

BOOK OF ABSTRACTS

Contradictions Shaping Urban Futures

Sustainable vs. Unsustainable Urban
Development and Growth vs. Degrowth.

The EURA Conference 2021
May 6 & 7



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Abstract: The abstracts explore how contradictions related to sustainable vs. unsustainable urban development and growth vs. growth are shaping our cities. Together the abstracts show how themes and contradictions intersect, are interrelated, but often contested among actors who seek, in their own way to shape their cities. The book contains 68 abstracts organised under six sections: Environmental sustainability, climate change and mobility, Social sustainability and inclusiveness, Urban economic sustainability, degrowth and smart city, Urban governance and participation, Urban and regional planning, Urban planning and design.

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EURA Online Conference 2021

Contradictions Shaping Urban Futures

Sustainable vs. Unsustainable Urban Development and Growth vs. Degrowth

At a time when an increasing share of the global population is living in urban areas, there is a need to re-examine the role(s) cities take in coping with contemporary challenges and contradictions. The EURA conference takes as its inspiration Robert A. Beauregard's book (2018) '[Cities in the urban age](#)' as well as increasing polarizations and protests in cities, accelerated by the pandemic, where different groups take to the streets to make their voice heard. Both the book, the protests and the ongoing pandemic underline that urban policies and issues matter, have impact beyond the urban sphere and are worth fighting over.

In this online event, on May 6 – 7, we will explore how contradictions related to *sustainable vs. unsustainable urban development and growth vs degrowth*, are shaping our cities. The contradictions are not fixed, but intersect and are contested among actors who seek, in their own ways, to shape their city.

Sustainable urban development models, strategies, policies and tools are operating in nearly every geographical and political context around the world. Urban spatial development and growth measures of cities are essential as they influence economic performance, public health conditions, and determine social cohesion and segregation. These measures vary widely in different geographical contexts as regards available approaches, policy instruments and forms of implementation. Compact city policies, for instance, focus on reducing the negative impacts of urban development on the surrounding environment, while green cities place emphasis on green infrastructure and local self-supply within cities themselves. Differences in policy interventions and planning practices are largely due to the miscellaneous drivers that urban regions experience today: multi-locality of live-work arrangements, migration, economic pressures, concentrated growth and transport challenges.

With this point of departure, we welcome and look forward to presentations and engaged debates and possibly contradictions and disagreements about our urban futures.

Oslo, May 2021

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EURA conference 2021 - Contradictions shaping Urban Futures Sustainable vs. unsustainable urban development - growth vs. degrowth						
Time zone CEST	Thursday May 6					
9- 9.15	Welcome session Susanne Søholt OsloMet Valeria Fedeli President of EURA					
9.15-10.15	Key-note speaker 1: Robert A. Beauregard Q&A. Moderator: Per Gunnar Røe					
10.15-10.30	Break					
	A. Environmental sustainability, climate change and mobility	B. Social sustainability and inclusiveness	C. Urban economic sustainability, degrowth and smart city	D. Urban governance and participation	E. Urban and regional planning	F. Urban planning and design
10.30-12.15	A.1 Mobility <u>Moderator:</u> Le Anh Nguyen Long <u>Participants:</u> Lejoux Patricia, Joanna Stępień, Brian Garcia, Maja Karoline Rynning	B.1 Housing policy <u>Moderator:</u> Ignazio Vinci <u>Participants:</u> Ignazio Vinci, Walker Toma, Lina Zhang, Aleksandra Marinkovic	C.1 Smart City <u>Moderator:</u> Trond Vedeld <u>Participants:</u> Carolin Schroeder, Matteo Basso, Ute Vees, Dr. Tamás Kaiser	D.1 Urban municipalism <u>Moderator:</u> Filipe Teles <u>Participants:</u> Büşra Meriç, Alba Alexander, Patrícia Romeiro, Victoria Taranu	E.1 Regionalism and Metropolitan Governance <u>Moderator:</u> Vibeke Nenseth <u>Participants:</u> Kamil Glinka, Sally Torres, Gro Sandkjær Hanssen, Antonia Stratmann	F.1 Cultural heritage and transformation I <u>Moderator:</u> Paula Russell <u>Participants:</u> Grete Swensen, Bartosz Ślosarski, Claudio Martani
12.15-13	Lunch					
13-14	Key-note speaker 2: Ayona Datta Q&A. Moderator: Gro Sandkjær Hanssen					
14-14.15	Break					
14.15-15.45	A.2 Climate mitigation and leadership <u>Moderator:</u> Gro Sandkjær Hanssen <u>Participants:</u> Wolfgang Haupt, Carolina Giaimo, Lionel Epiney	B.2 Neighbourhood and local communities <u>Moderator:</u> Susanne Søholt <u>Participants:</u> Sonia De Gregorio Hurtado, Hyung Rae Cho, Carla Tedesco			E.2 Urban-rural <u>Moderator:</u> Einar Braathen <u>Participants:</u> Maria Antónia Almeida, Alessandro Frigerio & Alice Buoli, Arian Heidari Afshari	F.2 Cultural heritage and transformation II <u>Moderator:</u> Alistair Jones <u>Participants:</u> Gillian Foster, Federica Fava,

