure has been a leading topic and focus in urban studies. Taking Guangzhou City as an example, we studied the logic of urban space from a new perspective. Firstly, from the point of industrial space growth by focusing on the direct influence of productivity changes on urban space, the whole formation process of urban spatial structure is studied based on historical research of Guangzhou. Secondly, the internal logic mechanism of Guangzhou urban space is explained. Thirdly, through analyzing the formation process of Guangzhou urban space, the principle of Guangzhou urban structural logic is expounded and verified. Finally, a coupling model is established to confirm the urban space formation based on the practical development of Guangzhou City. This research may provide a new perspective for metropolitan space formation both in China and abroad. Further, many problems in urban planning can be examined and resolved from the perspective of industrial space formation. For example, the discussion of “the tragedy of the commons” in urban planning can be discussed and set up on the perspective of the urban industry or the regional industry, which will be more practical.

RESEARCH AND PRACTICE ON LEFTOVER SPACE MANAGEMENT MODE BASED ON MOBILE PHONE SIGNALING DATA

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As a kind of big data, mobile signaling data is a passive, involuntarily collected data, derived from data communication between mobile phone user and base station. It completely records the time, location and other information of the user's daily behavior, and accurately reflects the characteristics of the "individual" as the main body of urban development. The introduction of mobile phone signaling data makes up for the following problems in the traditional leftover space modification process: formalism of public participation, incomplete and asymmetrical information, subjective site selection, low input-output ratio, resource mismatch, too long retrofit cycle, etc. In this paper, we take the Wujiaochang community of Shanghai as an example, by combining the spatiotemporal information carried by mobile signaling data of the user and traditional planning and design ideas, to conduct scientific and objective analysis of urban leftover space, which is a kind of social innovation. This kind of social innovation makes full use of the location advantages, optimizes the resource utilization structure, reduces unnecessary waste of public resources, and maximizes the input-output ratio, thereby further achieving the purpose of community autonomy and realizing urban wisdom and refined management.

HOUSING DYNAMICS AT THE METROPOLITAN SCALE OF BUCHAREST

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In the context of a lacking housing policy and of a metropolitan area of Bucharest (the project of creating an institutional metropolitan area has been abandoned long time ago), recent housing trends concerning the capital neighbor communes seem to be neglected by both the capital city and by the respective communes. The paper focuses on the recent trends related to the dynamic of population in relation with the dynamic of the housing provision, in order to provide answers to the following questions: does the quality housing leave Bucharest? In the context of a lacking housing policy and of an institutionally organized metropolitan area, which might be the consequences for the capital city? The comparison of the capital city with the first crown of communes indicates that Bucharest is the only settlement in which the population decreased between 2002-2011 (years of the regularly national population and houses assessment). Following growth rates that vary from 13.84% to 40%, the neighbor communes are constantly increasing in population. Also, the rate of construction of new dwellings is higher in the first crown than neighbors the capital city than the city itself (about 150%, one third in the rural settlements, two thirds in the urban ones). While Bucharest proofs a growing rate of only 2% of increasing of the housing stock in the last 15 years, almost all the neighbor communes are increasing their stock of houses with at least 10% while some of them are close to 90% in their growth rate. The increase of such trends might deepen both the dysfunctions in mobility and the vacancy of dwellings in certain residential areas of Bucharest, therefore it should not be ignored.

INTERNAL MIGRATION AND SPATIAL DISPERSAL CHANGES IN ISRAEL'S INTERNAL MIGRATION PATTERNS IN THE NEW MILLENNIUM

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In recent decades, and especially following the global financial crisis of 2008, many countries have experienced changes in internal migration patterns. In many places, affluent populations have returned to the cities, while middle-class populations, mainly families with children, have moved to peripheral areas. This study examines the extent to which these trends have occurred in Israel. The findings indicate that Israel's internal migration patterns of the last decade differ from those in leading American and European cities. As the study shows, in Israel, middle-class families have moved into less affluent municipalities than those they came from, thereby increasing the socioeconomic level of those municipalities. However, the newcomers have not settled in the older neighborhoods, but rather in separate, attractive, new neighborhoods. The study analyzes these findings, their ramifications for the new and veteran residents, and the role of planning authorities in their creation and continuation.

THE ROLE OF CENTRAL PRESCRIPTIVE NUCLEUS IN TRADITIONAL COMMUNITY REGENERATION DECISION-MAKING PROCESS

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The regeneration of traditional community in urban area needs to find a way out of its either-or dilemma due to the constraints of regeneration costs and market-driven interests. One situation is the traditional communities were completely dismantled and replaced by high-rise or high-density development projects. Although the balance of investment benefits has been maintained in the process of transforming the deteriorating material environment conditions of traditional communities, it has fundamentally destroyed the spatial texture and block style of them, at the same time lost the important connotation of urban history and culture. Another scenario might be to maintain the original style and features as the premise, the insufficiency of government funds always makes it extremely difficult for the regeneration process to move forward. Even if not, the market interests can barely be balanced. Although more attention has been paid to the value of the historical and cultural features of urban traditional communities, the problems still occurs and even have been upgraded by force of the residents' appeal for better quality of life, the tide of public opinions, the higher investment costs and the transformation of government identity. Aiming to ensure the rationality and procedural nature of the decision-making process of traditional community regeneration, based on case tracking, semi-structured interview and ethnology, this paper proposes to determine what the "Central Prescriptive Nucleus" of urban traditional community is in the process of modernization and urbanization, acknowledge the coexistence of it with the mutiple norms in the regeneration decision-making process and study how does it interact with external values. Anticipating to provide a basic research for the clarification of the internal logic of the traditional community regeneration mechanism ensuring the minimum integration of the social and economic space is unaffected and the outcome of decision-making process would be ultimately reflected in implementation.

STUDY ON THE DIFFERENCES OF WALKING BEHAVIOR OF HANGZHOU COMMUNITY RESIDENTS FROM THE PERSPECTIVE OF SOCIAL-SPACE DIFFERENTIATION

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Encouraging walking is conducive to improving traffic congestion, improving the health of residents and promoting community exchanges. At the present stage of the development of social stratification and the reconstruction of social space, understanding differences is of great significance for the study of walking behavior. This study conducted an in-depth survey of the residents' walk behavior, social characteristics, social environment, and walking environment of the residents in the four communities along Hangzhou Metro Line 1. The preliminary descriptive statistical analysis of the survey results summarized the different types of communities. Differences and characteristics of various factors. At the same time, the two-level model is constructed by the generalized linear mixed models (GLMMs). After gradually incorporating the variables, it is concluded that there are significant differences in walk behavior among community residents. Most of these differences can be explained by the social attributes of the population, social environment, and walking environment. There is a big difference in explanatory power. At the same time, communities with similar social and economic status have similar travel structures, and communities with similar walking environments exhibit similar travel frequencies. Based on this research, the author puts forward the optimization strategy of walking space in the community and suggestions for promoting walking behavior.

CONSERVATION AND RENOVATION OF AREA AROUND TRADITIONAL TEMPLES IN CHINA: THE PRACTICE OF WULONG TEMPLE AND MINXIU TEMPLE

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In china, the temple plays an important role from past to present. The arrangement of temple is influenced by politics economy and culture. With the development of society and economy, the traditional temple need to be protect and the area around temple doesn't meet people need. A large number of conservation and renovation about the traditional temple is carrying out in China currently. In this paper, By investigating a series of temple conversation and renovation projects, it is clearly that the protection of temple main building is similar. But for the area around the building, different strategies can produce different results. There are probably two different types of patterns here. This paper takes Wulong Temple and Mingxiu Temple as an example to go on the main research. By analyzing and comparing two temples, we find that the value evaluation criteria plays an important role in the projects and has influence on the area around. What is the value evaluation standard for temple projects? What role does value assessment play in the conversation and renovation of area around temple? What is the relationship between temple and area around?This paper aim to derive the value evaluation system and standards for environmental renewal in temple conversation and renovation epically the area around main building, and to provide assistance for temple environmental transformation in urban renewal in the future.

POLDER SETTLEMENTS IN SPECIFIC SPATIAL PATTERN OF POLDER LANDSCAPE AROUND SHIJIU-GUCHENG LAKE

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A polder landscape is overlapped by four systems: water system, land division, road network and human settlements. Water system defines the basic background structure of polder landscape. In the polder landscape around Shijiu-Gucheng lake between Jiangsu and Anhui Province of China, four prototypes of water system pattern can be recognized: feather pattern, grid pattern, cobweb pattern and mosaic pattern. According to different water pattern, there are three basic morphological prototypes of polder settlements: linear type, island type and fragment type. Linear settlements mainly develop along the main stems of river in the water system of feather pattern and cobweb pattern. Island settlements mainly develop on the place with high altitude inside the water system of mosaic pattern. Fragment settlements develop mainly inside the water system of grid pattern or mosaic pattern. A typical polder settlement is composed by 'human-related' system and 'water-related' system. The 'human-related' system is composed by artificial buildings and constructions serving people's lives, including houses, earth temples and ancestral temples. The 'water-related' system is composed by artificial infrastructures controlling hydrology environments, including ditches, ponds, dykes, dams and sluice gates. Form of each polder settlement generated and developed gradually in the history of conflict, struggle and coadaptation between inhabitants and water. It was not static but responding and regulating after each flood disaster in history. Vestiges and still can be recognized in the morphology of some polder settlements. On the other hand, conflicts inside inhabitants caused by water is another important driving power of the form of polder settlement. It was redistribution of land and water resource which defined territories of most polder settlements. As a result, morphologies of polder settlements around Shijiu-Gucheng lake are generated by complex natural-social mixed process in a specific landscape as background structure.

A NEW THINKING OF FLEXIBILITY IN MASS CUSTOMIZED HOUSING IN CHINA BASED ON THE LEVEL THEORY

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Residential community planning and housing construction have always been an important part of China's urban development, involving many social and technical issues, especially in the contradiction between large-scale mass construction and on-demand customization. This paper will rethink the development model of urban housing in China, and try to solve this contradiction from four stages of housing: planning, design, construction, and use. Combining the literature and practical cases, the existing typical flexible housing cases are sorted out five types, which are extreme-H(ousing), neutral-H, open-H, growing-H, and fusional-H. Then, it analyzes their main characteristics, as well as the performance of flexible diversity from specific cases, to extract five types of targeted solution strategies of flexibility in housing. This paper studies solution strategies of housing flexibility based on the Level Theory, which is an important guiding theory in the development of Open Building, and an important method to realize the diversity, adaptability and flexibility of architectural forms. Applying it to community planning and housing construction, it can be divided into three main levels according to the hierarchical order: community tissue, residential support and functional infill. The upper level determines the lower, and it realizes hierarchical control and design from top to bottom, which simplifies the complex problem of community construction by controlling variables. Typical urban housing in China has a similar layout, cannot be reorganized easily, and has a short service life. Combining the five types of strategies, this paper proposes those problems can be resolved according to the hierarchical allocation system. The specific solutions are determined on different levels by the government, developers, designers, residents and other roles, to improve customization, diversity, adaptability of mass-built housing, ameliorate existing issues.

MORPHOLOGICAL CHARACTERISTICS AND RENOVATION PROCESSING OF WORKERS' NEW VILLAGE IN SHANGHAI—TAKING ANSHAN NEW VILLAGE AS AN EXAMPLE

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The Workers' New Village (WNV) originated in the 1950s. As a community type with obvious characteristics in the development of the Shanghai residential community, it has important historical and political significance in China, and the community planning and architectural form have distinct characteristics of the times. The planning layout and functional organization of WNV are closely related to post-liberation collectivism. By decreasing the private space and increasing the public space in this type of community, the living requirements brought about by the rapid expansion of the population were intensively and effectively solved at that time. This paper explores the morphological characteristics and renovation processing of WNV, by utilizing the combination method of literature review, interview, field investigation and comparative study. Starting from the historical background of WNV, it summarizes the characteristics on three aspects, planning layout, architectural form and neighborhood relationship. According to the chronological character, a typical WNV community, Anshan New Village, was selected for specific research of transition and renovation. These reformation strategies include the government's macro-control and the residents' spontaneous activities, mainly reflected in the privatization of residential property, building reinforcement, unit area increase, environment reconstruction, adjustment of supporting facilities, etc. At last, combined with commercial residential community started in the 1990s in China and relevant government policies released recent years, the paper comparatively studies the future changes and developments of WNV, finds out the problems still need to be solved, and proposes corresponding renovation strategies for the virtuous transition of WNV, including reorganization of transportation, adaptivity of living demand, diversity of population, and neighborhood relationship.

URBAN FRAMES AS A NEW URBAN POLICY INSTRUMENT: EXPERIENCE OF UKRAINE ON THE WAY TO THE EU MEMBERSHIP

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Among the various theories of planning, the communicative approach, in our opinion, is the most important and suitable for the next generations' liveable area development. It helps definitely to create the effective EU instruments for emerging spatialities covering the region of the future Member-States, such as Ukraine for inst. Our main aim is to create of new urban planning structures, based on programs Habitat III The New Urban Agenda and the SDG 11. Applying its, we maintain the skills of various communicating activities and preserve historical traditions through frames of cultural, educational, sports and games common city public spaces. In the city construction, titled "New Bucha" (the total area - 191.5 hectares), we proposed the priority of pedestrian accessibility by applying the principle of a green planning frame, and have created a new open public multifunctional space surrounded with the equidistantly formed residential. The new educational frame allows the educational function to be introduced out-side from the internal limited spaces and create an open public educational space, ensuring the idea of non-ending education during the life of people, in addition. The cultural and historical frames creation was proposed in the project of the old Odessa's reconstruction (the total area - 59,000 m², and the proposed art frame is - 16,800 m²). By preserving the historical heritage of this territory – shipbuilding plant, we formed the frame included the cultural objects of the city. Among the main important element of controlled components are the pedestrian accessibility for citizens; educational planning frame with the priority of arts-education-creation part of public space; as well as preserving the historical heritage of the settlement territory, forming the frame from the cultural objects of the city. It allows us to avoid of rising cities and to diverse the settlement on the human-nature manner.

CULTURAL CONTINUITY AND TRANSFORMATION IN THE DEVELOPMENT OF HISTORIC DISTRICTS

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In the Chinese cities during the economic transition period, the development of historical blocks was driven by economic incentives, and the previously declining neighborhoods were transformed into glamorous and glorious scenes of gentry consumption. In the process, the original residents were relocated, the neighborhood community disappeared, and new business operators and consumers became new groups. The cultural soul of the historic district was lost, and the original charm also dissipated. How do historical districts maintain the continuity of culture in the process of development, and change the transformation of culture from collapse to evolution? Fuzhou is a historical and cultural city in China, which has a history of 2200 years and has retained dozens of historical blocks. Sanfangqixiang historic district and Luozhou historic town are selected for comparative analysis to study the differences in residents' relocation methods and development models, and to explain the three elements of cultural continuity in the development of historical blocks, including residents retention, land use functions and historical environment. The renovation of Sanfang Qixiang Historic District has relocated most of the residents, introducing a large number of high-consumption places and a large number of tourists. The land use function is mainly commercial, the historical environment retains the space texture and historical buildings, and adopts a rapid update mode. The renewal of Luozhou Historic Town retains most of the original residents. The land use function is mainly residential land, and the historical environment adopts a slow repair method. The culture of Sanfang Qixiang Historic District has become a feature of commercial management, and the culture of Luozhou Historical Town is still the core of the family and community.

MAKING LIVABILITY INDEX FOR COASTAL AREA IN SOUTH KOREA

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This study derives livability Index and evaluates coastal area through exploratory spatial analysis. Coastal areas are vulnerable due to ecosystem devastation caused by massive development and natural disasters by climate change, which threatens the quality of life of coastal residents. In this context we should establish the policies to improve the quality of life in consideration of the characteristics of coastal areas. Therefore, a livability Index is needed to assess the quality of life in coastal areas. Firstly, the indicators related to livability were reviewed and derived based on data that were easy to obtain. Secondly, we examined whether indicators derived from literature studies can measure the quality of life in the coastal area, and constructed additional vulnerability indicators. Third, the difference between regions was assessed by livability index and exploratory spatial analysis was performed. As a result, clusters of low livability appeared in the coastal area rather than the inland areas. On the other hand, the regions with high livability appeared in some metropolitan cities. The current South Korean government is committed to improving the quality of life, but coastal areas are lacking in relevant systems and policies. Therefore, this study could establish a system to evaluate and monitor the quality of life in coastal area by using the livability index considering the vulnerability of the coastal area and exploratory spatial analysis.

