

## **CALL for COORDINATORS**

**Young Planning Professionals' Workshop  
organised as part of the 54<sup>th</sup> ISOCARP WORLD CONGRESS  
BODØ, NORWAY, 27 September - 1 October 2018**

**Cool and Connected: Planning Bodø through Urban Flows**

### **BACKGROUND**

The Young Planning Professionals' Programme was initiated in 1991 at the 26<sup>th</sup> ISOCARP Congress in Guadalajara, Mexico. Since then, senior members of ISOCARP have happily – and at times perhaps a little enviously – observed the competition for admission to the workshop, the creative spirit of the workshop itself, and the enthusiastic response of the participants. It has become tradition to organise the workshops in the week preceding the annual world congress in order to provide unique opportunities to Young Planning Professionals (YPPs) to share their experiences in an attempt to resolve complex and multi-dimensional planning problems. The YPP Programme, together with workshops and intensive training programmes, has become a source of meaningful debate, and new ideas and rejuvenation for the Society; and has made a huge impact on participants' professional lives. It has contributed towards making life-long friendships beyond borders, languages, cultures and professional backgrounds. According to this tradition, two YPP workshop will be offered this year during the 54th ISOCARP World Planning Congress, one of which will take place in Bodø, Norway. The workshop itself will take place between 27 September and 1 October, and the final presentation will be scheduled during one of the congress sessions. The workshop will be organised in partnership with Bodø Municipality.

## **OBJECTIVES OF THE WORKSHOP**

Since 1991, the objective of ISOCARP's Young Planning Professionals' Workshops has been to bring together young professional urban planners from all parts of the world. The workshops aim to provide young professionals with an opportunity to work in a multi-cultural setting, share their experiences on real-life planning problems, and exchange ideas and learn from each other. At the same time, it is intended to engage them in planning exercise under the guidance of highly-qualified practitioners with extensive international experience. In terms of desired results, it is intended that the YPP workshop results become an important part of the 54<sup>th</sup> ISOCARP World Planning Congress, and the outcomes will be available both to congress delegates and all interested members of the Society (in the forms of public presentation, exhibition, publication and website dissemination). On the other hand, the workshop results will serve the Bodø Municipality in defining possible solutions of the given planning problem with fresh and innovative ideas. The workshop results may be of potential interest to other key stakeholders, including Nordland County, universities and other public and private infrastructure providers. In addition to the practical outcomes of the workshop exercise, its results may also contribute to the wider congress discussions, as the topic is strongly associated with the Congress theme of 'cool planning'.

## **NATURE OF THE WORKSHOP**

The YPP Workshops are organised in the week preceding the annual ISOCARP Congress and focus specifically on the Congress's main theme. The project site is chosen jointly by ISOCARP and the Local Organising Committee. Over a concentrated period of three days, the YPPs work in closely-knit international teams, exchanging ideas and learning from each other under the guidance of international experts among the members of ISOCARP accompanied by the local coordinator(s), lecturers as well as the Vice President responsible for the YPP programme throughout the process. The workshops are brief, but very intense, brainstorming planning and design exercises. They provide a synergetic platform where new ideas and creative solutions to complex and multifaceted urban issues are produced. YPPs are required to defend their ideas in front of a critical jury, the participants of the annual congress. The teams have to prepare a well-rehearsed presentation that frequently catches the special attention of the planning authorities. The tangible results are then presented at the main congress, are published in a Workshop Report, both on the ISOCARP website and different digital mediums. The intangible ones, however, stay in the hearts and minds of the participant YPPs, who not only learn from each other, but also make life-long friends. We strongly recommend you read the past YPP workshop reports, which are available on the ISOCARP website. This will provide further guidance as to the calibre of results to be achieved.

## **VENUE: BODØ**

Few other Norwegian cities and towns have been gifted with such magnificent and spectacular scenery as Bodø. The town provides a fascinating mixture of superb nature

and a modern, urban and vibrant lifestyle. The regional capital of the County of Nordland has apparently been reaching for the stars in recent years, rapidly closing in on citizen number 52.000. Currently, Bodø is experiencing growth in population and it is transforming into a larger, modern Norwegian and in particular, Arctic city as one of the fastest growing towns in the whole of Norway. Population projections show continued growth, and based on median projections of a 1.15% increase every year, the population will hit 89.000 in 2065.