Friday May 7						
9-10.45	A.3 Migration, densification, and mobility transition <u>Moderator:</u> Susanne Søholt <u>Participants:</u> Stefan Fina, Song Hee Kang, Vafa Dianati, Biyue Wang	B.3 The spatiality of social inclusion <u>Moderator:</u> Paula Russell <u>Participants:</u> Rebecca Cavicchia, Cristiana Mattioli, Sohail Ahmad, Yingying GAN	C.2 Urban economic sustainability under pressure <u>Moderator:</u> Valeria Fedeli <u>Participants:</u> Fernando Ortiz-Moya, Ruiying Liu, David Klepej, Valeria Fedeli	D.2 Urban strategies and planning <u>Moderator:</u> Alistar Jones <u>Participants:</u> Irfan Safdag, Johanna Hoffman, Mathias Reinar, Stefanie Dühr	E.3 Governance and change in polycentric Oslo <u>Moderator:</u> Per Gunnar Røe <u>Participants:</u> Ragnhild Dahl Wikstrøm, Trond Vedeld, Vibeke Nenseth, Per Gunnar Røe	F.3 Urban design I <u>Moderator:</u> Peter Hammersam <u>Participants:</u> Alessandro Frigerio & Simona Galateo, Simran Singh, Ipek Kastas-Uzun Marichela Sepe
10.45-11	Break					
11-12.30			C.3 Growth - degrowth <u>Moderator:</u> Jurlina Alibegovic Dubravka <u>Participants:</u> Patricia Feiertag, Ipshita Karmakar, Anastasiya Matyushkina	D.3 Governing sustainability <u>Moderator:</u> Carla Tedesco <u>Participants:</u> Kat Martindale, Dabin Ruby Lee, Adamantia-Maria Lazopoulou & Konstantinos Dimitriou		F.4 Urban design II <u>Moderator:</u> Marichela Sepe <u>Participants:</u> Shile Zhou, Harry den Hartog, Michele Roda
12.30-13.20	Lunch					
13.20-14.30	<p style="text-align: center;">Young Scholars Award</p> <p style="text-align: center;">EURA Conversations:</p> <p style="text-align: center;">The generative potential of urban contradictions – growth vs. degrowth</p> <p style="text-align: center;"><u>Participants:</u> Ayona Datta, University College of London Karen O’Brian, University of Oslo Hugh March Corbella, Universitat OBerta de Catalunya</p> <p style="text-align: center;"><u>Moderator:</u> Cecilie Sachs Olsen, NIBR</p> <p style="text-align: center;">Final words</p>					

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A. Environmental sustainability, climate change and mobility

Panels:

A.1 Mobility

Moderator: Le Anh Nguyen Long

Participants: Lejoux Patricia, Joanna Stępień, Brian Garcia, Maja Karoline Rynning

A.2 Climate Mitigation and Leadership

Moderator: Gro Sandkjær Hansen

Participants: Wolfgang Haupt, Carolina Giaimo, Lionel Epiney

A.3 Migration, densification, and mobility transition

Moderator: Susanne Søholt

Participants: Stefan Fina, Song Hee Kang, Vafa Dianati, Biyue Wang

Coworking and sustainable mobility: unexpected findings.

Patricia Lejoux, Aurore Flipo, Stéphanie Souche-Lecorvec,

LAET-ENTPE-University of Lyon

Abstract:

The aim of the paper is to question the impacts of coworking on sustainable mobility.