HOUSEHOLD ELECTRICITY CONSUMPTIONS AND COMMUNITY CHARACTERISTICS

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While the effect of climate change requires cities to mitigate and adopt towards more sustainable urban goals, urban dwellers are challenged with reducing carbon emissions in their daily lives. From the perspective of urban planning, the solution ought to deal with complex relationship between various urban components including land use and transportation. This study is particularly interested in understanding the relationship between household energy consumption and community factors as it could provide a crucial piece of information towards sufficient energy policy-making for urban environment. Previous studies revealed that various factors, such as building and household characteristics, are known to affect electricity consumption, however its relationship with the community lacks of empirical support. Furthermore, it is unclear if current energy policy is capable of promoting energy saving behavior, thus the effect of household energy policy remains questionable. This study explains the household electricity consumption in Busan, South Korea, using a set of factors composed of community, socio-economic, and demographic characteristics. In particular, we analyzed the electricity consumption data from 1,054 apartment complexes that are located within urban boundaries of Busan. The results indicate that some of the prominent factors that drive the household electricity use are the number of households, distance to the city center, and less area of commercial land use in proximity. The results show that the apartment complexes with higher number of households are less energy efficient, implying that the increasing trend of smaller households, typically housing one or two tenants, require more attention with improving energy efficiency. The study also supports that living close to city center and commercial district decreases the household electricity consumption in general, indicating that policies toward compact cities with higher capacity of one or two-person households near employment centers should be encouraged in terms of energy efficiency.

INFILL DEVELOPMENT AND ITS IMPACT ON THE PUBLIC OPEN SPACE IN LARGE HOUSING ESTATES: CASE OF RIGA

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Large housing estates in many European countries face similar problems such as ageing of buildings and outdoors space, social segregation, as well as challenges related to ecological sustainability. Due to competition from the newer residential development, large housing estates are becoming subject of degradation. New development is often characterized by a higher quality of apartments and outdoor environment, so those who can afford moving into new dwellings leave large housing estates. This process fosters not only social, but also ethnic transformations. Still in many Eastern European countries large housing estates represent a big part of housing stock and host big proportion of population. Privatization of apartments is one of the reasons, why large housing estates remain highly estimated by a variety of socio-demographic groups. In Riga about 60% of population live in large housing estates. According to data from 2017, regardless the fact that people appreciate private housing, in general, affordable remain apartments in housing estates built in the second part of the 20th century or new multi-story development. So, the question on how to prevent degradation of those territories is of high interest today. Following compact city development guidelines, infill development appears as regeneration strategy for housing estates in many European countries. One of important questions relates to the impact of infill development on the public open space. The aim of this article is to follow up and evaluate infill development projects built starting from 2000 till now in large housing estates in Riga. Analysis includes infill development in 13 large housing estates (built in 1958–1990). Research shows types of infill development presented in Riga and their impact on the outdoor environment of the neighbourhood. Differences between gated communities, open infill complexes and individual infill housing blocks are analysed in terms of their impact on open public space.

COMMUNITY DISASTER RESILIENT STRATEGIES IN AN AGEING SOCIETY- INTEGRATING LONG-TERM CARE FACILITIES INTO SELF-DISASTER-RISK REDUCTION COMMUNITY PLANS IN TAIWAN

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With the intensifying of extreme weather and climate change, the recent discussions of disaster managements have emphasized on the importance of self-help and increase the self-preparedness at the local community level. Taiwan have promoted the implement of disaster resistant community project (DRCP) since 1998. However, when reviewing the current achievements of disaster resistant community projects, there are lack of specific effectiveness, such as most of the community projects were highly similar with each other and some of the emergency shelters are located in the high disaster risk areas. In additional, in the communities with long history of promoting the DRCP, residents usually with low disaster awareness. Few recent research started to discuss the effectiveness scores on community disaster preparedness policies from residents' perspectives in those communities with disaster-experienced. The results of the study indicated the importance of community involvement in disaster preparedness. Hence, in this study, disaster resistant communities will be classified into different clusters according to the proportion of dependent population, and the questionnaire survey will be used to collect the level of public participation, disaster awareness and the self-perceived of disaster resistant activities. Also, incorporating with the ageing trend and the long-term care 2.0 policy implemented in recent years, we will investigate the willingness and feasibility of outreach services in neighboring care facilities, further explore the connotation, effectiveness and improvement direction of disaster resistant community project in Taiwan.

HOUSING POLICY FOR VULNERABLE GROUPS : PARTICIPATION AND SATISFACTION

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In Korea housing market, the most vulnerable groups are the elderly, the disabled, and low-income households. Currently, there are laws guaranteeing the right of housing for the vulnerable residents. It is stated that the government is obliged to improve the housing stability and quality for the vulnerable people such as the disabled, the elderly and the homeless. We studied about the current housing support policies for vulnerable people in Korea and what kind of housing support was most helpful and what else is needed for them. This paper investigates the preference of the housing support policy and participation in the vulnerable groups. And also finds out the difference between the preference of the housing support that people think they need and the housing support which is actually implemented the most. The Korea Housing Survey, the nationwide residential survey in 2017, was used for this paper .

URBAN SYSTEM PLANNING OF THE YANGTZE RIVER ECONOMIC BELT UNDER THE ECONOMIC TRANSITION OF GLOBALIZATION : BASED ON THE THEORY OF NETWORK SOCIETY AND ITS DERIVATIVES

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Under reform and opening policy, the cities in China have experienced the economic transition of globalization. And with the foreign investment brought by the transition, Yangtze River economic belt, from coastal to inland China, was shaped. This study utilizes Castells' theory of Network Society, which holds that "space of flow", such as, capital and talents create "space of place" (cities) under globalization, while multinational companies are the most important carriers of "flowing factors". Therefore, this study takes the "space of flow" (multinational companies) as the breakthrough point to explore the "space of place" (Yangtze River Economic Zone) and with Derivative methods which are interlocking network method, for the connection of the whole system, and value-added hierarchy method, for the economic status and Industrial Division of the city. Three features have been identified. First, the whole regional urban system presents the character of network, breaking the original core-periphery structure. For example, Shanghai is the traditional node for financial Services development, while there are more and more Specialized nodes, such as Suzhou which is developing Internet economy and participating in global competition. Secondly, the development of each city depends on the external markets, not following the gradient transfer theory. For example, inland cities of the Yangtze River Economic Belt, have better development opportunities than the central cities due to their proximity to border trading ports. Thirdly, spatial division of labor in the process of economic globalization has brought about the transformation of spatial configuration of regional economy from an industrial composition into a value-added hierarchy. Finally, the urban system planning can be described as "one belt, multi-center, more markets and high value", from three features above. We should not only focus on core cities, but also on some functional cities, to form a more networked and interconnected system. Meanwhile, the cities should seek broader economic opportunities and then develop and attract companies of high value such as finance and law firms, achieving better economic development.

THE DILEMMA OF AUTHORITY INVOLVEMENT IN THE ERA OF COMMUNITY ENGAGEMENT: THE CASE OF URBAN NEIGHBOURHOODS REDEVELOPMENT IN A NORTHEAST CITY OF CHINA

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Recent urban neighbourhoods redevelopment policy in China has transformed towards small scale renovation, instead of whole site demolition. This shift from activism to gradualism benefits the old neighbourhoods which is not dilapidated enough to be demolished, nor functional enough to attract modern citizens. The neighbourhood redevelopment is a part of the government work and requires instructive organisation and clearly structured system. This paper investigates how the authority process the redevelopment work which involves the property owned by the neighbourhood residents collectively, not publicly. In the context of community engagement, planning practitioners and government officers of several cities in China call for the involvement of the neighbourhood residents. However, in the cases of this paper, the engagement of residents plays merely a small role in the delivery of the redevelopment. The government work gets done anyway and the residents seem to be content about the work. This result lefts several questions to be discussed: How to empower the people of less resources with initiative to engage? To what extent the authority's intervention would be considered as 'proper' not 'invasion'? Would the consensus of residents and officers on the delivery result of neighbourhood redevelopment represents the procedural justice of decision making process?

AN ECONOMIC EXPLANATION OF THE PARTICIPATION AND PROTECTION OF HISTORICAL AND CULTURAL HERITAGE IN THE TRANSFORMATION OF CHINESE OLD CITIES ——BASED ON CASE COMPARISON BETWEEN SHENZHEN AND TAIPEI

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With the introduction of the “Double urban repair” policy and the emergence of a large number of capital-led practices, the transformation of the old city has become an important part of the development of Chinese cities. Due to the conflict between the economic motives of historical and cultural heritage development and their cultural values, the community has gradually realized that public communication and participation in the transformation are necessary. China's old city transformation is gradually transforming toward the values of communicative rationality. In the process of transformation of the old city, the “meaning” of the traditional material space evolved into “value” due to the existence of the audience groups, However, the unorganized protection and participation activities reduce the efficiency of transformation and bring about controversies about definitions of "stakeholders" and "the main body of protection". The purpose of this paper is to define the main body of protection and to discuss the role of each participating entity in the process of transforming the old city as well as a rational and fair public participation mechanism in China. First, based on the principles of welfare economics and Kaldor Hicks Principle, identifying the economic logic of the participating entities in the protection process, and then verify the actions of various participants by comparing the case of Shenzhen Hubei Village and Taipei Dadaocheng Block. The results show that the participation and action of the social groups, the relative value of the cultural heritage itself, and the role of government are the key factors from economic perspective. Moreover, based on economic models, the relationship between main action stages of different participants and the protection process is discussed.

A PRELIMINARY STUDY ON THE REGIONAL ECONOMIC RESILIENCE OF TAIWAN'S KNOWLEDGE-INTENSIVE INDUSTRY CLUSTERS--A CASE STUDY OF HSINCHU AND SOUTHERN SCIENCE PARK AND SURROUNDING AREAS

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The concept of resilience have been widely discussed and applied in other fields. For the regional economic resilience, more scholars have committed to their research especially after the Financial crisis of 2007–2008 in order to know how each regional economies face external economic shocks or internal obstacle. However, the concept of regional economic resilience is still discussed. Most scholars agree the definition is "a ability for regional economy to reconfigure, adapt, or maintain the economic shock".When knowledge age coming, the high contribution of knowledge-intensive industries is one of the driving sources of Taiwan's industrial development, and the high economic value brought by the industrial clusters is stunned. Although they had been affected through several economic shocks, such as the Asian financial crisis of 1997, the Internet bubble of 2001 and the Financial crisis of 2008, they returned to the original growth in the following year. Based on this, this study discusses the development of Taiwan's knowledge-intensive industry cluster from the perspective of regional economic resilience, and tries to explore the following questions: What factors have made Taiwan's knowledge-intensive industries resilient when economic shocks happened, and whether the regional economic resilience in different regions may be different?This study takes Taiwan knowledge-intensive industry cluster as the research case. By reviewing the literature that the development of knowledge-intensive industry cluster and the influencing factors of regional economic resilience. We discuss the three main elements of regional economic resilience, industrial structure, knowledge network and institution, as the basis of the analysis structure. To understand the difference of resilience for different cluster development, this paper makes a comparative analysis of the Hsinchu and Southern Science Park, which are mature clusters in Taiwan, and the results can be used for the future planning of Science Park.

RESEARCH ON THE EVALUATION AND OPTIMIZATION OF TOUGHNESS OF RESILIENT CAMPUS FROM THE PERSPECTIVE OF TRANSITION PLANNING ——A CASE STUDY OF JIANGPU CAMPUS OF NANJING TECH UNIVERSITY

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With the rapid development of cities, the threat of urban disasters is becoming more and more serious. Cities have entered the stage of planning for transition. The construction of resilient cities has become the focus of current urban planning and urban safety and disaster prevention research. Campus is an important part of a city in China, it is an independent system similar to a small city. Usually including teaching areas, residential areas, sports areas, culture areas commercial areas, etc. Therefore, the construction of resilient campus is the key point in the urban safety system. This research hopes to transform the qualitative evaluation of campus toughness into quantitative evaluation through the construction of the toughness evaluation system of campus. Through a large number of literature reading, we summarizes 4 characteristics of resilient campus: robustness, redundancy, efficiency and adaptability. Based on these 4 characteristics, 52 evaluation factors are selected from 3 aspects of campus engineering resilience, social resilience and ecological resilience. The weight of each factor is determined by analytic hierarchy process(AHP), through the analysis methods such as pairwise comparison matrix. Finally, a three-level evaluation model of resilience toughness is formed. The evaluation model consists of 3 first-level indicators, 13 second-level indicators, and 52 third-level indicators, and the scoring rules for each factor are determined. In order to better test the evaluation system, we selected Jiangpu Campus of Nanjing Tech University for empirical study, scored 52 factors in the evaluation system one by one, and finally obtained the campus toughness score of Jiangpu Campus is 7.49, and the evaluation grade is good. According to the scores, the existing problems are analyzed in detail, and the corresponding optimization strategies are put forward from 3 aspects: engineering toughness, social toughness and ecological toughness, hoping to provide reference for the follow-up research.

EVALUATION OF THE SPATIAL QUALITY OF URBAN GREEN SPACE FROM THE PERSPECTIVE OF PUBLIC HEALTH- A CASE STUDY OF WUHAN, CHINA

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Urban diseases, such as air pollution, traffic congestion and shortage of public space for outdoor activities, have wide negative impact upon citizens' life quality and mental health. This problem is particularly pressing in China as a result of the threatening of PM2.5 in recent years. Thus, public health has not only caught wide concern from the government but also citizens. In this context, the health value of urban green space is being rediscovered and emphasized by planners. But for a long time, eco-value and aesthetic value rather than health-value of urban green space is the central theme in urban green space planning and development. Thus, indexes to describe and the underlying logic to build urban green space have very limited consideration of the health perspective. In light of this, this takes Wuhan as the case to evaluate the spatial quality of urban green space. The analysis unit is Jiedao, the very basic administrative level in cities in China. The evaluation is conducted from five dimensions which are balance, equality, availability, accessibility and quality. The results show that, except balance, the quality of urban green space is not satisfactory in the other four dimensions, particularly in accessibility, quality and equality. The underlying causes can be attributed to three aspects in urban green space planning: (1) too much emphasis has been attached on green space's eco-value and the practice of 'top-down' planning; (2) the adoption of a single-dimension index system; (3) the application of a low-resilience planning framework.

THE MULTI-DIVERSITIES OF URBAN ACTIVE MOBILITY AND THEIR ENVIRONMENTAL IMPACTS: A CASE STUDY IN SHENZHEN, CHINA

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In contemporary cities, urban vitality and public health could benefit from promoting more and diverse active mobility, however, in which the diversity has yet to be understood from built environment perspective on large scale. The study selected Shenzhen as a representative case, described the distributions of diverse diversities of active mobility from type, time and social aspects by multi-resource activity data mining, and explored the effects of built environment features on supporting diverse active mobility. The result showed the detailed spatial variability among different diversities of activity mobility, and classified eight supporting environmental types by combining multi-diversity features. Big parks, dense greenways and complete public service infrastructure improved multi-diverse activity mobility, and accessible environment could support various and durable active mobility as well. Accidentally, population density, land-use mixture and commercial service couldn't motivate any diversity, which means diverse active mobility prefers attractive and inclusive public playgrounds instead of dense downtown. Green exposure showed negative effects on multi-diversity, probably because too much green would reduce the openness and safety of built environment. The findings reveal that park scale, publicity, inclusive design, accessibility and safety of built environment are all necessary on promoting various, durable and multi-group active mobility, to achieve vital, healthy and equal city.

THE LOCATION DIFFERENCE OF OLDER PEOPLE'S CHOICE OF CARE MODE AND THE IMPACT OF SPATIAL ENVIRONMENT IN SHANGHAI

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Objectives: Supported by The Fourth Survey on the Living Conditions of the Elderly in Urban and Rural China, with 4301 samples in Shanghai, this paper aims to find as follows: (1) The general situation of the older people's choice of care mode in Shanghai; (2) The location differences of the older people's choice of care mode; (3) The factors that affect the elderly's choice; (4) While controlling the individual characteristics factors, what spatial factors affect their choice, and what the impact is. **Results:** The study shows that 61% of the elderly in Shanghai choose to be cared for at home, and 24% of the elderly's choice is "depending on the situation". The elderly's choice of care mode shows a significant difference between inside and outside the central city. The elderly inside the central city face more choices and are comparatively more inclined to accept institution services, while the elderly outside the central city are more inclined to be cared for at home. The factors affecting the elderly's choice include the elderly's personal characteristics, economic status, health status, etc. For the elderly who choose "at home" to be cared for inside and outside the central city, the influencing factors are comparatively similar. The influencing factors are different for those choosing "in institutions" and "go to community during day" between inside and outside the central city. Under the control of other variables, the distance to the city center, building density, housing size, and the layout of medical institutions have significant impacts on the elderly's choice. **Conclusion:** Under different social, economic and cultural backgrounds, the older people have different choice tendencies on care mode. In our planning, facilities and old-age service can be differentiated and targeted, thus to improve service efficiency and promote the quality of old-age care.

CHRONOLOGICAL STUDY OF MUNICIPAL GOVERNANCE ON SUSTAINABLE DEVELOPMENT OF OFFICE MARKET IN MANCHESTER THROUGH URBAN REGENERATION

Lo C.