Bodø is part of the landscape and region called Salten, which covers nine municipalities. The municipality's central areas are located on the Bodø Peninsula. At the north lies Kjerringøy, whereas Tverlandet, Saltstraumen and Skjerstad lie at the south. These four are the Municipality of Bodø's main districts outside of its more urban neighbourhoods. Bodø's history dates back all the way to the Stone Age, when stable access to fish attracted people to Saltstraumen, the oldest settlement of the city. The area that today is home to city centre used to be seafront land, but when the water receded, the large, flat areas at the tip of the Bodø Peninsula were gradually converted to farmland. The stable fishery meant that Bodø was awarded town status on 20 May 1816. The purpose of this award was to establish a trading place near Lofoten, so that traders didn't have to take the fish through Bergen, which thus far, had monopolized the Norwegian saltwater fishery. Bodø's population did not flourish immediately, however.



By Goran Kristensen (C) visitnorway.com

It wasn't until the 1860s, with the herring fishery, that Bodø made its mark. The city was rebuilt after World War II, and urban developments have since expanded well beyond the original downtown area.

The urban development area is home to approximately 85% of the municipality's population and an approximate population density of 2500 per km<sup>2</sup>, which makes it Norway's fifth most densely populated area, ahead of larger cities, including Bergen, Kristiansand and Drammen. Since the 1960s, residential developments have largely moved east along Rv 80, approximately ten kilometres out from city centre. This axis includes the neighbourhoods of Hunstad and Mørkved, which have their own community centres, but still feel like traditional suburbs or commuter towns. In recent years, the town has also expanded north, along an axis reaching toward Kjerringøy, including the neighbourhoods of Skivika and Løpsmarka. Løding is the Municipality of Bodø's second largest town, located 15 kilometres east of city centre, on the Tverlandet Peninsula.

In recent years, Bodø has become less dependent on fisheries, and while this is still an important industry, focus has shifted toward professional service and administrative enterprises. In 2014, the City Council adopted the overall strategic plan named 'Bodø 2030'. The vision presented in the plan is for Bodø to become an attractive capital in the North by 2030. The strategic plan contains six different focus areas including sustainable city development (Please see, PLAN 5 Magazine about the '[New Airport – Smart Bodø](#)' initiative).

**54<sup>th</sup> ISOCARP WORLD PLANNING CONGRESS:  
COOL PLANNING: CHANGING CLIMATE AND OUR URBAN FUTURE**

On this warming planet, with its population more than 50% urban, we urgently need cooler cities and towns. And good urban planning can help deliver them. The aim of ISOCARP's 54th Annual Congress is no small feat: the Society is calling on the best and brightest of the planning profession to come to Bodø, Norway and tell us how to save civilisation. Nothing less.

Bodø itself is cool in both senses of the word: this quaint and human-scale seaside town is located only 80 km inside the Arctic Circle. The location of the conference is significant: The Arctic has been affected by an unsettling mix of air and ocean phenomena, to the point where many reputable scientists now openly speculate about the possibility of an abrupt and catastrophic climate 'shift', rather than the commonly discussed climate 'change'. Whether shift or change, the planet's 'refrigerator' may indeed be irreversibly broken. If this is the case, the new Arctic climate will not stay there – it will affect the entire globe. The level of risk is without precedent in human history. This sets the agenda of the 54<sup>th</sup> Congress as one of the most ambitious in ISOCARP's history.