Coworking spaces, which first appeared in San Francisco in 2005, have spread rapidly throughout the world and represent a new way of organising work based on the sharing of a workspace and a network of workers that encourages collaboration. In France, the creation of coworking spaces goes hand in hand with a very proactive discourse on the part of the public authorities, who encourage, and even financially support, their development. The main justification for this support is presumed (but not proven) beneficial effects of coworking in terms of sustainable mobility. By offering workers the opportunity to work close to home, coworking spaces are expected to reduce the negative impacts of commuting (congestion, pollution, etc.) and promote a better work-life balance. However, the positive effects of coworking on sustainable mobility deserve to be questioned, as far as its effect on urban spaces. The findings presented in this paper are based on work undertaken as part of an ongoing research project which is being funded by the French National Research Agency. Known as COWORKWORLDS, it sets out to study the sustainability and spatiality of coworkers' mobility practices in different cities in the Auvergne-Rhône-Alpes region of France (metropolitan areas, medium-sized cities, small cities), based on an interdisciplinary approach. The paper will present first results based on a questionnaire survey about coworkers' working and mobility practices and a qualitative survey conducted among the creators of coworking spaces to better understand their locational strategy and how they take sustainable mobility issues into account. The preliminary hypothesis about findings are that, in fact, the question of coworking and sustainable mobility has more to do with residential mobility than with daily mobility.

The micromobility development as a new risk for urban health and safety.

Joanna Stepień

University of Gdansk

Abstract:

Progressing urbanization and the increasing number of inhabitants of large cities cause more and more problems related to car traffic (traffic jams, accidents, lack of parking spaces) and deterioration of natural environment. For many cities around the world, micromobility (light vehicles powered by electricity or own muscles, such as bicycles or scooters) is becoming a recipe for first and last mile problems, congestion and gas emissions. These devices are more and more popular and widely available, especially as part of the rapidly growing sharing economy. However, its appearance in public space also causes problems and challenges for local communities and authorities. The insufficient urban infrastructure, combined with poor enforcement of regulations, cause that users of micromobile devices enter public spaces, overcrowding them, thus causing serious safety concerns for both themselves as well as pedestrians. Moreover, in the current pandemic situation, subsequent circumstances need to be addressed on how health crisis will redesign urban mobility, including micromobility, particularly in terms of individual attitudes and behavior.

The main research question of the paper is how and to what extent the development of micromobility affects the health and safety of people in urban public spaces. Responding to this question will enable to identify where innovation can deliver positive outcomes and where they cause risks. The research is based on the quantitative survey among micromobile devices users and non-users (taking into account gender, age and disability level) conducted in selected cities. The preliminary hypothesis is that elderly people and those with disabilities as well as parents of young children feel particularly at risk. The final results can provide support for the development of solutions that increase the safe sharing of urban space.

The Impacts of Public Transport Station Activity on the Local Built Environment in World Cities; Balancing Macro Benefits with Neighborhood Costs

Brian Garcia

California State Polytechnic University Pomona

Abstract:

Public transport has been expanding in cities across the world. The intentions of this expansion are diverse, to address climate change by providing more sustainable travel options and less auto emissions, to have healthier built environments with the opportunity for active travel and walking trips to and from stations, social benefits, and of course, economic catalysis based on density and agglomeration. This paper presents site analysis and mapping of station design elements to compare with passenger rail ridership numbers to understand what key design attributes of stations are leading to higher ridership and the promised health, social and environmental benefits. Case include over ground and underground passenger rail line station areas in London and Berlin. Through the presentation of case studies and statistical analysis several conclusions are offered, that the number of transfer connections and station type impact ridership while green space and attributes of the built environment quality decline at more traveled stations. Very successful passenger rail stations have negative impacts for the local environment despite macro goals of greater sustainability. Some stations had fairly high ridership without major environmental quality losses. These conclusions show that the impacts of heavily traveled passenger rail station areas must be managed with urban design improvements, a consideration of green space including trees, or with an approach that more evenly distributes ridership across many stations to mitigate the wear on the environment at central stations.

Urban regeneration as a catalyst for a sustainable modal shift

Maja Karoline Rynning and Oddrun Helen Hagen

Institute of Transport Economics

Abstract:

Urban development through densification is key to reduce greenhouse gas-emissions and other negative externalities from daily mobility. As such, regeneration of former industrial sites to urban neighborhoods represents an opportunity to promote and facilitate a sustainable modal shift by strengthening the relative competitiveness of walking and cycling to that of the private car.

In this paper we explore how walking, cycling and driving are planned for in neighborhood-scale urban regeneration projects, and how this influences the resulting plans' capacity to strengthen the relative competitiveness of walking and cycling towards that of driving. We further explore the planned transformations in view of ensuring resilient urban transport systems. Here understood as a system's ability to transform and adapt in light of uncertainty and change.