UCL

This paper intends to expand the important debate on the state-market relations highlighting the role of municipal governance in urban regeneration that shapes and stimulates the sustainable development of office market in Manchester through regeneration strategies since the 1960s. This research focuses on the government leadership of key Council leaders' decision-making process that extends the focus from local planning authorities as market actors (Huerkens, 2015; Adams, 2010) to the political leaders. This research aims to fill the gap of lacking sufficient discussions on the role of municipal leadership in moulding property market through regeneration policy. Also the construction of new regeneration office index sheds light on the market impact of planning policies in sustainable development. Three research methods were employed in this research: firstly, critical assessing the secondary documents such as government planning reports; secondly, conducting semi-structured interviews with key stakeholders; thirdly, a regeneration office database was used to cross-examine the market impact of regeneration policies on its performance over time. The primary findings are (1) The key political leaders and the chief executive had a significant influence and power over the direction of regeneration strategies since there is a close link between a strong leadership and a clear vision. (2) There is a positive connection between a strong leadership and effective policy implementation, which results in planning permissions being granted more speedily for proposed developments. (3) Consequently, it increases the level of certainty and market confidence among developer and investors, which affects the market performance. This research indicates there is positive connectivity between the local planning policies and property market behaviour adding rich insights to the debate on state-market relations in urban regeneration. It also demonstrates that the analysis of leadership in local government helps explain the complex relationships between policy formulation, policy implementation and policy outcomes.

URBAN REGENERATION AND ECONOMIC SUSTAINABILITY OF OFFICE MARKET: THE CASE OF MANCHESTER, UK

Lo C.

UCL

The market impact of planning policy became the focus of the debate on state-market relations (Heurkens et al., 2015). This research aims to expand this debate by employing a conceptual framework of market sustainability to ask whether regeneration policies have assisted Manchester office market evolving sustainably in the notion of market maturity, investment competitiveness and economic resilience. Since the late 1970s, property-led regeneration has been one of prevailing planning instruments expected to deliver economic growth through real estate development. Despite receiving criticism on lacking the social focus, the main purpose of property-led regeneration is to foster economic development of cities; however, little attention is drawn to test the policy outcomes in the context of economic sustainability. The investigation upon the historical evolution of policy impact on property market explains the long-term effect of economic sustainability reflecting the extent of market maturity, competitiveness and resilience since the behaviour of real estate market is highly sensitive to cyclical movements in economy indicating the various concerns over investment risk. A hybrid method is employed by firstly constructing the regeneration office index as well as conducting 22 semi-structured interviews with key stakeholders. Office market in Manchester is an interesting case since it expanded substantially from the 1980s and arguably claimed to be the second largest market outside London by the late 1990s as a popular real estate investment hub for institutional investors. The research suggests that this market transformation is likely attributed to the city's regeneration strategies, which intentionally enlarged the scale of office market particularly since the 1980s. Empirical evidence from this study suggests that the dominant entrepreneurship of urban regeneration led by the City Council over time could inadvertently contribute to the increase of systemic risk through the financialization of property market.

BEYOND DISTRIBUTION: AFFORDANCES OF URBAN BIODIVERSITY FOR AGEING-IN-PLACE

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The attainment of healthy cities remain an unmet challenge to urban societies at all stages of development. At one level, cities are facing rises in non-communicable, 'lifestyle illnesses', which in large part can be attributed to poor quality of the environment. At another, urbanisation and the resulting and cumulative loss of biodiversity and urban nature has been evidenced to negatively impact humans, in addition to non-humans. To date, epidemiologists have traditionally viewed this relationship from a Rawlsian, distributive justice perspective. This paper presents a conceptual framework incorporating an affordances perspective which advances our understanding of the mechanisms that underpin the relationship. Furthermore, as age structures in developed countries are rapidly changing, ageing populations and ageing-in-place agendas have become a critical and focal area of research, however, the grey-green agenda remains largely understudied. This paper explores the nexus of ageing-in-place and urban nature with implications for healthier cities.

MASS-PRODUCTION HOUSING: REPLICATION OF RESIDENTIAL ENVIRONMENTS IN NEOLIBERAL ISRAEL

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At the neoliberal moment, scholars and the public alike discuss housing as a transition from housing, understood as a basic civil right, to housing—an investment channel and financial good (Featherstone 1991 ,Gutwein, 2017). Unlike the free market's promise of verity and multiple choices, contemporary housing developments in Israel express a great deal of replication, producing uniform dwelling units, packed into repetitive residential buildings and identical neighborhoods across the country. Multiple participants influence the production of the living environment. City councils, developers, investment bankers, and state officials control much of the decision making involved in housing development. Further, multiple actors—from officials and consultants, to stakeholders and apartment buyers, who are not necessarily the actual tenants—blur the identity of the client. These factors combined, along with the dissolution of the architect's profession into sub-specialties (Tafari, 2000) challenge the central role of architecture in residential environments. This paper focuses on the study of a new housing development, Herzliya Hills, a large middle-class housing complex of six residential towers offering 600 apartments. The complex is located in a segregated neighborhood in Herzliya, an upscale town in Israel's metropolitan center. This case study examines the role of architecture as it deals with unappealing locations between highways and national infrastructures, physically distant from the city and that do not share a common identity. The paper analyzes housing-unit types and how these are packaged in the overall design of the complex. Further, the paper expounds on architectural planning processes derived from work methods of mass-production in the context of the neoliberal Zeitgeist.

UNDERGROUND AREAS AS (FUTURE) URBAN SPACES: ISTANBUL / YENIKAPI-HACIOSMAN METRO LINE

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One of the most critical problems in today's cities is environmental degradation. High level of population increase in cities resulted in deplete natural resources, decrease in the level of living standards and cause environmental problems. As a result of the population increase and population-dependent needs, cities are spreading and requiring more land. To prevent uncontrolled growth, sustain infrastructure and services for the population and offer eco-friendly solutions, professionals should develop different approaches. Although not highlighted as an option for urban problems, underground areas might be an essential alternative for the future of urban development. Recent studies show that the effective use of underground areas increases land use efficiency by lessening the pressure and density of urban functions on the surface. Factors like; providing energy saving, increasing functional diversity, protecting the urban landscape, providing shelter against harsh climate, providing necessary land for new uses, play an important role in preferring underground areas for urban development. Montreal, Toronto, Helsinki and Tokyo are benchmark cities for underground development with different purposes and solutions. Within this scope, Istanbul is in the beginning phase for urban underground space development. In this paper, it is aimed to evaluate urban underground space development in Istanbul. In this context, Yenikapi - Haciosman Metro Line which is the most developed metro line in Istanbul connected with different (underground) uses such as commercial centers, exhibition areas, public spaces will be analyzed. After investigating the development process of underground uses in Istanbul, the question of "what might be the role of underground urban spaces in the future development of a mega city like Istanbul" will be answered through the interviews with stakeholders and residents' perspective.

THE MITIGATION OF PERIPHERALIZATION RISK AT URBAN AND METROPOLITAN SCALE. A METHODOLOGICAL PROPOSAL.

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Today, a clear and univocal definition of "periphery" and "risk of peripheralization" is more complex to identify, from the local to the territorial scale, particularly at the urban and metropolitan scale. The traditional concept of periphery has been modified by two opposite trends of urbanization on a global scale:- metropolization, which determines a welding between the metropolitan areas and the conurbations of the smaller cities;- depopulation and the peripheralization of inner areas. Consequently, peripheries are affected by a variety of risks, no longer connected only to spatial aspects due to distance from a core. The risk affecting contemporary peripheries concerns traditional aspects such as degradation and marginalization, but it is also connected to a generalized situation of unsustainability, due to the high consumption of soil and other resources that the settlement dispersion involves. The importance of urban planning in achieving sustainable development goals and mitigation of risks affecting contemporary peripheries is one of the topics addressed in the New Urban Agenda. The aim of this study is to define a univocal and adaptive methodology in urban planning to mitigate the risk of peripheralization processes in urban and metropolitan areas, in order to regulate and specify mitigation actions at this spatial level. The proposed methodology foresees two macro steps: 1. the construction of the peripheralization risk map at the intermunicipal scale; 2. the definition of the mitigation measures. It is based on the explicitation of the equation of peripheralization risk, starting with the fundamental equation of risk, that is expressed as the product of hazard, vulnerability and exposure. In the first step of the proposed methodology, maps for each risk component are obtained. Finally, the overall risk map is considered as a tool to support urban planning in the definition of prioritized areas where mitigation measures are required.

THE LEITBILD-MODEL AS FRAMEWORK FOR THE DISCOURSE ON TENDENCIES IN MULTI-LEVEL PLANNING IN SWITZERLAND

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In Swiss spatial planning the Leitbild (guiding vision) is an 'informal' (not legally binding) spatial planning tool that is established and used in mediation processes at the early stages of a project. Through various formats it enables architects, urban planners, and other stakeholders, such as members of the public, to engage in participation processes in order to establish a common ground for future dialogue. Early research shows that the creation and implementation of Leitbilder has increased since 22 June 1979, when Article 4 – titled "Information and Participation" – of the Swiss Spatial Planning Act entered into force. Although the purpose of Leitbilder is widely studied on theoretical terms, there is a lack of knowledge about the various ways this instrument is integrated and applied in praxis and which contributions it brings to multi-level planning. Through a content analysis of Leitbild documents and expert surveys the goal of the study was to identify tendencies of how the instrument Leitbild is understood on two levels; in term of its implementation (1) and as a mean for communication processes (2). The study has brought forward three partly overarching and/or complementary approaches in the way Leitbilder are applied in praxis and the identification of five modes of communication procedures the instrument is used for in planning processes. The categorization of these findings has led to a Leitbild-model, a framework which serves as a common ground for various actors to understand the different levels Leitbilder can contribute in multilevel planning and design. Moreover, it establishes a base for an ongoing theoretical discourse on Leitbilder and adds to the development of future informal planning tools.

REBUILDING THE URBAN HEART OF BELGRADE

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Cities in Europe have a very important cultural heritage inherited from earlier generations, such heritage has a specific value for the local population and tourists. When the City decides to improve city center, a certain change and compromise will be made. The most important thing is to predict how will such a project have an impact over the coming decades in the city, and make sure that the city center does not change too much. The last example of improving the city center in Europe was seen in the City of Belgrade in the period from 2016. to 2021. big changes occur, and investments in the center of Belgrade are 4 billion euros. The land by the river Sava that was previously deserted, today is the most important construction site in the country, so far 3 high skyscrapers are built. The Belgrade tower, still to be built, with a height of 168 meters, and the price of one square in an apartment will be about 7,000 euros. The paper presents the impact of changes in the center of Belgrade, what almost 2 million inhabitants will receive with this project, and how much this projects can mean for strengthening city tourism, strengthening of the city economic and how the project will affect society. There are different roles in spatial planning, it is important to ultimately agree planners, politicians, and the population. When there is a certain change in the center of the city, we have to go back to the beginning and set the thought that it is being planned for the improvement of the lives of people, plants, and animals, and the economic aspect must not overcome it.

RESEARCH ON THE CURRENT SITUATION OF INDUSTRIAL HERITAGE RECONSTRUCTION BASED ON CULTURAL AND CREATIVE INDUSTRIES —TAKING HANYANG INDUSTRIAL PARK AS AN EXAMPLE

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In the process of urbanization, cultural and creative industries as an engine has become an important mode of renewal and utilization for the reconstruction of the industrial heritage. This paper first explores the relationship between cultural and creative industries and industrial heritage reconstruction through an overview of the research background, an analysis of the status of industrial heritage reconstruction, and the functional orientation of industrial heritage. Then focuses on the example of Hanyang Industrial Park in Wuhan, China, studies and analyses its development situation and industrial heritage building status, points out its existing problems, and puts forward relevant development strategies and forward-looking thinking, providing reference for similar design.

REAL ESTATE VALUATION USING VISUAL ACCESSIBILITY OF ENVIRONMENTAL AMENITY USING SPATIAL MODELLING

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This research uses a hedonic modelling approach to assess the implicit willingness to pay for the visual accessibility of voluntarily protected, privately owned, scenic lands based on single family houses in Worcester, MA. The subject protected lands are perpetually protected housing natural, historic, and scenic characteristics. The capitalized house premium was captured using a visual accessibility variable, which was a combined weighted measure of 'view' and 'proximity,' referred to here as the Gravity Inspired Visibility Index (GIVI). A detailed DEM raster with all view obstructing building and structures and topography was used to generate the GIVI, using Viewshed analysis in ArcGIS. GWR based hedonic model was then employed to measure the combined effect of distance and view on each home's value due to scenic lands. Both global (adjusted $R^2 = 0.52$, AICc = 29,828) and geographically weighted regression (GWR) models (adjusted $R^2 = 0.59$, AICc = 29,729) estimated the price effect but the GWR model outperformed the global model. The results from the GWR model indicated an average 3.4% price premium on the mean value of homes in the study area. Spatial variation in home premiums (as percentage values) was clearer with the GWR model and the highest premium value for select homes in the sample was estimated to be as high as 34.6% of the average home price. This is a significant effect of land conservation. This research offers a useful framework for evaluating the effect of land protection for land use planning, land conservation and for real estate valuation purposes. It also offers useful insights for conservation agencies, local governments, professional planners, and real estate professionals for prioritizing land sites with scenic views.

ASSOCIATIONS OF ACTIVE AGEING; A TOOL TO THE COMMUNITY-BASED PLANNING

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Social innovation has been reflected in activities related to the senior population. These initiatives have undergone great changes, from an imminently assistentialist logic to the promotion of active ageing. This paper presents research on the role that senior universities can play as tools for the preservation of tangible and intangible heritage in some urban or rural areas. Senior citizen universities as entities that promote the healthy active ageing of the population are associations with a very significant potential for the recovery of some cultural practices in the territories where the elderly population is dominant. The cultural activities linked to the preservation of the heritage, namely traditional music groups and respective instruments and in general their contribution to healthy ageing communities can have an interesting role to support touristic activities. The creation of groups of students who are organized to participate in local and regional events promote the process of active aging and create a motivation that spreads in the surrounding communities. Some of the elderly population that currently lives in rural areas have developed their productive activity in urban areas, having no direct relation to agriculture, and therefore need to maintain different social activities and relationships from the population that has always lived in rural areas and that even elderly maintain subsistence farming activities, which has led to the creation of many nuclei of senior universities with multiple values.

NEW CHALLENGES FOR INTEGRATED COASTAL MANAGEMENT: THE CASE OF APULIA REGION IN ITALY

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Coastal areas, recognized as the preferred sites for urbanization, are facing huge challenges, such as tackling the issue of coastal risks exacerbated by climate change. Apulia Region (Southern Italy), with a coastline of 865 km, is one of the severest Italian areas affected by coastal erosion and flooding with huge related economic impacts on traditional maritime activities as well as other sectors, namely tourism and agriculture. The complexity of these socioeconomic and environmental problems requires articulated answers (technical, normative, economic, social, cultural, management). In order to improve protection, management and planning of coastal zones, Apulia Region approved some policy tools. On the one hand, the Law for the protection and use of the coast and the Regional Coastal Plan (RCP) are first efforts to regulate the use of coastal areas in relation to coastal erosion and flooding. They introduce Municipal Coastal Plans, which should carry out detailed studies and enforce rules for protection and use of the maritime domain. But the gap between the rules introduced by the law and the RCP and reality makes it difficult to approve these plans. On the other hand, the Regional Landscape-Territory Plan adopts an approach that emphasizes the integrated protection and improvement of coastal landscapes. It aims to give the coast more depth by creating synergy with inland areas, halt land take, and assure the general public enjoyment of coastal areas. Basing on a case study in Margherita di Savoia (Apulia Region), the paper highlights the necessity to shift from the regulatory approach to planning to a strategic approach that integrates different complementary policy tools, as well as different expert and experiential knowledge. This approach should focus on rising collective awareness of problems and needs and defining lines of actions to pursue a more sustainable and fair coastal management.

THE ERA OF NEW HOUSING RIGHTS

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Over the last half-century, many countries embraced a neo-liberal agenda, whereby the private sector increasingly take on the state's role in economic and social life. One of the main fields in which neoliberal trends have left their mark is housing, where governments have considerably reduced their involvement in the production, provision or regulation of housing services, and liquidated the state-owned housing inventory. Contemporary market-oriented housing policies have also challenged the traditional property system, generally expressed by undermining the content of classical property rights. This study focuses on the relationship between housing policy and property rights. Two key features are usually attributed to property rights in the literature. First, property rights are inherently conclusive "against the world" (in rem), that is, impose negative universal duties. Second, they are by law not customizable, but limited to a closed list of standard and immutable forms. However, property rights are subject to restrictions imposed by law, primarily to restrain reciprocal nuisances such as destruction or pollution, and may therefore modified accordingly. In practice, property rights nowadays are far more versatile. Through a market-oriented housing policy new rights have emerged; some of them are entirely new and the others are a hybrid of existing rights with certain changes. This study seeks to explore the structural and institutional conditions for the formation of new housing rights. Specifically, we attempted to answer the following questions: What are new housing rights? In what way are these rights different from the conventional property rights? What purpose are they designed for? And for whom? These questions are the challenges of this study. To answer them, we analyze three main forms of housing policy which exist universally: new construction, urban renewal and public housing, each of which has developed practices that reshape to some extent the classical property rights of tenants.