We believe the future of civilisation now more than ever depends on the way we plan and manage our cities and towns. Their role in the evolving planetary climate drama is

three-fold – cities and towns are the villains; the victims, and the potential saviours. Villains – because urban areas are the principal consumers and polluters of the tiny habitable layer on our planet we call the ‘biosphere’. Victims – because more than half of humanity lives in urban areas, and almost all of them are exposed to some form of climate impact. Saviours – because the possible remedies and solutions can be applied efficiently, effectively and in time, only when populations are concentrated. So the root cause of, and the solution to, the global climate crisis are fundamentally urban. Planning responses fall into two camps: Sustainability and Resilience. Sustainability has been for some time the code word for our aggregate efforts to mitigate the process of climate change. Resilience is a relatively new buzzword, which describes our attempts to prepare for, and adapt to, those impacts of changed climate, which now appear inevitable.

This Congress thus recognises that not only is human-induced climate change our new reality, but also that Sustainability / Mitigation and Resilience / Adaptation are two conjoined agendas, both indispensable for our survival. There is considerable and ever louder debate among scientists and policy shapers about the relative weight of the two agendas. The underlying contention is about just how serious and urgent our situation is, and therefore which agenda of the two should take precedence. As the Congress organisers, we take no sides in this ongoing debate. However, we certainly encourage contributors to state their feelings about whether a ‘global (urban) emergency’ should be declared, or not yet.

Then, accordingly to the stated view, we expect the authors to position their papers and case studies at any point on the continuum between the optimist view – which still stresses mitigation and the sustainability agenda – and the pessimist view – which argues that it is too late for sustainability and that from now on we must focus on adaptation, resilience and sheer survival. We encourage this full range of views both because of the series of catastrophic weather events witnessed in 2017 – and then a few more in early 2018 – and because the discussion on whether climate change is ‘accelerating’ and whether we are already experiencing ‘abrupt’ or ‘runaway’ climate change, is now openly present in the mainstream media and in government policy deliberations. Again, we encourage the authors to declare their own – or their ‘organisations’ – perception of the risks involved. After all, this is not new to planners; town, city and regional planning has never been free of the struggle to assess future risk.

Yet another big dilemma for planners these days is whether required mitigation and adaptation strategies should target urban form – especially shape and density – or urban processes, which produce the form. After half a century of experience with the widely popular concept of ‘compact city’ we know that this is a good idea, but one difficult to implement in the era of mass auto-mobility, and ubiquitous electricity, telephone and internet. Compact urban form policies typically hit obstacles in implementation. And even when implemented, they often under-deliver in terms of the environmental and social benefits originally expected. It appears then that planning instruments should not be targeting urban form, but urban flows that generate it. In other words, that our policies should target ‘urban metabolism’ – the aggregate flow of resources, energy and information. Or, to be less abstract, the technologies, economic

models and cultural attitudes that maintain that metabolism at an untenable rate and volume, producing dangerous level of dependency. Having said that, it is still true that form affects flows, just as it is true that flows generate urban form. Following this rationale, we conclude that tackling form in ways which will curb flows, while simultaneously regulating flows in ways which will force incremental transformation of form, is the only way to generate sophisticated, radical, truly innovative urban planning, urban design, urban policy and urban economic solutions. These are the solutions that offer hope of navigating the challenging age of climate change.

Radical innovation is the only way to attain ‘cool planning’ – which in turn is supposed to deliver ‘cool’ cities and towns. ‘Cool’ in both senses of the word – as places desirable for living and doing business, and places with a metabolism brought down to the level at which this small planet can support them in perpetuity. There is no alternative. On a warming planet, cooler cities are the only option.

#### **THEME OF THE WORKSHOP**

##### **Cool and Connected: Planning Bodø through Urban Flows**

As defined in the agenda of the 54<sup>th</sup> ISOCARP World Planning Congress, the future of civilisation now more than ever depends on the way we plan and manage our cities and towns. While this agenda calls for aggregate efforts to rethink sustainability, mitigation, resilience and adaptation, how we perceive urban form and urban flows appears as the major strategic fields of action in navigating the challenges of our urban future:

“After half a century of experience with the widely popular concept of ‘compact city’ we know that this is a good idea, but one difficult to implement in the era of mass auto-mobility, and ubiquitous electricity, telephone and internet. Compact urban form policies typically hit obstacles in implementation. And even when implemented, they often under-deliver in terms of the environmental and social benefits originally expected. It appears then that planning instruments should not be targeting urban form, but urban flows that generate it. In other words, that our policies should target ‘urban metabolism’ – the aggregate flow of resources, energy and information. Or, to be less abstract, the technologies, economic models and cultural attitudes that maintain that metabolism at an untenable rate and volume, producing dangerous level of dependency. Having said that, it is still true that form affects flows, just as it is true that flows generate urban form. Following this rationale, we conclude that tackling form in ways which will curb flows, while simultaneously regulating flows in ways which will force incremental transformation of form, is the only way to generate sophisticated, radical, truly innovative urban planning, urban design, urban policy and urban economic solutions.”