Through a mixed-methods approach including, in part, studies of planning documents and assessments, and interviews with actors in the planning processes we studied two ongoing transformation processes: Klosterøya (Skien) and Verket (Moss), Norway. Historic structures comprising buildings, streets and landscape characteristics establish preconditions for the regeneration and its possible outcome. Together with the planned urban fabric of the neighborhoods and their connection to the city, these elements will influence the travel behavior of future inhabitants and users. Findings and observations are discussed in light of the following questions: i) What characteristics and properties of the plans contribute to strengthen or weaken the competitiveness of walking and cycling to that of the private car? ii) Why did the plans end up the way they did? iii) What characteristics and properties of the plans make them more or less robust and flexible with regard to changing travel behaviors and unknown mobility futures?

Through this, the paper aims to provide novel insight into how the planning of neighborhood-scale urban transformation can contribute to enable a sustainable modal shift towards healthier and better cities.

A.2: Climate mitigation and leadership

Matching Forerunner Cities: Coping with climate change in Turku, Malmö, Rostock, and Groningen

Wolfgang Haupt, Kristine Kern, Sam Grönholm, Luca Hopman, Nina Tynkkynen, and Pekka Kettunen

Leibniz Institute for Research on Society and Space

Abstract:

Our project aims at analysing and comparing the climate change policies of the forerunner cities of Turku and (Finland), Malmö (Sweden), Rostock (Germany), and Groningen (The Netherlands). Since similar strategies have been decided upon and implemented in many European cities, there is much to learn from other forerunner cities. We argue that the learning and transfer opportunities are particularly high among similar cities. Turku, Malmö, Rostock, and Groningen share many characteristics. All four cities are mid-sized cities of roughly the same size located in advanced democracies in Northern and Continental Europe. They are old university cities, which share and value their Hanseatic heritage, relied historically on maritime trade, and have transformed into cities dominated by service industries. Moreover, within their countries all four cities have acquired the reputation of being a forerunner city in the area of sustainable development and climate policy. The project focusses on two aspects: first, it studies four matching forerunner cities, assess the learning capacities of their key actors (including public, private and civil society actors) and the transfer potential of demonstration and lighthouse projects in these four cities. Second, on a more general scale, it examines how mid-sized forerunner cities like Turku, Rostock, Malmö and Groningen can develop from city pioneers to city leaders, gain national and international recognition and reputation as leading cities, and thus help to upscale successful local projects nationally as well as internationally.

The city-mountain interchange in the Metropolitan City of Turin (Italy)

C. Giaimo, C. A. Barbieri, F. Corrado, G. G. Pantaloni, S. Salata, M. Bottero, M. Bravi

Politecnico di Torino

Abstract:

The goal of this contribution is to present the results of “Eco-welfare and Inter-municipal Governance: Soil as an Infrastructure for Regenerating Territories”, a multidisciplinary research project co-funded by DIST Department of the Polytechnic University of Turin (Italy) in cooperation with a range of institutional and research organizations. The research aims at increasing the understanding on the integration of Ecosystem Services’ (ES) knowledge and methodologies within urban and territorial planning processes. One of the trajectories of the research is the investigation of the governance and planning approaches that convey stronger city-mountain interactions in terms of relations and flows of ES.

Turin Metropolitan City presents a great potential in terms of institutional and governance configurations because of the coexistence of urban, rural and mountainous areas within the same administrative framework and policy arena. Alongside this, current contradiction lies in the presence of deep unbalances which still connote the policy focus of the metropolitan institution. This is explicit in the great consideration given to urban (and periurban) areas from the side of spatial policies, while mountainous areas still suffer from a growing economic marginality, demographic decline and infrastructure shortage.

The methodology used by the research consists in the construction of suitability maps which brought to spatialise the multisystemic land qualities of the whole metropolitan territory. Accordingly, the research has brought to identify the spatial systems where the higher biophysical performances are located and, more importantly, to describe how the interchange of Carbon Sequestration and Habitat Quality -as two ES investigated by Ecowelfare research- happens in the metropolitan area. The importance of this lies in supporting the construction of policies at metropolitan level which can more effectively program and allocate economic resources for triggering the eco-systemic performances of highly valuable areas or designing green and blue infrastructures and, more in general, for improving the overall life quality within the metropolitan area.

Thermal Standards in Santiago de Chile - To standardize or design thermal environments

Lionel Epiney

Accademia di Architettura (USI Mendrisio)

Abstract:

Keywords: Thermal Regulation, certifications, climate control, urban climates, Santiago de Chile.