THE MAKING OF A 'THIRD WORLD' IN ASIA'S WORLD CITY

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Hong Kong, the self-crowned Asia's World City, gives people an impression of a high-density metropolis in great shortage of land. However, in reality, over 80% of the land resources of the city lie in the rural New Territories where less than 10% of the population reside. The majority of the urban population are 'cramped' into less than 25% of the built-up areas. 'New Territories' has strong colonial connotation because the rural parts of the city indeed are the birthplace of old Hong Kong. The 99-year land lease obtained by the British colonial government in 1898, the resistance of the indigenous population to colonial rule, traditional Chinese land property rights tempered by legal 'streamlining', restrictions and policy interventions by the colonial administration, the lack of planning control before 1990 and the absence of long-term strategic spatial planning in the New Territories have all contributed to the making of its 'third world' landscape. This paper attempts to identify key factors contributing to haphazard sprawling developments, inadequate infrastructure and inefficient use of land resources in rural Hong Kong, with a view to exploring opportunities to transform the current low-density chaotic developments into places that respect heritage and culture of the indigenous population, with active agricultural and other employment options as well as a decent living environment for old and new inhabitants. Clarification of the status of land and property rights will shed more light on the possibility of planning for more sustainable development in the New Territories.

A GEOGRAPHIC INFORMATION SYSTEM (GIS) AIDED METHODOLOGY TO FOSTER NEAR SURFACE GEOTHERMAL ENERGY URBAN PLANNING

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The near-surface geothermal energy is based on the physical property of the soil, and groundwater, to maintain low thermal variations up to 100 m below ground surface. This resource can be used both for heating and cooling thanks to the modern geothermal heat pumps technology. However, although the availability of this geothermal resource almost everywhere, the spreading of this technology only covers a little amount of the domestic heating and cooling Italian share. Considering this, with this study it has been tried to investigate the economic and financial feasibility of the near-surface geothermal energy for the smallest region of the Italian territory (Valle d'Aosta). In particular, the proposed work depicts the potentiality of the results that can be achieved thanks to the spatial evaluation of the thermal energy demand at building level. Starting from this information, it was possible to implement a Geographic Information System (GIS) based method able to calculate at building level the financial and economic feasibility of geothermal heat pumps. To the authors' opinion, the proposed method (and results) can help decision-makers and planners, since it is suited to give insights on how to integrate NSGE into energy plans and strategies. Lastly, it is worth noting that this study has been founded by the Alpine Space GRETA Project.

NOW WE BUILD SMALL APARTMENTS - A CRITICISM OF THE HOUSING POLICY OF PRIVATE INVESTOR IN NEO-LIBERALISED ENVIRONMENTS

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Germany has posted a rapidly rising demand for affordable housing space in conurbations over the last years. Simultaneous we are posting an increase of building costs in the housing sector of 20 % from 2010 to 2018. Depending on regional factors, also the prices for building land increased by 20% to 40% from 2010 to 2017. Due to the logic of our economical system this leads to a significant price increase of (new) housing buildings and apartments, no matter if the housing-property is to purchase or to rent. Beside the social impacts on society (gentrification, segregation) this building-price development leads to a remarkable strategic-change of private actors (investors) at the real-estate market. Since larger apartments become unaffordable for the majority of the general public, investors begin to focus on the development of smaller units and so-called mini-apartments. Out of my own personal experience as architect and planner I could observe the motives and consequences of this strategic-change on (housing) architecture and its planning process, such as: -impact on the urban setting: densification, mobility requirements (parking demands and the need for alternating mobility concepts) - impact on inhabitant structure and - as a consequence - impact on the infrastructural demands of the residential district - liveability of small apartment-units in terms of contemporary housing demands - impact on the planning process, including a criticism of necessary adaptations to current national building regulations. In this paper I may examine and criticise the motives and consequences within the framework of our current building project „Auftakt“, within the framework of the city development area „Urbanes Leben am Papierbach (ULP)“ in Landsberg a. Lech (GER).

EXPLORING TRANSITION IN A CHINESE HIGH-DENSITY NEW TOWN: SCENARIOS OF DENSIFICATION-INTENSIFICATION

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As urbanization remains the greatest driver of socio-economic progress in China, the Chinese city can not stop growing, but the Central Government has conceived a transition strategy for increasing sustainability: a New Era beyond mere growth and the New-Type Urbanization promoted since 2014. This transition is evident: the “sponge city” pilot projects are being implemented, some cities formulate eco-mobility strategies, some requires all new commercial buildings to be green, some master plans, such as the Suzhou one, are considering to drastically reduce expansion. To “go green” a broader paradigm must be searched for and be applied, re-considering urban morphology and housing urbanism. The action of densification and compactness is supported by the UN-Habitat’s Urban Agenda III and considered one of the most important topics of this urban decade, but how to deliver successful densification must be explored. The research is considering some scenarios of densification-intensification of a wealthy town in the Special Economic Zone of Yangtze River Delta, SIP – Suzhou Industrial Park. SIP is a 288 sqkm expansion of Suzhou, realized since 1996 adopting the Singaporean model. What solution is appropriate for the already dense local context? What is resource efficient and ecological? What can be socially accepted? To tackle the main challenge of long term sustainable urbanization and improve the whole urban system performance SIP must promote a more efficient and responsible use of land than what already carefully planned and realized. SIP is neither very dense nor compact - it has 3,500 inhab/sqkm, while Hong Kong 17,156, Singapore 7,700. The research is defining – assessing by design alternative scenarios of densification-intensification – how, where and to what limits SIP can be densified, what are the obstacles, potentialities and advantages. Scenarios have the goal to envision and test some transition paths for China’s new sustainability goals in conditions of mature urbanization.

TRANSITION FROM DEATH TO LIFE: TRANSFORMING A LISTED CEMETERY TO A RECREATIONAL PARK IN THE URBAN FABRIC OF VOLOS

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Extended population growth and intense post-war urbanization led to an environmental, socio-economic and political uncertainty in the urban environment. This fact creates new challenges addressing sustainability and urban resilience capacity. The greater pressure on cities has been channeled to public spaces, both from intensive use and from changes in land uses, resulting ultimately to their reduction. Providing open-space within dense urban areas has long been a way to meet a wide range of public needs, as these provide recreational opportunities, promote healthy environments, encourage economic development, and improve ecological systems. The cemeteries were part of the problem. In the 19th century, for reasons of hygiene and security, in the context of cities' beautification, they were displaced outside the urban fabric. However, the development of cities and their explosive, mainly post-war, growth and expansion have transformed the regional cemeteries into internal, central, often urban pockets of open public space. Cemeteries are examined through two different approaches: as a public resource and as problematic land use. Cemetery fields are landscapes of memory that reveal the cultural heritage of local communities, while they also act as landscapes for social engaging. They are not monuments of death, but instead parks for "life". The "Taxiarchs" cemetery was placed in a deprived area outside the city of Volos in 1882, and has been re-integrated into the urban fabric of the city after the war, thus creating serious problems as an incompatible land use. Since then it has been deactivated and it is currently studied towards its transition into a public space, maintaining the memory and cultural inheritance it encompasses. The "Taxiarchs" Cemetery is transformed into an open air sculpture and history museum, attempting to increase visitors traffic, and thus to contribute into tackling the economic crisis that is plaguing local and regional society.

THE FORM OF INHABITING THE EMERGENCY: A GLOBAL SETTLEMENTS GEOGRAPHY BETWEEN TEMPORARY RESPONSE AND ONGOING SITUATIONS OVER TIME

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New armed conflicts, ethnic persecution and a drastic increase and spread of extreme weather phenomena have generated massive migratory flows both internal and external mainly in Middle East, Central Asia and sub-Saharan Africa. The flows most consistent and persistent require new emergency settlements for displaced. In some geographical and geopolitical contexts, -e.g. Palestinian refugee camps in Jordan-, these settlements persist for decades changing their fabrics, form and composition. In other cases, new settlements -e.g. exponential Rohingya refugee camps expansion in Bangladesh with more than 500.000 inhabitants- have already reached an extension and a population that is now comparable with urban centers. The speed, with which these settlements expand or contract themselves, reduce and changes considerably the evolutionary time and way, compared "usual" urban centers. Currently there are emergency settlements in 53 countries, out of 191 surveyed by the United Nations, for a total of 752 settlements. The population of these emergency settlements is of 12.254.135 people. Another alarming figure is the 17.310.893 displaced people of which UNHCR has no data regarding the settlement type. Finally, according to the data provided by UNHCR, there are 29.565.028 people living in differentiated informal settlements. The new UNHCR georeferenced data provide a worldwide representation of the distribution of emergency settlements. The paper, taking advantage of these data, aims to analyze and classify the settlements through a specific comparative matrix and using independent variables. Moreover, the paper aims to providing a specific cartographic representation of the distribution of settlements based on the classification process.

THE 2014/89/EU DIRECTIVE ON MARITIME SPATIAL PLANNING TRANSPOSITION INTO THE GREEK LEGAL SYSTEM.

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During 2018 Greece transposed the 2014/89/EU Directive on Maritime Spatial Planning into the greek legal system. It was a rather long-term process, since Greece is a coastal and insular country and there were great concerns raised during the whole process. There are little areas that are more than 60 km far from the sea in Greece and most of the sectoral activities need coastal or maritime areas for their full policy development. This paper will focus on evaluating the greek approach of MSP through L. 4546/2018. Maritime Spatial Planning is being considered as an integral part of spatial planning in general. It will be analysed regarding the general spatial planning framework formed by the greek legal system (laws and case laws). According to L. 4546/2018 there has been an attempt to take on board the UNEP/MAP approach on coastal and maritime areas, considering the MSP and ICZM need to be in close cooperation since they both plan territorial seas. During the public participation phase there was an extensive discussion on whether MSP should go hand in hand with coastal areas management. Different views where expressed and various sectoral unions contradicted the idea of MSP and ICZM as integral parts of the transposition law. There were also concerns raised on the hierarchy among terrestrial and maritime spatial plans. Which one should be considered superior in case of contradictions or overlays? Which would be the implications on the spatial planning system when case laws will emerge? The greek legal system before the transposition of the EU directive had a clearly sectoral approach of maritime areas and sectoral policies prevailed. Can L. 4546/2018 overturn this sectoral process of coastal and maritime planning?

THE IMPACT OF URBAN SPRAWL AND MOBILITY INCREASE ON URBAN ENVIRONMENT: CASE STUDY OF BEIRUT METROPOLITAN AREA

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The concentration of job opportunities within the urban areas enhances their Attractivity. Core cities and their outskirts saturation entail scarcity of land supply boosting real estate prices. Hence, centripetal residential dynamics, towards peri-urban areas, take place while employments distribution is rather centrifugal. Dissociation between residential areas and workplaces spatial distribution results in an urban sprawl process and an increase in daily mobility. Against this background, this paper examines urban sprawl and mobility increase within metropolitan areas with a highlight on their impact on the urban environment. The study investigates urban sprawl, mobility and their implications with a focus on Beirut Metropolitan Area. Uncontrolled urban development in addition to the development of roads infrastructure and the real estate speculation enhance peripheral urbanization; thus, producing a process of urban sprawl and a spatial reconfiguration of urban functions. Within the absence of a public transportation system in Lebanon, weak governance, inefficient planning responses, and stretching distances between origins and destinations result in a growth of vehicles' flows congesting in Beirut metropolitan area. Various socioeconomic and environmental consequences affect physical and mental health, and are associated with metropolitan area congestion. Based on a theoretical framework and an empirical study that highlights the causal relationships between urban sprawl and mobility increase, this paper aims at identifying congestion effects and suggesting guidelines to mitigate their impacts on Beirut metropolitan area: urban environment and public health. Results and conclusions can be extended to other similar contexts. In this regard, interventions are structured around five areas that seek reducing commuting time and distances: decentralization, public transport system, better governance, creation of a metropolitan administrative level, and land use planning.

THE SOCIAL INNOVATIVE RE-CYCLING AS ACTIVATOR OF URBAN AND REGIONAL DEVELOPMENT. BROWNFIELDS AS CONTEXT OF ANALYSIS AND ACTION.

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The research topic is the re-cycling of brownfields with social innovative practices, and how it can activate the urban and regional development. The research analyses critically and interprets the re-cycle theory (Marini and Bocchi 2014; Carta 2014) developed by the Italian Research “Re-cycle Italy” (PRIN) focusing on its social innovative aspects (Moulaert et al., 2005; Phills et al., 2008, Tekin and Tekdogan, 2015). Nowadays, the community-based planning is essential for the spatial regeneration processes. These realities generate a new sense of consciousness and a huge network of local activists, associations able to develop the place in an incremental way. Therefore, is important to understand in which ways social innovative initiatives can interfere in the planning policies. Is it possible to consider the social innovative re-cycling as a key role for the local development? To answer to this question 11 empirical references[e.g. Saline di Añana in the Basque Country (Spain), Cotton mill of Spinnerei of Lipsia (Germany), Periferica of Mazara del Vallo (Italy), ExFadda of San Vito dei Normanni (Italy), ZecheZollverein of the Ruhr Region (Germany)] have been selected from the European scenario (Italy, Germany and Spain) in which the research activity has been carried out. They have been analysed and compared in a matrix, and a qualitative approach has been adopted with explorative and dialogic inspections, semi-structured and unstructured interviews to some social actors. All these examples are socially innovative experiences that have defined positive effects to the local area, promoting cultural initiatives, urban regeneration processes and new territorial flows. In conclusion, from this “actionable knowledge” the research wants to demonstrate that it is possible to imagine and create alternative economies in a social innovative way defining new scenarios of urban and regional development. The research goal is to create a new modus operandi to improve a structural transformation.

UNIVERSAL DESIGN (UD) AND HEALTHY AGEING: USING TASK ANALYSIS AS A PLANNING AND URBAN DESIGN TOOL.

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Currently, the pace of demographic change and the profile of Europe's population is facing new challenges as it transitions to an ageing society. Growing older requires a flexible and evolving environment making seniors more vulnerable to the effects of their urban setting on health and related behaviours (Beard and Petitot, 2010; Kerr et al., 2013; Ribeiro et al., 2013). Moreover, quality of urban life and 'Having choices' in where and how one lives is particularly important for older adults to achieve not only aging-in-place, but positive aging in the 'right' place (Marquet and Miralles-Guasch, 2015; Golant, 2015). Additionally, urban inequality has been exacerbated by fiscal constraint, where there was a need to tighten urban economies due to austerity causing a reduction in support for age friendly urban resources (Buffel and Phillipson, 2016). This paper aims to explore urban centres along Ireland's Atlantic corridor, a region on the fringe of Europe which has struggled to emerge from austerity whilst undergoing demographic shift to an older population. The study will bridge this vacuum through direct engagement with older residents in their communities, developing data from their collective voice that will legitimise their urban experiences to enhance urban design and planning frameworks. The study will utilise the Universal design (UD) approach which focuses on actual activities of people and the heterogeneity of this grouping. To add value to the UD model this research will apply task assessment methodologies which will create task analysis indicators for urban mobility, legibility, permeability and active engagement. The findings contribute to a broader understanding of demographic change and urban inequality, mobility, urban experiences and health as it draws detailed data from the collective praxis of people who live and actively engage in their urban environments.

IMPLEMENTING AND LOCALIZING SDGS AND THE NEW URBAN AGENDA OF SAFE CITIES: A MODEL FOR SAFER CITY: THE CASE OF DENPASAR, BALI

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As has clearly stated in the Habitat 3 agreement, signed in Quito, Ecuador, October 2016, safe city is one among important global goals that should be achieved in the next twenty years. This is indeed an interesting and important agenda as part of efforts to guarantee a more broader goal of achieving sustainable cities. The fact that under a rapid urbanization and urban transformation in Indonesia, urban crimes tend to increase in many Indonesian cities, including the city of Denpasar, Bali, questions whether Indonesian cities are ready for the idea of safe city. This paper is an exploratory type of study, aiming to develop a model for safer city. The model is derived from the existing model of the city of Denpasar in making the city safer (the descriptive model) and then an improvement of that model based on focus group discussion/FGD with several stakeholders related to safe city issues in Denpasar. The research method used in this study were exploratory and prescriptive methods, utilized mostly qualitative data from secondary and primary sources. The primary data sources were mostly gathered through two FGD with stakeholders involved directly to the safe city program in Denpasar. The research was able to develop a conceptual model for safer city for Denpasar, which hopefully could be replicate in other cities in Indonesia with some assumptions. This conceptual model for safer city focuses on the institutional arrangements for making city safer. It is a systematic collaboration and networking among both government and non-government institutions, including private sectors and local communities, utilizing both active and passive mechanisms for crime prevention, supported by advanced technologies. Such a model is developed, based on the assumptions of two key factors: a commitment from the city top leader, the mayor, and community awareness and active participation.