Thus, the Young Planning Professionals’ Workshop in Bodø will search for innovative and smart solutions to navigate planning through diverse forms of urban flows. We are more than ever aware that there is a need to focus on how to generate more effective flow of people and services through ‘cooler’ transportation policy and planning. This includes finding solutions that limits traffic jams and get their citizens to end destinations as fast

as possible with the help of modern technology. This is not only about making the best connections for different transportation modes; it is also about planning the everyday functions in connection with the wider transportation networks. People will have choices to walk, to bike or commute by public transportation. There is also a need to focus on flows through open public space networks and particularly green connections. Getting to a place as effective and fast as possible is not always important; sometimes it is about connecting places and people through the green. Green connections not only provide important tracks for urban exploration and experience, but also become part of 'soft' transportation such as bicycling and walking.

**The three case study areas of the workshop below offer the potential to rethink urban flows based on connections and mobilities for a cooler and more connected Bodø.**

### **Case study 1 - How to connect the new with the old?**

In Bodø, the distance between the existing airport and the city is shorter than in most of Norwegian cities, which provides a unique opportunity to rethink mobilities and means of non-motorised transportation to and from the airport. However, the Parliament of Norway recently decided to relocate most of the military activity from Bodø further south to Ørlandet. This is a dramatic resolution and an opportunity at the same time. The existing runway is soon to be outdated leaving a vast land in need of regeneration. Based on these premises, the Norwegian Parliament decided to provide funding for the relocation of the airport taking into consideration the increasing population and the scarcity of land within the municipality. The new location of the airport will be 900 metres south of the existing runway (see figure), instead of a new airport at the periphery of the city. This will aid the city to expand outwards from its core. The questions to be responded are then includes: How to connect the existing built environment with the new? How to make a livable city without barriers? How to commute in an accessible, climate friendly way between the existing and expanding city? How to respond to the harsh northern climate?

### **Case study 2 – How to connect the sea with the mountains?**

On its way from the mountains to the sea, the Bodø River flows through a large belt of green fields. Adjacent land is mainly used for farming with a popular hiking trail along the river. The trail holds an important position in the hearts and minds of the Bodø citizens, and its future is a subject of local debate. At the south by the sea, there is an important heritage site with a new museum to be build. The trail continues northwards by the Bodø River through further heritage sites until it crosses a new highway system currently under construction. The main highway, the train line and scattered clusters of buildings disrupts this area. The north of the highway contains large agricultural areas, and there is a connection to the major trail system as part of Bodø's main recreational areas (Bodømarka). The trail system continues eastward to the national park, Sjunkhatten. It is desired to preserve this popular trail as an important connection between sea and mountains. This large belt of green field's unique position close to town centre and

adjacent to the new development area provides a highly interesting opportunity to be transformed into an urban greenbelt. This leads to the question on how to connect the sea with the mountains? How to preserve the trail in the future? How to link the trail with surrounding areas? How can this area function on different levels as a green, urban and sustainable addition to the town as a whole?

### **Case study 3 – How to connect the waterfront with the city?**

The city core of Bodø is approximately 193.000 square metres (dark grey area on the map). The municipality is collaborating with other local stakeholders to expand the city core by developing a 50.000 square metres (red circle) immediately to the southwest. The project area along the waterfront is currently an industrial site. The industry owners are planning to relocate their growing businesses due to shortage of vacant land and infrastructural insufficiencies. The plan is to transform this industrial site into a place for new housing, shops, offices and more. The project area borders the existing city core with a marina; a recreational area to the southwest, a large residential area to the southeast. The focus of this case study is to propose design strategies for a new development at the waterfront, which best enhances the city centre, while exploring ways to connect this extension to the existing city core taking into account the ambitions of a zero emission neighbourhood.