PROPORTION OF SLOW TRAVEL OF URBAN RESIDENTS TO SHOPPING AND LEISURE DESTINATIONS: IS THE SHORTEST PATH DISTANCE BETWEEN DIFFERENT DESTINATIONS A SIGNIFICANT FACTOR? -- AN EMPIRICAL STUDY FROM WUHAN, CHINA

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In the Chinese context, walking and cycling are collectively referred to as slow travel. A large number of studies have confirmed that more intensive urban activity centers can help increase the residents' slow travel proportion. Therefore, most of the existing research advice the encryption of urban activity centers to shorten the direct distance between different destinations. However, this approach has become increasingly difficult to achieve in densely urban areas with increasingly stable built environments. This study suggests a new approach. Taking the central urban area of Wuhan as an example, this study collected 3526 valid questionnaires on shopping and leisure behaviors by sampling survey. In the questionnaire design, the shopping and leisure behaviors were defined as 26 sub-types, and the shopping and leisure purposes were defined as 34. The model equation was established by stepwise regression analysis. The slow travel proportion is the dependent variable set in this study. The explanatory variables that the study hopes to investigate are the average path distance of a destination from its nearest destination of the same type, and the average straight-line distance of a destination from its nearest destination of the same type. The study found that, both average path distance and average straight-line distance had negative and significant effects on the proportion of slow travel. However, the influence coefficient of average shortest path distance is significantly greater. This means that shortening the shortest path distance between different destinations can also increase the slow travel proportion, and even more effectively. These findings suggest, when a region of shopping and leisure destination cannot be encrypted or change the location, the local government should be as much as possible to eliminate "Detour Obstacles" between different destinations, and provide more high-quality walkability and bikeability accessibility services on several shortest paths, to promote the slow travel proportion.

PROPORTION OF SLOW TRAVEL TO SHOPPING AND LEISURE DESTINATIONS: IS THE SHORTEST PATH DISTANCE BETWEEN DIFFERENT DESTINATIONS A SIGNIFICANT FACTOR? -- AN EMPIRICAL STUDY FROM WUHAN, CHINA

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In the Chinese urban design context, walking and cycling are referred to as slow travel. For the purpose of promoting physical health, increasing the proportion of residents who move on foot and by bicycle is becoming an important innovation for healthy city. A large number of studies have confirmed that more intensive urban activity centers can help increase the slow travel proportion. Therefore, most researches advice the encryption of centers to shorten the direct distance between different destinations. However, this approach has become increasingly difficult to achieve in urban areas with increasingly stable built environments. This study suggests a new approach. Taking the central area of Wuhan as an example, this study collected 3526 valid questionnaires on shopping and leisure behaviors by sampling survey. In the questionnaire design, the behaviors were defined as 26 sub-types, and the destinations were defined as 34. The model equation was established by stepwise regression analysis. The slow travel proportion is the dependent variable set. The explanatory variables that the study hopes to investigate are the average path distance of a destination from its nearest destination of the same type, as well as the average straight-line distance. The study found that, both average path distance and average straight-line distance had negative and significant effects. However, the influence coefficient of average shortest path distance is significantly greater. This means that shortening the shortest path distance between different destinations can even increase the slow travel proportion more effectively. These findings suggest, when the density of shopping and leisure destination in a specific region cannot be increased, or the location of destinations cannot be moved, the local government should be as much as possible to eliminate “detour obstacles”, and provide more high-quality accessibility services for walkability and bikeability on several shortest paths, to promote the slow travel activity.

STUDY ON INTELLIGENT PLANNING OF XIONGAN NEW AREA IN CHINA —"IMFIS", AN INTELLIGENT MODE OF PLANNING FOR A FUTURE INNOVATIVE WORKING SPACE IN XIONGAN

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Background: Xiongan New Area is a challenging exploration of future urban planning and new city construction in China. Wu, Siegfried Zhiqiang, Academician of Chinese Academy of Engineering, is a major member of the Xiongan Planning Expert Group and a leading figure of Chinese urban planning transition. This paper is part of the leading research of Xiongan's Planning, which is responsible by the author and guided by Academician Wu. It gives planning guidance for Xiongan and is a leading planning result in China .Importance: This study attempts to solve one of the core issues of Xiongan : The motivation of development. Considering on how to attract future young talents to work and stay there through planning, and how to provide inexhaustible power source and talent reserve for Xiongan's development. Provide for the world with a way of thinking on planning for the future innovative working area with attempts of new technology in urban planning. Framework: The logical framework of the article is review-analysis-planning. First overview the construction of New Areas all over the world. Then five main analysis results are obtained: demands of young talents in China for future working conditions based on a mass social survey; Intelligent index analysis of international and domestic famous science and technology parks based on image recognition technology; Function configuration and data analysis for the above cases based on GIS; Planning elements analysis of the related cases based on large cases summarizing; AI derivation of Xiongan land-use based on AI game model, which use the help of Academician Wu's team, and confirm the reference of site selection of "IMFIS". Based on five analysis results, four strategies are proposed next: intelligent site selection and function planning, intelligent transportation system construction, future work mode structure construction and green ecological system construction. Specific policy design, space planning follows and complete the final result.

THE CHANGES OF VILLAGERS' LIFESTYLE UNDER THE HOUSING RECONSTRUCTION OF URBAN VILLAGE: A CASE STUDY OF LIEDE VILLAGE, GUANGZHOU, CHINA

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In the process of rapid urbanization in China, the built-up area of large cities have continued to expand. Some villages have gradually been surrounded by urban built-up area and these villages have been called "Urban Villages" which reflects the unique phenomena in China. Due to the relative disadvantages of the housing environment in these villages and the benefit of estate development, under the guidance of the government, some urban villages carried out housing reconstruction, which achieved gentrification. And the local villagers also started the process of citizenization. In the background of urban housing reconstruction, this paper explores the changes in the lifestyle of villagers in Liede Village, Guangzhou, China. Specifically, four aspects of lifestyle were studied, including labor, material life, spiritual life and leisure life through questionnaire surveys and interviews. The housing space of Liede Village has transformed from traditional ground floor residence to high-rise residence with public green spaces. The lifestyle of the villagers has gradually transitioned. Currently, their lifestyle has combined the features of rural lifestyle and urban lifestyle, which can be characterized by semi-urbanization. Villagers' working and material conditions have been improved to very extent. But at the same time, the traditional social relations have been reconstructed, and the inheritance of traditional cultural activities has been facing challenges with some new cultural activities have emerged. The above features have brought various impact, including positive and negative ones, on the spiritual life and leisure life of villagers. From the case of Liede Village, we explored the impact of housing environment change on the villagers' lifestyle and discussed how housing renew could bring more practical advantages to the villages' life, hoping to provide references for urban housing planning.

THE COST, DILEMMA AND RESPONSE OF COMMUNITY SPACE GOVERNANCE UNDER THE THEORY OF COLLECTIVE ACTION: A CASE STUDY OF ELEVATOR INSTALLATION OF AN OLD COMMUNITY IN NANJING, CHINA

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The Chinese Government proposes the agenda of governance reform, i.e., modernizing the system of national governance and strengthening the governing ability of the Chinese Government. However, as an indispensable part of China's social governance, community governance, especially community space governance, has encountered a series of obstruction when it is implemented. In this article, we aim to construct a theoretical framework of community space governance to explain what factors affect community space governance, and how. First of all, based on the theory of transaction cost and that of collective action, this paper introduces two key conceptual tools, respectively spatial governance cost and the cost of space governance. The former is that residents in different interests of the community use the game fighting for the public space. The latter refers to the additional transaction costs incurred by government, committee and residents negotiate to reduce the former one. Each cost forms a corresponding governance dilemma, thus we hypothesize that there are dual governance costs and two action dilemmas in community space governance and use it as a theoretical framework to conduct an empirical analysis. Secondly, taking the community governance process of installing elevators in Nanjing Garden Community as a case, we investigated various types of information and willingness from stakeholders. The study found there are indeed two costs in the process of installing elevators, the first one is the cost of compensation between high-rise households and low-rise households, the second one is the cost of negotiating and reaching consensus among sub-district office, neighborhood committee and different-interest residents. These costs intertwine and deteriorate mutually, which forms two dilemmas for elevator installing. Finally, based on the understanding of the cost and dilemma of community space governance, this paper proposes corresponding responses.

ADDRESSING MSP IMPLEMENTATION IN GREECE: THE CASE OF THE PILOT MSP PLAN IN THE MYRTOO SEA/ PELOPONNESE - CRETE PASSAGE

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The Maritime Spatial Planning (MSP) Directive (2014/89/EU) is a piece of legislation which establishes a framework for MSP aimed at promoting the sustainable growth of maritime economies, the sustainable development of marine areas and the sustainable use of marine resources. As part of the MSP processes, certain projects have been funded whose main objective is to assist the implementation of the MSP Directive in EU Member States (MS), covering European Seas. Such an example is the European program SUPREME: Supporting Maritime Spatial Planning in the Eastern Mediterranean (2017-2018). The general objective of SUPREME is to support the implementation of MSP in EU MS within their marine waters and to launch and carry out concrete, cross-border MSP cooperation initiatives between MS in the Eastern Mediterranean. In order to achieve these objectives, the project involves competent authorities in charge of MSP, as designated by the Governments of four EU MS (Croatia, Greece, Italy and Slovenia) and the UNEP/MAP Barcelona Convention. In detail, one of the major SUPREME actions is to undertake case studies that illustrate how the challenges of MSP implementation can be addressed, aiming to tackle concretely MSP local and transboundary issues in the selected case studies, anticipating and supporting the development of national MSP plans. In Greece, the implementation of MSP through SUPREME project is the first substantial effort to implement pilot MSP plans in the national marine environment. The Myrtoos Sea/ Peloponnese - Crete passage, as one of the five SUPREME case studies, forms the western boundary of the Aegean Sea, plays a crucial role in the maritime transport and is distinguished by its rich natural and cultural environment (Isle of Pavlopetri, Antikythera shipwreck, etc.). Challenges and prospects have been highlighted relating to the implementation of MSP in the case study and specific strategic planning guidelines have been formatted.

CHALLENGES AND PROSPECTS RELATED TO THE PROTECTION AND PRESERVATION OF THE CULTURAL HERITAGE THROUGH THE IMPLEMENTATION OF MARITIME SPATIAL PLANNING (MSP): THE CASE OF THE MYRTOO SEA/ PELOPONNESE - CRETE PASSAGE

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Undeniably, both interest in the marine and coastal areas and the cultural and environmental issues linked to them has been steadily increasing in recent years. In particular, in the Mediterranean area, the main European Convention regulating Environmental and Natural Heritage Protection issues is the Mediterranean Action Plan, signed in 1976 and updated in 1995 (MAP II) in Barcelona (the Barcelona Convention). Moreover, at an institutional level, with the Maastricht Treaty (1992), the issues of natural and cultural heritage have become one of the EU's main goals in the implementation of all its policies. In addition, culture is already recognized by many researchers, UNESCO and the United Nations as the fourth pillar of sustainable development (2030 Agenda and specifically SDG 11.4). In parallel, MSP bridges the gap between the concepts of geographical area and culture, as it is the necessary process to achieve cohesion in the (terrestrial and marine) areas and develop activities within them rationally, while ensuring the protection and preservation of the natural and cultural environment, taking into account the marine cultural heritage. Thus, starting from the above observations, this paper strives to contribute to investigating the challenges and prospects related to the protection and preservation of the cultural heritage through the implementation of MSP in the Myrtoo Sea/ Peloponnese - Crete passage, as one of the five case studies examined in the European program SUPREME: Supporting MSP in the Eastern Mediterranean (2017-2018). This Greek case study plays a crucial role in the maritime transport, suffering significant traffic load and is distinguished by its rich marine cultural heritage (Isle of Pavlopetri, Antikythera shipwreck, etc.). The main working hypothesis and the innovation brought about by this approach is the need to achieve coherence and interconnectivity among the actions taken in three inextricably linked areas: planning - marine area - culture.

BEAM ME UP, SCOTTY! CAN GOOD TOLD STORIES INFLUENCE MOBILITY PATTERNS?

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In mobility, many attempts have been made to influence the users' behaviour. Changing mobility patterns to reduce air pollution, less congestions and slow moving traffic is still on the agenda. Information campaigns, mobility policies and projects motivate people only to a certain attempt to rethink their behaviour. While traffic planning is mostly focused on engineering solutions, being mobile is very emotional e.g. conflicts, advertisements. This gap limits the efficiency and success of traffic planning. Therefore, we have to search for new methods to change to sustainable mobility. 100.000 years ago, humans developed their language. 27.000 years ago, humans began to paint in caves. 3.500 years ago, humans started to communicate with text. Guess to which system the human brain is the most adapted to? Good told stories are powerful. They have the power to connect information with emotion. Good told stories flood humans' brains with neurotransmitters and hormones. Those hormones (like Vasopressin, Oxytocin, Serotonin, Dopamine, Endorphins, ...) affect people. They become more focussed, creative, motivated, relaxed or bonded. Good Storytelling is not a given gift – Everybody is a storyteller from birth on. The problem is that this is almost forgotten. Choosing words, building sentences, creating a storyline, an excitement, training presentations and the voice are just a few of these forgotten techniques in some scientific and practical fields. In the field of economy and social science, storytelling is a well-established method. We planners are somewhere in between – on the one hand we try to communicate with stories, but on the other hand, we tend to elaborate complicate concepts and programs. Is storytelling a method to translate mobility planning to everybody? What are the advantages and risks? Why does a story that is well told has power to shift our understanding and our behaviour?

UNDERSTANDING TENSIONS BETWEEN UNIVERSAL SOLUTIONS AND LOCAL DEMANDS. THE CASE ON THE ACCESSIBILITY TO BASIC SERVICES IN NORTH-EASTERN PROVINCE, SRI LANKA.

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Rapid urbanization in South-East Asia is leading towards intensive urban developments bringing a considerable amount of economic vitality and investment opportunities, which is being even more intensively occurring in countries affected by war and political issues such Sri Lanka. Although these intensive processes brings considerable opportunities, it stresses the possibilities for inclusive and equal developments which leads to the shortage of infrastructure to provide accessibility to basic services amongst communities in the North Eastern Province. Nevertheless, policy makers, practitioners are facing the need to comply to ambitious agendas such as healthy urban environment, sustainable urban development, and creating resilient cities for climate change impacts. This generates the challenge between meeting global agendas with the demand to tackle local demands. In the context of Sri Lanka, cities such as Jaffna and Kilinochchi represent this tension between global agendas, local demands and global consumption. This tension promotes the lack the development of infrastructure to provide equal access to drinking water, waste management, education, energy and health care. This paper aims to analyze the accessibility and proximities of basic services in these underserved communities. This performance analysis of these cities will act as a form of measure to highlight the cascading consequences of these focus developments and rapid urbanization in South-East Asia. Moreover this will act as theoretical framework to understand how grounded solutions by practitioners or decision makers could promote more contextualized urban strategies that promote inclusive urban development aiming to provide equal access to services and facilities. In order to do so, this research will be based on the analysis of literature review about the tensions between global agendas and local demands, but also in a field visit in order to understand a grounded approach at the local scale and investigate the role of practitioners and decision makers within this discourse.

TOURISM CONCENTRATION IN BARCELONA – A DIACHRONIC PERSPECTIVE

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Tourism in Barcelona accounts for at least 10% of the city's GNP (Ajuntament de Barcelona, 2017) and there is little doubt of its importance for the local economy. In recent years, though, the Tourism in Barcelona has been accused of being predatory, mainly in the historical city center (Coldwell, 2017; Milano, 2016; Quaglieri Domínguez, 2018). The district of Ciutat Vella –which encompass the old, walled city before the annexation of surrounding towns and the construction of the district of Eixample in the late 19th century– is the main focus of discontent and protest by locals who feel that they are getting the worst of the situation. This paper uses a Case Study Research based on a Grounded Theory Method and it is an analysis of data collected in a previous study of a selection of travel guidebooks for the entire city (Morais, 2017, 2019). Travel guidebooks are a useful source of data on tourism destinations because, by being printed in different moments with different views, they present a comprehensive evolution of the Tourism Destination Image (TDI) of any given area (Gartner, 1994; Gritti, 1967; Jacobsen & Dann, 2003; Koshar, 2000; Lew, 1987; Smecca, 2009). This paper aims to shed light upon the history of this area of Barcelona through a study of travel guidebooks published from late 19th century to early 21st century and provide a historical foundation for future research. The main conclusion is that, although Barcelona's TDI has changed and expanded throughout the years (Cócola Gant & Palou Rubio, 2015; Garay Tamajón, 2011; Garay Tamajón & Canoves, 2011, 2015, Palou Rubio, 2009, 2016), the district of Ciutat Vella still clusters many of the major tourist attractions in the Catalan capital much like it did in the beginning of Tourism in Barcelona.