Case study areas of the YPP Workshop

## **REQUIRED TASKS FOR WORKSHOP COORDINATORS**

Each coordinator will spend 4 full days working with the YPP group between 28 September and 1 October. Within these dates, there may be a necessity of conducting meetings with local hosts and press. It is intended that the workshop will gather 22 YPPs (16 International and 6 Norwegian), who are not older than 35 years and who offer a keen interest in the workshop and upcoming congress theme.

The required tasks of the workshop coordinators are as follows:

- assistance in selecting the YPPs taking part in the workshop with the ISOCARP Vice President responsible for the YPP Programme (if necessary)
- coordination of the framework, the scientific and professional content of the workshop theme in collaboration with the local coordinator(s) and the Vice President responsible for the YPP programme
- guidance on the work of the YPPs throughout the workshop, stimulate discussions, instruct on the presentation format
- guidance on the preliminary presentation to interested parties and final presentation to congress audience during the congress
- coordination of YPP exhibition conducted during the congress
- coordination of the publication of the workshop results in collaboration with the ISOCARP Vice President responsible for the YPP Programme

The workshop results will be presented during the 54<sup>th</sup> ISOCARP World Planning Congress to be held at the Stormen Concert Hall, Scandic Havet and Radisson Blu Hotels in Bodø. The presentation will take place during one of the congress plenaries (date to be announced soon).

After the Congress, a YPPs' Workshop Report is published, and made available in various formats including E-Book. All YPPs are obliged to write down the results of the work of their specific group during the congress or immediately after under the supervision of workshop coordinators. The final lay-out, printing, etc. of the publication will be done by ISOCARP and local organisers. (For examples of past years have a look at the ISOCARP website: Publications). For the purpose of this, workshop coordinators (along with 2-3 selected YPPs) will collect all materials and prepare the first draft of the report.

All results of YPP Workshops are exhibited during the annual ISOCARP World Planning Congress for the effective and interactive dissemination of knowledge. All YPPs are obliged to publish the results of the work of their specific group in an ISOCARP YPP Poster format before the congress starts. The final lay-out will be done by YPP participants under the supervision of the Workshop Coordinators. The printing of the posters will be done by local organisers.

## CONTRIBUTION AND EXPENSES

Since this is an activity attached to our congress, there will be no honorarium for the YPP Workshop coordinators. On the other hand, it was agreed that the congress fee would be waived for the workshop coordinators – as a reward for their work and involvement in the YPP programme, since the YPP workshop presentation constitutes an important part of the congress programme.

The local organizers (Bodø Municipality) will provide the international air ticket for the selected coordinators (return, economic fare). Bodø Municipality will be in charge of arranging accommodation, boarding and local transportation for the entire duration of the workshop within the agreed dates. Transportation from airport to hotel and vice versa will be arranged by coordinators themselves, since it is in walking distance! Bodø Municipality will also arrange accommodation for the duration of congress in Thon Hotel Nordlys.

Coordinators are welcome to stay in Norway longer longer than 5<sup>th</sup> October and to participate in other congress activities such as post-congress tours. However, their expenses for additional time spent in Norway beyond the time required for the workshop and congress have to be borne by themselves. Both Bodø Municipality and ISOCARP should timely be informed on such an extension.

**Please discuss your travel plans in advance with VP YPP Zeynep Gunay.**  
**All selected coordinators have to take care of their own health and travel insurance.**

## CALENDAR

---

Issue of Call	1 March 2018
Deadline - Reception of applications	20 March 2018
Communication of Selection Results	1 April 2018
Confirmation by selected Candidates	5 April 2018
Travel arrangements/procedures	20 April – 30 June 2018
Arrival to Bodø	27 September 2018
Departure	5 October 2018

---

## ELIGIBILITY AND APPLICATION

The call for WORKSHOP COORDINATORS is open to ISOCARP Members only. Two workshop coordinators will be selected from among the applications. ISOCARP welcomes applications from full members with proven expertise in urban design and planning and with academic experience and/or teaching experience in similar professional training programmes, with no outstanding membership fees. Colleagues

with experience in urban design and planning, strategic planning, social, economic and environmental sustainability as well as climate change are especially encouraged to apply. International experience is a plus but not a must. Also, the basic understanding and/or interest in the Nordic region will be treated as advantage.

It is intended to select one 'senior' and one 'junior' coordinator, which should allow both, the provision of professional expertise and good abilities to work with the group of YPPs. For the 'senior' coordinator, members with extensive planning and/or educational practice are especially encouraged to apply. For the 'junior' coordinator, former YPPs with further professional and/or educational experience are especially welcome to apply, although applications from members not being part of previous YPP workshops are also welcome. The most effective composition of the team will be taken into account for the final selection.

The applicants are required to send the following:

- Clear statement of intent explaining why you want to apply and for which position (meaning – 'junior' or 'senior' coordinator). Please be specific and refer to prior workshop coordination or participation experience (maximum 1 page)
- Curriculum Vitae pointing out the relevant experience (please use the [ISOCARP Template](#))
- A portrait photograph (5x5 cm, in 300 dpi)
- A clear scan of your passport (photo page) and information whether you need a visa to Norway, and – in the positive case – which country/city/consulate you will be applying for it.
- All applicants are also encouraged to submit paper proposals for the 54th ISOCARP World Congress – please see the congress website: <https://isocarp.org/2018congress/>

**Applications and CV (Resume) should be sent to [kurth@isocarp.org](mailto:kurth@isocarp.org).**

## **SELECTION COMMITTEE**

An evaluation and final selection of candidates will be done by a Selection Committee formed by Zeynep Gunay, ISOCARP YPP VP and local coordinators. Selected candidates will be informed of their selection, after which they will have to confirm their availability and participation to the ISOCARP Head Office. Participation documents will be sent to them shortly afterwards. Travel procedures (including visa if applicable) will start immediately after the selection process has been completed.

## **ANNEX**

### **PROVISIONAL TIMELINE FOR WORKSHOP PROGRAMME**

#### **Day 0** **September 27th, Thursday**

---

Arrival

Official welcome, introduction to workshop, short introductory lecture(s) by local and invited international experts (in the afternoon)

Welcome Reception

#### **Day 1** **September 28th, Friday**

---

Site visit (by bus and/or on foot) allowing the participants to understand the character and issues associated with the selected site

Documentation of site-specific characteristics, formulation of the design / planning problems and spatial development strategy

#### **Day 2** **September 29th, Saturday**

---

Studio work in teams – defining the problem solutions at the macro scale and developing strategies and key projects of intervention

Group presentations and discussions

#### **Day 3** **September 30th, Sunday**

---

Studio work in teams – refinement of the proposed solutions, defining the specific proposals and implementation methods, while exploring different means of visual representation and presentations

Final preparations for public presentation and rehearsal

#### **Day 4** **October 1-4th, Monday - Friday**

---

54<sup>th</sup> ISOCARP World Planning Congress: “Cool Planning: Changing Climate and Our Urban Future”

Presentation of workshop results during one of the congress plenaries (date to be announced soon)

## QUESTIONS

Any questions during these procedures should be sent to the ISOCARP Head Office:

Phone: +(31-70) 346-2654

Email: [kurth@isocarp.org](mailto:kurth@isocarp.org)

Website: [www.isocarp.org](http://www.isocarp.org)

Any questions regarding the topic, on-site logistics and travel arrangement should be sent to VP YPP, Zeynep Gunay: [gunay@isocarp.org](mailto:gunay@isocarp.org).

**ISOCARP - AIU - IGSRP**

**Knowledge for better Cities**

**International Society of City and Regional Planners**

**Laan van Meerdervoort 70**

**2517 AN The Hague, The Netherlands**

**Phone: +31-70-346.2654**

**[www.isocarp.org](http://www.isocarp.org)**