WALKING AGENCIES: A SOCIO-SPATIAL ANALYSIS OF STREET VENDING DISTRIBUTION AND STREET ACCESSIBILITY

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Many studies demonstrate that higher street accessibility with various amenities in close proximity produces higher walking movement. Meanwhile, a few studies indicate that street vendors often appear in a characteristic street, where numerous people might regularly walk, tracking dynamic walking movement in contemporary Chinese cities. However, no study has contrasted the two agencies to explore the correlation between fixed street accessibility and dynamic street vendors. Such correlation is fundamental to a better understanding of the different roles the two agencies on walking movement, particularly for the contradictory areas. A semi-structured interview with urban managers (n=11) regarding vending distribution, contrasting lower street accessibility at a city scale in Yuncheng, highlighted streets with contradictions at a micro-scale. Using on-site observations and semi-structured interviews with street vendors (n=37) and nearby residents (n=15), I further studied a cul-de-sac in the city centre and an unpaved street in the peri-urban area (i.e. the contradictory streets). The results reveal positive meanings of lower accessibility. In the city centre, due to the school district policy and children education, lower-income families prefer to live on the edge of the school district (i.e. lower accessibility to the school) and the cul-de-sac further offers lower accessibility around the edge (i.e. the lowest rents). It is similar to young people, but they balance between higher accessibility to work (i.e. the heterogeneous destinations) and lower living expense. In the peri-urban area, low accessibility with a lack of amenities produces a great opportunity for street vendors. They temporarily transfer the street into a hub for everyday commerce, serving a wide range of nearby residents. This outcome offers a way of understanding the specificity and multiplicity of walking movement, which, comparing the different walking agencies, explores the contradictory areas that lead to useful insights for making city policy.

PUBLIC SPACE AS A SOCIETAL TESTING GROUND

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If ever the ideal image of an agora applied to public space, its role of a publicly accessible space where societal transformation takes place is long lost. Today commercialisation, eventisation and privatisation dominate inner-city spaces. With smart technologies on the rise, questions of surveillance and state interference demand a discourse about the relevance of public spaces for social interaction and informal education. Instead, we observe disintegration and gentrification - an indifferent consumption of urban space rather than a critical engagement and social negotiation. In order to recover its ideal significance, public space needs to become a space of possibilities where active societal involvement and appropriation can take place in a playful manner - a testing ground for new societal concepts. Design led researchAn experimental approach offers the possibility to actively participate in urban development in a way that is easily accessible for everyone. Furthermore, planning processes need to stay ephemeral to be able to react to ever changing social and political conditions. Different communication tools like spatial interventions or the scenario technique are used to create public awareness and develop public spaces. Crucial questions are:- What are the criteria for this kind of public space?- How can design enable people to take action and get involved in social discourse? - How can process oriented design contribute towards a sustainable and resilient urban development?Case StudiesWith the focus on Stuttgart, where the conversion of the car-friendly city might open up new leeway, potentials and weaknesses of urban spaces in economically well-saturated agglomerations are identified. The research project is part of a transdisciplinary project team of the University of Applied Sciences developing strategies of knowledge transfer in connection to the International Building Exhibition 2027. During the course of research, various sites of the IBA 2027 will be evaluated and transformational processes implemented.

A TACTICAL URBANISM APPROACH TO ASSESSING ECONOMIC VALUE OF ACCESSIBLE PUBLIC SPACES

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About 1 in 5 persons in Canada are said to have some type of disability. With its rapidly aging population, the number will undoubtedly continue to increase. Our built environment—buildings, streets and outdoor spaces—must be able to accommodate people of all ages and abilities by eliminating physical barriers and supporting social life. Our previous study assessing the perceptions of the building industry in Canada revealed that they are interested in enhancing accessibility in their buildings, but have little information available to comprehensively gauge the potential economic benefits of producing such public goods. While ongoing refinement of given policy or design guidelines is an essential part of advancing accessibility in the built environment, a lack of clearer understanding for the economic feasibility of making buildings and public spaces more accessible is a critical gap in planning scholarship, which can hinder effective change. According to Lydon and Garcia, tactical urbanism is an approach to neighbourhood building and activation using short-term, low-cost, and scalable interventions and policies. This project employs a tactical urbanism approach as a way to: 1) test a set of accessible space designs in an urban setting; and 2) survey user preferences of the designed spaces (contingent valuation). We then analyze the economic benefits of implementing the design based on the preferences against cost of 'real' implementation. Our research findings can help the co-creation of accessible spaces by the building industry and governments by informing identification of possible cost-sharing strategies. Moreover, the use of a tactical urbanism approach will make valuation of the designed space experience-based, reducing the variability in participants' understandings of scenarios seen in conventional contingent valuation methods. The tactical urbanism approach will also likely lead to greater interests in accessible space creation and faster implementation than found in 'business as usual' planning processes.

STUDY ON THE BOTTOM-UP DEVELOPMENT PROCESS: A CHINESE URBAN REGENERATION MODEL

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ABSTRACT: Due to land system, housing property system and strong local controls, the urban regeneration in the Chinese context is mainly a top-down process, with normally unique-actor dominated. Today, however, with the intensifying social conflicts, increasing local demands, and the obvious social segregation, more attention is paid to the social problems and community development in urban regeneration process. In this background, more and more bottom-up development appear. This paper is based on the research of north district of Taikang Road in Shanghai, historical district of Lilong, which represents the pioneer case of this kind in China. Its local-based urban regeneration can also be considered as a patrimonialisation from below by diverse actors. To better understand the development process, the research applies a methodology combining the qualitative tools such as direct observation and structured interviews, with the quantitative analysis of statistic related to socioeconomic factors. In analyzing the initiation of local development idea, the participation and interaction of diverse actors, and the changes both on spatial and socio-economic aspects after the main process, purpose of this paper is to explore a better manner to mobilize the participation of different actors in the urban rehabilitation, especially in the upstream phase of planification, to build a bottom-linked-governance, and try to establish a more structured community-based transformation model in historical districts in Chinese context.

DEVELOPING A VALUE-BASED APPROACH FOR RAISING THE AWARENESS OF INDIA'S TANGIBLE AND INTANGIBLE CULTURAL HERITAGE

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This paper aims at exploring the implication of a value-based approach for exploring tangible and intangible cultural heritage, by discussing scholarship on value-based heritage assessment against a purposely selected case study in India, the city of Surat. This latter is challenged by rapid urbanisation which could lead to disregard historical values in favour of real estate assets; however, it also aspires to exploit the potential of heritage tourism by raising awareness on tangible and intangible heritage. The Riegl position of heritage as expression of *Kunstwollen* allows reinforcing a holistic vision of tangible and intangible heritage as intertwined, and supports the implementation of a value-laden conceptual framework that encompasses heritage tourism as an instrument for achieving multiple purposes. This paper presents the preliminary results from a research conducted in partnership with the Indian city of Surat. The discussion of the case study provides evidence on the efficacy of such an approach both for making explicit the values embedded into the heritage, and for eliciting a constructive discussion amongst value-givers, i.e. local stakeholders. The suggested methodology, tested again a single case study, holds the potential to be applicable in similar contexts.

STUDIES ON THE STRUCTURAL PERFORMANCE OF THE BUILDINGS DESIGNED BY ITALIAN ARCHITECTS IN ALBANIA DURING THE PERIOD 1920-1929'. CASE STUDY, ASSESSMENT OF THE TIRANA MUNICIPALITY BUILDING

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This study will focus on the context of Tirana's historic buildings, designed during the 1920-1929s. Selecting the object, its influence and its values in the city, structural performance, which will be further analysed and compared with the European context, Italian architecture and other known cases of these buildings. Tirana represents a very special occasion, unique in terms of intertwining Italian architectural design with Albanian motives. This feature has resulted from many political, economic and social factors of the time that fundamentally changed the way of vision and architectural conception in our capital. Since then a long time has passed, now the architectural-structural vision of modern Tirana is changing but preserving the most valuable part and the beauty of old architecture. Referring to the buildings in the study we can say that they are "neglected" in their structural aspect. These buildings, being the main axis and the capital's identification, have been constantly restored to their façades in aesthetic terms, mainly in painting and plastering. There has never been any structural restoration or anti-seismic retrofit. The main difficulty in rehabilitation of historical monuments is the dominance of ambiguous but compelling values of the structure that comes across with the transparency and ease of structural techniques in reducing seismic hazard risk on buildings. The gap between these two different classes of issues is similar to the gap between art and science and reconciliation can be achieved only based on morals. Municipality Building, designed by Arch. Florestano Di Fausto 1928, is selected to be analysed, since it is considered the most historical and significant architectural value for the city, also a key point. It's a good case to be studied, apart from the structural problems, is also important the debate for the future of these buildings called "heritage".

SOCIAL LEARNING IN CONTESTED URBAN PLANNING: THE CASE OF THE MINHOCÃO, SÃO PAULO

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Social learning through contestation – i.e. the clashing and negotiation between frames held and defended by different individuals and groups – is a crucial process determining the how of transformative planning. Social learning denotes the exchange and building of knowledge and skills between two or more individuals interacting. This process enables contesting frames to change or to be reinforced through the exchange of arguments, knowledge and skills. In some cases, the lack of such exchange can also be crucial: a way to keep power and avoid (undesired) change among powerful actors. Social learning can be a method for transformation – although careful considerations must be made when trying to instrumentalize it. This article presents the case of the Minhocão in São Paulo, Brazil, to show how social learning occurs in a highly contested urban planning process and within a context of political turmoil following recent elections. The Minhocão is an elevated highway in São Paulo, Brazil, which has been used as public space on weekends and as a main traffic artery during the week for decades. Currently, the space is contested in terms of whether it should be turned into a park, demolished, or kept as it is – with repercussions for accessibility and social inclusion in the neighborhood and beyond it. Participatory events have allowed actors with different views to interact and to attempt to impact the public, political and planning debates on the subject. This article describes the process of frame contestation through social learning in interactions about the Minhocão. It thereby shows that social learning is determinant for how frames can become aligned, amalgamated or alienated, and ultimately for the transformative potential of planning. Finally, the article reflects on whether and how social learning can be instrumentalized as a method for transformative planning.

STUDY ON TYPOLOGY OF SHARING SPACE IN TRADITIONAL CHINESE CLOSED COMMUNITY IN URBAN DESIGN

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In the traditional Chinese planning concept, huge is an over-respected concept. The traditional urban planning model pursues a grand scale and exhibits a dense spatial feature. Under the influence of modernism, urban forms are distorted and urban spatial scales are unbalanced. Under the influence of China's traditional urban spatial planning concept, many closed communities were built, and they were able to self-sufficiency and form a closed operating system. With the development of social economy, sharing is called a new social mainstream, and this closed system is gradually unable to adapt to the new urban spatial form. This paper conducts a typological analysis of traditional Chinese closed communities. Under the background of shared architecture and urban morphology, it analyzes two types of closed community space to urban sharing: one is the internal space of the community shared to the city, and the other is the community's external space shared to the city. Moreover, the article takes the shared concept design of the edge space of Huizhongli community in Beijing as an example, and provides a reference for the open transformation design of traditional Chinese closed communities, and proposes that the traditional closed community sharing to the city is a feasible urban space direction of development.

TOWARDS THE COMPACT CITY TODAY: THE RELATIONSHIP BETWEEN THE VARIOUS HOUSING INTENSIFICATION APPROACHES AND THE SENSE OF BELONGING AND COMMUNITY AFTER THE INTENSIFICATION IN INNER LONDON, A CASE STUDY OF INFILL DEVELOPMENT.

Wang L.

Tongji University

The increasing population has beyond the theoretical maximum land capability in inner London now. As an effective solution to the current housing issue, “the compact city” strategy has been proposed in London Plan since 2004. Over the last decade, how dense could the city achieve through various intensification approaches has been discussed widely, whereas the study of the physical and social features after the intensification shows inadequate. This essay mainly focuses on the liveability of newly intensified urban developments in London, and endeavours to find out how the factors of intensification approaches in inner London would influence the overall sense of belonging and community in the intensified communities. To illustrate the above relationship, a framework of the various intensification approaches and an evaluation criteria of the overall sense of belonging and community can be concluded from the past research. In various intensification approaches, three physical aspects, the housing typology, the intensification strategy and the leadership, have main influence on the overall evaluation. Furthermore, a case study of mid-rise infill development, the Highbury Gardens in Islington, will be evaluated quantitatively and qualitatively to figure out the relationship between the three physical aspects and the overall social evaluation as an example. After the above analysis, this essay will discuss the relationship between the three physical aspects and the overall sense of belonging and community in the infill development. Then, to show the universality of the influence of the three physical aspects on the sense of belonging and community after the intensification, this thesis will compare the three physical aspects of housing intensification in London with that in Shanghai. In different contexts, elements in these three aspects and the relationship between them shows different, however, the mechanism of their influence on the sense of belonging and community shows similar.

TRANSITION MAKES DIVERSITY: AN URBAN MORPHOLOGY RESEARCH ON XI'AN OLD CITY

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It is profound history background and diverse cultural heritage that make unique charm of cities, which present in urban morphological layers of different historical stages. The changes of urban morphology contain the logic and rationality of urban planning. The diverse spatial morphology of Xi'an Old City today is the result of compression, superposition and collage in various historical periods, which formed in the process of responding to the impact of history transitions. The article takes urban morphology of Xi'an Old City as the research object. Xi'an is the starting point of the land-based Silk Road connecting Europe with Asia and the capital of 13 dynasties in Chinese history. The spatial morphology in the Sui Dynasty (581AD-618AD) and Tang Dynasty (618AD-907AD) was a new creative urban planning based on the accumulation and evolution of former capital cities, which also had a far-reaching influence on contemporary capitals of Japan and Korea. This period laid the cornerstone for today. In the Mongolian Yuan Dynasty (1271AD-1368AD), the re-planning of Hui Muslims' communities was an essential factor influencing the urban morphology. Then the large-scale expansion and reconstruction plan in the Ming Dynasty (1368AD-1644AD) and Manchurian Qing Dynasty (1636AD-1912AD) made the city a hub and fortress of central and western China, leaving the most details for today. Since then, Western architecture and urban planning concepts also exerted impact. The article interprets and reorganizes the compacted and collaged urban morphology of Xi'an Old City through study of historical maps, images, Chinese and foreign literature and critical thinking on existing research. The accurate and comprehensive cognition of challenges and responses in the spatial morphology development can offer a case study for East Asian urban planning history; provide basis and guidance for protection, restoration, regeneration of local historical environment and lively inheritance in contemporary urban renewal.

A RESEARCH ON RELIGIOUS ARCHITECTURE HERITAGE AND HISTORICAL CITY'S RESILIENCY: TAKING XI'AN OLD CITY AS AN EXAMPLE

Wang R.

Tongji University

A city with long-lasting vitality and resiliency is a collage city that adapts to cultural and social evolution as well as being constantly renewed and regenerated in its continuation. A comprehensive and accurate research of architecture heritage will provide a solid foundation for enhancing resiliency of historical cities. Xi'an is the starting point of the land-based Silk Road connecting Europe with Asia and the capital of 13 dynasties in Chinese history. The article takes existing historical religious architecture and blocks in Xi'an Old City as the research object, including: ① Han Buddhist-temple system and Taoist-temple system belong to various sects, which were established in Tang Dynasty (618AD-907AD); ② The school system centered with Confucius-temple thrived since the Northern Song Dynasty (960AD-1127AD); ③ The Hui Islamic mosque system has a profound impact on urban morphology since the Mongolian Yuan Dynasty (1271AD-1368AD) and formed a unique appearance in the long-term localization; ④ As a symbol of the unified multi-ethnic empire, the Lama-temple was built in the Manchurian Qing Dynasty (1636AD-1912AD) to strengthen the control of Tibet; ⑤ Since Qing Dynasty, the Catholic and Christian architecture system had played a key role in the modernization of Xi'an City. Through interpreting Chinese and foreign historical documents, field surveying and mapping, critical thinking on existing research, and comparative analysis with the same type of architecture heritage in East Asia, the article comprehensively recognizes the value and significance of the religious architecture heritage system in Xi'an Old City. It provides accurate and appropriate reference for its protection, restoration, regeneration and utilization, so as to enhance the domestic and international popularity of the city. These religious architecture heritages are not only the material assets left over from history, but also the precious cultural resources needed for future development. Incorporating them into modern society and life can fundamentally enhance the old city's resiliency.

MANAGEMENT AND CONTROL SYSTEM OF SHANGHAI HISTORICAL AND CULTURAL AREA IN PAST AND FUTURE: A CASE OF XINHUA ROAD HISTORICAL AND CULTURAL AREA

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The conservation planning of Shanghai historical and cultural area is the base of maintaining the urban historic landscape in Shanghai. However, the management and control system face some problems because of the changing external conditions and new concepts during the transition. It's very necessary to explore optimized methodology to deal with the landscape transition. The current management and control system of Shanghai historical and cultural area includes different types of control index, among which the building height control is especially crucial to protect urban heritage and upgrade cityscape quality. This paper presents the building height control of Shanghai Xinhua Road Historical and Cultural Area and assess the conservation status to explore the highlights and problems of the building height control in existing management and control system. The research divides into two levels: middle level (core protection scope and construction control scope of historical and cultural area) and micro level (excellent historical architecture and historical and cultural sites under government protection). The assessment is reviewed through the qualitative assessment and quantitative assessment. The result shows that the existing building height control is lack of effective legal restraint, scientific analysis techniques and the consideration of area outside the historical and cultural area, which leads to the destroy of overall urban landscape. Some suggestions are put forward in the perspective of HUL to protect historic urban landscape in order to optimize the coexistence of contemporary architecture and historical environment as well as offer some essential value and reference for urban protection and development in Shanghai in the new stage.

LANDSCAPE RENOVATION DESIGN OF INDUSTRIAL HERITAGE AS A CATALYST FOR URBAN REGENERATION—A CASE STUDY OF THE ABANDONED COOLING TOWER OF BEIJING GAOJING THERMAL POWER PLANT

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Since the 21st century, with the industrial transformation and structural adjustment of cities, traditional industries have gradually declined, and a large number of abandoned industrial heritages have been produced in cities. Due to the unique historical value and transformation potential of industrial heritage, the landscape renovation design of industrial heritage has gradually become a hotspot in urban regeneration. However, at present, Designers often pay too much attention to the functional upgrading and spatial improvement of industrial heritage itself. As a result, there is lack of links between most of industrial heritage projects and the surrounding environment in terms of function and space. These projects have neither improved the living quality of the surrounding residents nor achieved the anticipated economic efficiency. Therefore, this paper focuses on how to fully utilize catalysis of industrial heritage in urban regeneration which can enhance the vitality of the surrounding urban space on the basis of the traditional transformation of the industrial heritage, so as to help achieve sustainable urban transformation. Taking the abandoned cooling tower of Beijing Gaojing Thermal Power Plant as an example, this paper attempts to transform it into a building complex that can meet the needs of cultural and creative industry, art exhibition, business office and residents' leisure activity, through the functional replacement of the cooling tower and the use of the special shape and structure of the cooling tower, and makes it a catalyst node that can drive the development and transformation of the surrounding areas. On this basis, through the implementation of many strategies such as functional transformation of the surrounding abandoned land, restoration of green space, and connection of the surrounding urban space, it will further promote the transformation of peripheral industries and the development of regional economic.

EFFECTS OF HIGH-SPEED RAIL-INDUCED ACCESSIBILITY CHANGES ON URBAN DEVELOPMENT. A STUDY OF THE NEW BERLIN-MUNICH RAIL LINE.

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The wider effects of transport infrastructure investments are still subject to debate in transport economics and planning. Direct effects, such as travel-time savings, are generally accounted for in cost-benefit-analyses. Indirect or wider effects, such as network economies or knowledge spillovers, and, as a consequence, changes of firm and household locations, are much more difficult to pin down. Such effects are of great interest for urban planning and regional policy however, as they can potentially influence disparities between regions and induce urban development. During the last decades, High Speed Rail (HSR) has received political support, not only due to these presumed development effects, but also its role in the transition to a greener economy, as a substitute for air transport. Especially where it connects previously poorly accessible places, it provides good case study situations for impact analyses. Several recent studies, mostly using a NEG framework, have found new HSR stops in peripheral locations to induce substantial growth and urban development. However, HSR might also 'drain' newly connected regions of their endogenous knowledge resources and induce suburbanisation. Most studies cover the fast-growing Asian networks, while there is comparably little work on European cases, particularly within federal systems. This paper presents the preliminary results of an ongoing project that studies the effects of new HSR infrastructure on firm locations and the urbanisation in the surroundings of stations, using a mixed-methods approach of accessibility analysis, difference-in-difference analysis, and interviews. The case study is the HSR line between Berlin and Munich, Germany, opened between 2015 and 2017. The first results show that while accessibility reductions due to discontinued parallel services are mostly offset by other gains, no robust effects on firm locations can yet be found. The study also underlines the importance of additional factors, such as service frequency and station location, as important conditions.

URBAN GOVERNANCE AND LOCAL WATER CONTROL

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Issues related to water resources are increasingly evident in urban planning and development. Cities worldwide are dealing with a wide range of these issues, including flood exposure and fresh water distribution. A general shift has been to view water issues more in terms of local urban development. This paper reviews a series of urban governance arrangements to argue that cities and their regions show signs of increasing inter-local conflict, bargaining and local partnerships. This is particularly the case in urbanizing decentralized contexts. As a consequence, water resources are increasingly compromised by local political action, inter-local rivalry and unilateral control. The paper points to the need to establish more specified opportunities for water governance to transcend inter-local rivalry, and establish further understanding about the value of water in the context of urban development coordination.

ANALYSIS OF PLANNING MODE OF SMALL BLOCKS FROM THE PERSPECTIVE OF ECONOMIC BENEFIT: A CASE STUDY ON “ONE BLOCK” PROJECT IN DUJIANGYAN, CHINA

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The urban problems brought about by the planning mode of “wide roads and big blocks” in the city have gradually become prominent. The planning mode of “small blocks and dense road networks” has replaced it as a new mode advocated in urban planning and design. Existing researches on the planning model of small blocks focus on the adaptability of its planning methods and implementation, but less from the perspective of economic benefits. “One Block” is a planning project about small blocks that has been successfully implemented in Dujiangyan, China. This paper takes this project as an example to analyze the economic benefits of small blocks planning from four aspects: land, transportation, public resource use and social management. The analysis found that small blocks are beneficial to improve land use efficiency and land value. High traffic efficiency in small blocks can reduce transportation costs. High public transportation accessibility and public resource sharing also contribute to the high efficiency of public resource use and lower costs. The high vitality and integration in the small blocks can reduce costs of social management. Meanwhile, the study shows that compared with the big block, the small block has obvious economic benefits, which provides a more solid basis for promoting the planning mode of small blocks.

ADAPTATION TO CLIMATE CHANGE: IMPACT OF UNDERGROUND SPACE DEVELOPMENT AND UTILIZATION ON HIGH GROUNDWATER CITIES TO BUILD “SPONGE CITY”

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Under the background of global climate change, the frequency and intensity of extreme weather and climate events are increasing. Especially in cities with high groundwater level, urban waterlogging is easily formed, which directly affects urban safety. The concept of China's “sponge city” originated from the attention paid to urban drainage and waterlogging prevention which means that cities have good “resilience” in adapting to environmental changes and coping with disasters just like sponges. Yet, under the construction goal of “sponge city”, the development and utilization of urban underground space is a fait accompli, which has its inherent vulnerability to floods. If the development and utilization of underground space not only hinders the natural infiltration of rainwater, but also increases the vulnerability of cities to waterlogging, then the development of underground space in cities with high groundwater level is a way to put the cart before the horse. Therefore, how will the development and utilization of underground space affect the formation of urban rainfall, runoff and waterlogging disasters? Is it aggravating the disaster or mitigating the process? Taking Shanghai urban area as an example, this study simulates the process of rainfall-confluence, analyses the waterlogging disaster of underground space, the impact of underground space development and utilization on the construction of sponge city, and how to better play the role of underground space to make the city livable and climate-proof. Through preliminary study, we have found that underground space has dual characteristics for waterlogging and flooding, and its development does not affect rainfall yield and confluence.

SPECIAL BUILDING TYPES IN LILONG, THE OLD RESIDENTIAL AREA IN SHANGHAI– LILONG MANSION

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Since 1860s, Lilong was built on a large scale in the Shanghai's concession. Unlike Lilongs in other regions, Lilongs in Lao Chengxiang, the origin of Shanghai, were not unified development after the concentration of property rights, and the formation of most of them was due to the land owner changing the original house to the style of the Lane. In the course of this change, the houses in the residential area are hierarchically differentiated due to the difference in the identity and wealth of the land owner. Different types of houses, such as, the independent Lilong houses, the General Lane houses, and the shop houses, are intertwined in Lao Chengxiang. There was a kind of houses which was different in the form, grade and location from the general Lane houses. These kind of houses, called as Lilong mansion in this study, showed social structure at the time and influenced the structure of the whole residential area. Because they emerged because of the owner's own remodeling, the styles and details of the Lilong Mansion and its relationship with other surrounding buildings presented a variety of different states. The Lilong mansion is reminiscent of the palaces emerges in Renaissance Europe. Through the study of Lao Chengxiang, the special status of Lilong Mansion the physical structure, style and style of is analyzed. Through the interpretation of this particular type of buildings, it is understood that the other side of the unified development is eliminated. As a unique product of Shanghai's special historical period of development, Lilong Mansion has important value for the study of Shanghai residential architecture development and the social changes reflected in the urban spatial structure at that time.

THE EVOLUTION OF URBANIZATION SPATIAL PATTERN AND ITS VALUE-ADDED HIERARCHY DIVISION IN THE CONTEXT OF CHINA'S NEW URBANIZATION TRANSITION: A STUDY OF THE PEARL RIVER DELTA AND ITS HINTERLAND

Xu H.

Tongji University

In recent years, as China's economy has entered a transition period of medium and low-speed growth, the New Urbanization policy has been put forward. The policy pays more attention to the overall consideration of urban space, economy, society and ecological environment, whose core is people-oriented and goal is to promote harmonious and sustainable development. Meanwhile, a new round of international division of labor in the process of economic globalization is leading to the structural transformation of the Global City-region. The original spatial economic structure of regional cities is changing from "industrial chain" to "value chain", which has a profound and lasting impact on the spatial pattern and functional structure of the region. In this paper, 21 cities in the global city-region Pearl River Delta and its adjacent hinterland are taken as the research objects, and the time evolution span is 2005-2015. With the help of ArcGIS spatial analysis method (spatial autocorrelation test, spatial interpolation simulation, etc.) and SPSS statistical analysis model (correlation analysis, regression analysis, etc.), the analysis and explanation are carried out based on value-added hierarchy of the Labor Division Theory. Firstly, summarize the evaluation indicators of new urbanization and the evolution characteristics of urbanization spatial pattern of cities, and classifies them according to the evolution rate of urbanization and the strength of spatial pattern correlation. Secondly, low-end manufacturing, high-end manufacturing and productive service industry are selected as corresponding indicators of low, medium and high value-added hierarchy, and the output growth rates of these three industries are calculated respectively. Then, analyze the evolution characteristics of value-added hierarchy division of cities and classifies them. Thirdly, the evolution rates of new urbanization and industrial output in three value-added hierarchy are analyzed by regression. The scatter plots of the two classification results of cities are drawn to analyze the relationship between them.

RESEARCH ON SPACE OF AUTONOMY IN BEIJING HUTONG BASED ON RESIDENTS' SPONTANEOUS RENEWAL——EXPLORATION AND PRACTICE OF DASHILAR AREA

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Beijing hutong has a long history of autonomous green space construction, as the main body of green space renewal, community residents have great spontaneity and initiative. With the promotion of Beijing's "leave blank space and increase green space" policies, the bottom-up autonomous green space micro-renewal based on residents' spontaneous renewal has been paid more attention, giving full play to the spontaneity of residents is of great significance to preserve the authenticity of community life, landscape management and maintenance, community power cohesion. This paper firstly combs the development process of the community organization form in Dashilar area, analyzes the types and organization patterns of the existing hutong green space, and clarifies the challenges faced in the renewal process. Then combined with field research results, the paper analyzes the characteristics of the cultivation space, construction materials and plants selection in hutong. Finally, combined with specific examples, the realization of the autonomous green space in hutong is discussed from three aspects: organizationa form, greening mode and solution innovation. Through the practice during Beijing International Design Week in Dashilar area, the paper shares the green space renewal experience.

CONSERVATION OF TRADITIONAL FISHERY LANDSCAPE IN THE CONTEXT OF CULTURAL LANDSCAPE -- A CASE STUDY OF LONG ISLAND IN NORTHERN CHINA

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Traditional fishery landscape is a typical cultural landscape of islands and seaside cities, which emerged from the long-term interaction of the natural and anthropogenic environment. Recent studies have emphasized that such special cultural landscape has multiple values in terms of presenting and forming better local landscapes, it is hence recognized that cultural landscape should be carefully conserved in modern urban development. This paper aims to examine the endangered traditional fishery landscape in Long Island, China, to evaluate such cultural landscape's impact in rapid developing Chinese villages. In last decade, Chinese villages have been vigorously developed to meet their economical requirement. Especially seaside villages which has been transformed into tourism site for its physical landscape. However, such transformation led to local fishermen abandoned traditional fishery industries to homestay business. Resulting serious threat to local distinctive fishery landscape. By evaluating challenges to the site and the value of local fishery landscape, and recommending future strategies for sustaining local villages' cultural landscapes, this paper is expected to provide a preliminary first step for safeguarding similar fishery landscape in future for other seaside villages' development.

A SPATIAL INFLUENCE ANALYSIS OF TAIPEI AND KAOHSIUNG METRO RIDERSHIP ON TRANSIT-ORIENTED DEVELOPMENT CHARACTERISTICS

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Transit-oriented development (TOD) has been recognized as a tool for integrating public transit and land use by urban planners. It strengthens the usage of a public transit system and urban land in high-density cities, such as any kinds of cities in Taiwan. The 5D of TOD characteristics which affect the metro ridership includes density, diversity, design, distance, and destination. We use population density for land use “density”, number of firms for land use “diversity”, number of station exits for urban “design”, ratio of elderly and children for “distance” to a transit station, and transfer station dummy for “destination” accessibility. Previous researches also show that land use characteristics influence transit ridership. However, these studies didn’t show how land use characteristics would spatially influence ridership. The purpose of this study is to explore the relationship between land use characteristics and metro ridership at different scales of station-level in Taipei and Kaohsiung. This study uses a database from Taipei and Kaohsiung Metro Company to explore the relationship between ridership and land use. We set up three rings of the service coverage areas according to the distances to MRT stations at 300, 600, 900 meters, respectively. We would use the ordinary least squares (OLS) and the geographically weighted regression (GWR) model to find global and local ridership factors. Our preliminary results show that the number of firms and transfer station dummy have significant impacts on the metro ridership. It means that the higher the station level, the higher the number of firms. Due to the fact that “Forward-looking Infrastructure Development Program” has been implemented in Taiwan, we need to have the complete set of indicators to make sure that the program would be successful.

HEALTH-ORIENTED GREEN INFRASTRUCTURE PLANNING: A CASE STUDY OF SHENZHEN-SHANWEI SPECIAL COOPERATION ZONE, CHINA

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Abstract: Contemporary ecological models of public health prominently feature natural environment as fundamental to ecosystem services that support human life, health, and well-being. Green infrastructure planning enables the natural environment to better perform its ecosystem services to promote public health (Coutts and Hahn, 2015). In the context of “Healthy China” policy, the increasing concern on quality of life has brought health as a key issue in urban development, which increase the significance of green infrastructure in planning. By reviewing related literature, this paper establishes a theoretic framework of relationship between green infrastructure and public health and identifies factors include air quality, physical activity, stress emotions and social contacts. Based on this, health-oriented green infrastructure planning is proposed in this paper. At the macro scale, a patch-corridor network is developed to support biodiversity. At the meso-scale, urban green space network is developed to improve air quality and provide landscape recreation, and at the micro scale, multi-dimensional green spaces are developed, in order to promote physical activity and social contacts. This paper selects Shenzhen-Shanwei special cooperation zone (SSCZ), China as a case for a demonstration. According to the above approach, the paper proposes the development strategies of health-oriented green infrastructure planning: 1) adopt the method of spatial overlay analysis based on vertical ecological process to develop green infrastructure network. 2) integrate green technologies into site design to develop multi-dimensional green spaces. It provides a reference for relevant planning practice. **Keywords:** Green Infrastructure; Human Health; Urban planning; Ecosystem Services; Shenzhen-Shanwei special cooperation zone **Reference:** Coutts, C., Hahn, M., 2015. Green Infrastructure, Ecosystem Services, and Human Health. *International Journal of Environmental Research and Public Health* 12, 9768–9798. <https://doi.org/10.3390/ijerph120809768>

CORRELATION BETWEEN LUNG CANCER INCIDENCE AND URBAN BUILT ENVIRONMENT: AN EMPIRICAL STUDY OF 341 CHINESE CITIES

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At present, a large number of articles on the relationship between respiratory health and the built environment are mainly for case studies of specific regions or cities, and there are few studies at the regional and city levels. Current studies focusing on correlation respiratory health and the built environment are mainly case studies of specific regions or cities. More research is needed at regional or national level. This study, therefore, adopts the data of 341 prefecture-level cities in China to explore the lung cancer incidence and urban built environment at national scale. Based on the literature, this study includes seven built environment explanatory variables that may affect the incidence of lung cancer in the model, including urban population density, road area per capita, park and green space per capita, industrial land per capita, sewage treatment ratio, water use ratio, and domestic garbage treatment ratio. The methodology selected for this model is Geo-detector, which has been adopted in health geography to explore significant factors and their cross-effects. The study is concluded with suggestions to improve urban built environment for respiratory health in the field of urban planning and design.

TRANSFORMING LUOYANG GREAT SITE: CONSTRUCTING THE HISTORICAL AND CULTURAL LANDSCAPE NETWORK OF GREAT SITES BASED ON THE PERSPECTIVE OF LANDSCAPE ECOLOGY

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Great sites are collections of historical heritages within a certain range of space. With the rapid urban-rural transition, they are characterized by large spans of space and time, multi-layered ecocultural context, spatial separation and cultural relevance of their historical components. However, owing to the Lack of systematic consideration of above-mentioned characteristics, some problems are facing the transformation of great sites related to isolated relics conservation, weak spatial correlation, and poor environmental coordination. In this regard, landscape ecology - a discipline that studies the function, structure, and process of a landscape - pays attention to the systematic research on different landscape elements and emphasizes the holistic integration of a landscape network. Therefore, ideas from this theory could cater to the solution of those practical problems and make great contributions to comprehensive guidance for conserving and transforming great sites. Specifically, in this paper, the elements system of historical and cultural landscape network were corresponded to components of landscape ecological network including patches, corridors, and matrix. In addition, through systematic construction and overall optimization, discrete historical and cultural landscape units were efficiently integrated on the regional scale to form an orderly “patch- corridor-matrix” historical landscape network for resource utilization of built heritage and their surrounding environment. According to the research on the protection planning of Luoyang Great Site, this paper firstly elaborated the identification of the heterogeneous heritage patches and the delimitation of ranges for patch protection and edge buffer. Then connectivity of the corridor network within historical and cultural landscape was constructed, as well as the classified development guidance for differential corridor space. Furthermore, various control measures were proposed based on different urban-rural matrices. As a result, this paper succeeded in optimizing the conservation and transformation of the Luoyang Great Site landscape.

SOCIO-SPATIAL DYNAMICS IN COOPERATIVE HOUSING: A BRUTALIST ESTATE AS SHARED AND CONTESTED HOME FOR A COMMUNITY

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Since the 1970s, the shift from state-sponsored to market housing is largely associated with the failure of architectural attempts to produce modern housing that fosters viable communities (Cupers 2014, Bristol 2004). Appositely, increasingly neoliberal policies address housing as an economic investment, stripping it off its role as the site for identity, community, and collectivity. Challenging these assumptions, this study focuses on the socio-spatial dynamics of the Brutalist 'Beit Be'eri' cooperative housing estate, built in Tel Aviv in 1965. The large estate of 192 units, cooperatively managed by elected representatives since its opening, is a living example of a long-lasting, functioning community. Moreover, the community withstands high real-estate pressures on their centrally located estate by turning down a lucrative redevelopment proposal for replacing it with residential towers. What has made Be'eri viable when compared to other Brutalist estates? What can we learn from Be'eri to re-consider our designs in the service of fostering community? Based on ethnographic, archival, and architectural research, this study delves into the reciprocal relationship between community and built environment to highlight two key findings: the role of the estate as the object around which social and communal interaction develop—revolving management of the shared parks, walkways, roof and parking; and the role of conflict and confrontation over usage of collective spaces in fostering community. Struggles and solidarities form over birthday parties, roof annexation, maintenance costs, and many other everyday life interactions. This paper portrays the ways in which the cooperative management of the large estate shapes and consolidates a strong community—due to frequent everyday struggles, not in spite of them (Mouffe 2005). While fostering a critical view on the notion of community, this study reveals that the Brutalist estate provides values of identity and belonging for its residents in the context of a neoliberal housing bubble.

RESEARCH AND TRANSFORMATION OF CONFUCIAN TEMPLES BASED ON MORPHOLOGICAL TRANSLATION OF HISTORICAL INFORMATION: A CASE STUDY OF THE PROVINCIAL CONFUCIAN TEMPLE IN HENAN

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In contemporary society, Confucius's spiritual images and historical memorials within temples serve as the main elements for safeguarding the heritage of Confucian temples. However, as a sacred troupe of ritual architecture constructed in a feudal society influenced by Confucianism, Confucian temples present a golden heritage as a whole through the ritual combination of individual buildings. Therefore, researching and restoring overall layout of the building group is the key to rediscovering the legacy of Confucian temples. In this regard, the spatial paradigm of all Confucian temples was firstly analysed. Then, the principle "remaining essentially the same despite all apparent changes" was concluded as the unifying characteristic of Confucian temple's overall layout. Both integrity and diversity were identified to emphasise the core value of overall layout in protection of Confucian temple heritage. In addition, this research paper re-discovered overall layout of a Confucian temple in modern space using the methodology of morphological translation of historical information by choosing the provincial temple of Confucius in Henan as an example. Specifically, based on the above-mentioned characteristic of Confucian temples, the spatial information of every single building in the complex was firstly superimposed and integrated into a spatial relationship system. This constructed system included the prediction of vanished parts by morphologically translating the historical information about the provincial Confucian temple in Henan. The information was collected from immovable relics and archaeological excavation, study of historical literature, illustrations of historical maps and aerial photography. Moreover, the diachronic evolution of this temple was also accordingly inferred and deduced. As a result, the overall layout was proposed as one additionally virtual object for heritage protection, and its restoration under forms such as "marking by pavement" was suggested as a heritage transformation process which could be resiliently undertaken to sustainably display the integrity of the Confucian heritage.

E·HOUSE - THE INTERNET RESIDENTIAL SYSTEM BASED ON THE THEORY OF OPEN BUILDING

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This article will discuss a residential leasing and customization system for young people relying on information technology such as the Internet and cloud computing and building theories such as Open building and SAR system. The system is designed to solve the problems of housing difficulties, difficulties in transformation and relocation in the existing housing system and to simplify the procedures for renting, transforming and relocating households through standardized platform operations. At the same time, the system also allows the construction side, parts manufacturers in the same standard system to work with each other to improve production and construction efficiency and ensure project quality. The entire system consists of two parts of hardware and software. The hardware part of which we refer to the Japanese SI system, which is divided into structure and filler. It's purpose is to allow the building to accommodate a variety of living spaces. Structures include residential structures, public pipelines, elevators and rooftop solar photovoltaic panels; filler bodies include prefabricated wall panels, entry pipelines, furniture electrical appliances and floor ceilings and structural components. The software includes the foreground interactive system and the back-end processing system. Through the foreground interactive system, the tenants can realize the purpose of finding a house, renovating a house and relocating a house. The backstage system mainly aims at the operators, constructors and parts manufacturers. The function of the system is to send specific needs of households to different departments.

RESEARCH ON THE MARKET ALLOCATION MODEL OF POLICY-BASED HOUSING FROM THE PERSPECTIVE OF PLANNING GAIN

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Under the market economy in China, the allocation of residential land for policy-based housing is an essential guarantee for middle- and low-income residents to live in the city. Based on the perspective of planning gain, the market allocation model is cognized and characterized. It is proposed that the allocation of policy-based housing is a way of planning gain, and provides an environmental basis for social integration. Based on the difference of spatial form between commercial housing and policy-based housing, the internal capital logic and the role of the government and the market are studied. It puts forward that the single economic attribute of "commercial housing for policy-based housing" model leads to the mismatch between the beneficiary and the cost side, and causes social contradictions in the mixed community. Therefore, Optimizing the connotation of planning gain, expanding the allocation channels for policy-based housing by introducing "traffic +", "employment +", "service +", and encouraging public feedback to realize urban land value-added sharing. In the end, improving the role of the local government and the market, and "supporting housing by production "to promote the comprehensive development of middle- and low-income residents in the city.

MULTI-VALUE PATHS OF CULTURAL SITES CONSERVATION IN CHINESE HISTORICAL CITIES -A CASE STUDY OF XI'AN

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The conservation of cultural sites has been a heated debate in European, North American and Asia heritage studies. Influenced by international experiences, the conservation of ancient sites in China was initiated from the Law of Cultural Relics Protection in the 1980s, aiming at legislating cultural heritage conservation. From the 1990s to date, the contradiction between cultural sites conservation and rapid urbanization process has received increasing need to investigate new approaches. In this sense, like other historical cities, Xi'an has experienced a profound social, economic and cultural transformation through a series of cultural sites conservation projects (including construction of new heritage parks, public spaces, museums et al.). Despite Xi'an is characterized by a large number of cultural sites within the urban area, more effective methods to integrate multi-value of cultural sites conservation into process of urban development are limited. This paper aims to develop a multi-value analysis framework to examine how cultural sites conservation combines with urban development schemes and makes an impact on the urban development through spatial, economic, social and cultural dimension. Based on the multi-case investigation of cultural sites conservation at city level, this paper provides an overview of how Xi'an makes a positive effect on urban open space improvement, people's quality of life enhancement and cultural tourism promotion. However, the dilemma remains on inadequate regulatory system, lack of urban spatial coordination, over-commercialization and aggressive tourism development. This paper is expected to make a basis for further theoretical and empirical research in which conservation-development contradictions of cultural sites can be improved in Chinese and western cities.

ECONOMIC GLOBALIZATION AND TRANSITION OF INDUSTRIAL STRUCTURE OF URBAN SYSTEM IN ZHEJIANG PROVINCE, CHINA: BASED ON VALUE-ADDED HIERARCHY METHOD

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[Background] Affected by the spatial division of labor in process of economic globalization, urban system of various countries and regions is transiting from the spatial configuration characterized by an "industrial composition" to a "value-added hierarchy". Zhejiang Province in China covers the south wing of Yangtze River Delta Region and the north wing of west bank of Taiwan Strait Region, and it is increasingly integrated into the global economic network.[Question] In 2009, "Zhejiang Urban System Planning (2011-2020)" was compiled, and its industrial spatial layout planning was defined. This paper focus on the temporal and spatial transition of the industrial structure of Zhejiang Province in 2009 and 2016.[Method] The research method in this paper is based on the value-added hierarchy method by counting 11 cities' added value of six categories of three industries in 2009 and 2016. And compare the transformation process of different categories through 7 years to figure out the economic connection between industrial layout and cities location of Zhejiang Province.[Result] The industrial category of agriculture has transited from gathering around southwestern mountainous areas to the whole province; the category of manufacturing has transited from gathering at eastern coastal areas to the north and entire coastal areas; the category of services is unbalanced that Hangzhou and cities in Wen-Tai coastal areas develop better than the other cities; the industrial hierarchy system is remarkable in both periods based on the value-added hierarchy. After comparing the relevant industrial layout planning, this paper provides some suggestions about the direction of industrial development in some cities in the future to promote the regional economic network.

ECONOMY OPERATION IN TRANSITION OF URBAN VILLAGE — CASE STUDY ON LIMING VILLAGE, YIWU, ZHEJIANG PROVINCE, CHINA

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In the context of development of China's socialist market economy, Yiwu has grown rapidly in the past three decades, depending on its manufacturing industry. Peasant housings cannot adapt to urban development and influx of migrants. In 1999, Yiwu municipal government encouraged villagers to transform the villages by themselves, so the property of collective land remained unchanged. In Liming Village, old housings were demolished, while new housings were built on the original house site. The planning of the Liming Village was based on the economic operation mode. Since villagers lost their land for living, they now use the village as a machine to make profit. As for public space, there is a market on Cross Street with 68 stalls. The village rents out the market to a company for management and collects rent. As for housing, most housings in the village have four and a half floors. The ground floor is used for production, while the upper floors are used for residence. The villagers earn money by setting up manual workshop and renting out redundant residential spaces. The operation of informal economy plays an important role in transition of urban villages.

SPACE RECONSTRUCTION OF SHANGHAI OLD TOWN BASED ON INHERITANCE OF HISTORIC FEATURES — URBAN DESIGN RESEARCH ON ZIHUA PLOT

Zhuang M.

Tongji University

The study focuses on the renovation of Shanghai Old Town. It has great historic value, with its circular boundary, fishbone texture, and various housings. However, due to rapid growth of Shanghai, the Old Town has been eroded inch by inch. And the newly-built buildings on demolished plots have caused huge damage to the historic features. As for demolished areas in Shanghai Old Town, how to inherit historic features through space reconstruction? In this essay, the issue is answered by an urban design research on Zihua Plot. By using typology, the study selects three typical historic feature elements to analyze: alley, texture and unit. Considering the site condition, typologies are translated and recombined. For example, alleys should be widened to meet the fire-protection and sunshine codes. They can also be transformed from 2D into 3D, to deal with the relation between commerce and residence. In addition, the patio in the unit can be enlarged to serve as a public courtyard. Finally, the transformed typologies are put into the demolished area, so that the newly-built block could inherit historic features. Meanwhile, the height and density of the new block should be controlled, to coordinate with the reserved part of the Old Town. Besides, the plot ratio should be enhanced, to keep the balance between public interest and project profit.

POWER IMAGES IN SUBURBAN NEW CITIES: A CASE STUDY OF JIADING NEW CITY IN SHANGHAI

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In order to solve the centralization in big cities, as well as to conduct nation-level strategy, suburban new cities have received an attention more than ever in China. Since the strategy initiated in 2003, Jiading, a historical suburban district of Shanghai, has shouldered a long-term mission: construct a New City to serve Shanghai and to enforce synergy of Yangtze River Delta urban agglomeration as an geographical connector. However, the current population, industrial structure and urban culture of Jiading New City are far from conforming with the preferential policies, including sufficient investment, advanced urban planning concepts, and picturesque public spaces. This paper tries to illustrate the dilemma of the New City, generating several questions: What is the governance framework of suburban new cities in China? Through what dimensions do urban planning impact our daily life? How to preserve the cultural integrity between an existing region and its subordinated new city? From the perspective of philosophy, Michel Foucault's power-knowledge theory is an inspiration. This paper constructs an analysis framework of "power space-stakeholder" to map the power images in public space (i.e. library, concert hall, commercial plaza) and open air (i.e. central park, public greening layout), and also encompass three major stakeholders components of governance-level, residents-level and tourist-level. Within the framework, the main objective of this paper is to find out the process and internal mechanisms of how power conducts on the rural life of Jiading New Cities. In the process of urbanization, new cities are special but embarrassed transition that will inevitably emerge, while gradually disappear. How to get along with the new cities helps us better approach to the future.

SECOND HOMES AS LOCAL GROWTH IMPULSE

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AESOP 2019 – Track 16 (?) Second homes as local growth impulse Håvard Teigen Professor Håvard.teigen@inn.no Inland Norway University of Applied Sciences Can second homes through planning become a new growth sector for rural communities? Development in Norway is that people in big cities build and own high-standard holiday homes on the coast or on the mountain. Many rural communities focus on holiday homes as rural development. However: does second homes (holiday homes) have the potential to become a new rural industry? The research project “second homes as growth impulse” is trying to answer these questions. Our preliminary findings: We specifically analyse two economic value chains. One is the value chain from plot to finished building. Here we see a development from the fact that local entrepreneurs had most building contracts to the current situation where the construction of second homes becomes big business. The other value chain we analyse is the homeowner's purchases of goods and services. There are now 3-4 large chains that have 90% of the national grocery market. These chains also have their business in the second home destinations. But there are also counter-trends. It is possible to plan so that local landowners and local entrepreneurs get their share of value creation. Within the grocery sector, local and short-lived food is one market in growth. Tourism and vacation homes are a fragmented industry that needs to be analysed with a similar breadth of theories. We use both theories about market and government failure, export base theory and localization theories. We focus on spatial aspects of corporate growth special emphasis on multiregional enterprises and their decisions and behaviour.

DIGITAL PARTICIPATORY PLANNING TOOLS' HELPFUL SIDE AND SIDE EFFECTS

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Participatory planning is one of the latest directions of the urban planning field which began in the second half of the 20th century. Participatory planning back then used old fashion ways in doing so. Lately, urban planners start using digital participatory planning tools. These tools start to get spread worldwide for their help in the urban planning process. In the same time urban planners start having concerns regarding these tools and their side effects. One of these concerns is the ethical issue of data privacy in digital participatory planning tools. This research will explore the helpful side of digital participatory planning tools and their role in improving the urban planning process. Second, listing the side effects of using these tools. Third, trying to find a solution for one of the side effects that is the ethical issue of data privacy. The Swiss city of Zug experimented a solution which could be a possible solution. The experience of international experts of digital participatory planning tools spread worldwide will be collected. Once these tools are closer to solving their side effects, these tools can be upgraded significantly in a way opens up a wide advancement towards effective urban planning.

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