Thermal standards shape the way cities are built and climatically experienced. By establishing the boundaries between interior and exterior, or setting constant conditions in buildings, for instance, this normalization creates evermore homogeneous global thermal environments, with little care for local specificities. However, it does not look to simply be a tension between local and global, but rather what the place of experts is around the definition of norms. Taking Santiago de Chile as a case, I analyze the deviations from so-called objective, rationally defined codes, to ones transformed by architectural, socio-cultural, or historical contingencies. Three Case Studies will serve to reinforce this argument, nuancing the apparent universality of standards.

The first one concerns mass housing production promoted by the State throughout the second half of the 20th century. Modernist compounds are relevant in analyzing housing standardization and institutionalization processes, as well as shedding some light on architectural means of climate control. The legacy of standardized typologies has to be addressed while reassessments to the current and future climatic conditions might be needed. The second Case Study focuses on the importation of international standards, that are then mixed up with local practices and regulations. The investigation turns here to a place I call “LEED Street”, which developed in the last twenty years. I question the *raison d’être* of using LEED (“Leadership in Energy and Environmental Design”) in certifying building and its effect on the resulting city climate, looking at materiality and seasonal change. At the scale of the house, I discuss examples of adaptation to & deviation from the standard(s). The role of auto-construction in creating and regulating thermal environments has to be examined. To do so, I take a case of a partially self-built house, questioning the opposition between minimum standards, written in the law, static and universal, and the minimum affordable (or desired), fixed by the user, dynamic and local.

All in all, each of these Case Studies put in question the evolving role of the architect in design in general, and in city climate in particular. Based on climatic maps, historical plans, as well as interviews and photographs, they reveal various expressions of thermal standards and regulations

in different areas of the city, eras, and socio-economic groups. Finally, it should offer some insights when navigating between reason and experience in thermal governance and climate control.

New debates on equal living conditions: A threat to sustainable development targets?

Stefan Fina

ILS - Research Institute for Regional and Urban Development gGmbH

Abstract:

Current paths of sustainable urban development are characterized by a range of unsolved contradictions. On the one hand, theories of urban transformation emphasize the need to reconcile social and environmental needs. On the other hand, political action to improve the situation of disadvantaged people is currently leading to debates on equal living conditions that potentially detract from the environmental imperatives of our time. This is especially the case when constructionist interpretations of social injustice block decision-making processes for sustainable development.

This contribution argues that distributional conflicts between social groups must not result in new rebound effects in resource use and consumer behaviour. The paper showcases the dilemma with selected examples from Germany, the most prominent one being the mobility transition in the transport system. Empirical evidence shows that improvements in the efficiency of the system are by and large offset by an increasing motorization and longer distances that people travel. Emissions in the freight and logistics sector are projected to increase further and contribute disproportionately to emissions. Political initiatives to reduce overall traffic are highly unpopular. Instead, digital services and the sharing economy are promoted as solutions to replace and reduce motorized traffic, ignoring evidence that such services are often not accessible for disadvantaged households and do not replace the traffic that counts for emission targets.

In addition, observations in the pandemic situation 2020 point towards a return of many commuters to the private motor car and the avoidance of public transport for long distance commutes, but also a preference for walking and cycling for shorter trips. It will be an important research questions for the future to design the mobility transition towards more sustainable modes in light of adaptations to the built environment in the ‘post corona city’. The paper discusses methods to feed objective knowledge on sustainable development paths into the arena of political decision-making and the public debate.

The migration of the young and the challenges and opportunities of promoting balanced growth in Korea

Song Hee Kang

Seoul National University

Abstract:

Population migration is considered an important aspect of urban growth as it is closely related to economic growth. Along with the economic transition towards the knowledge economy, many urban-related scholars and practitioners, have turned their attention to the migration of the young as they have become the key to urban growth. Despite vigorous research on the migration issue, the research lacks on how the recent domestic-migration in Asian cities, especially in Korea, have been through and how the planning policy has been involved in the migration pattern to shape the future sustainable cities. By focusing on Korea, where has a unique setting, the study aims to explore how the existing spatial gap, between the Seoul Metropolitan Areas (SMAs) and the non-SMAs, influences the recent migration pattern and the Korean planning policy towards making a balanced national development.

Reflecting on the interview with civil servants of the local cities, where the policy is enforced, the study, firstly, overviews the current condition of the cities in terms of the young migration pattern. The study, then, conducts the panel regression model to analyze the effects of the balanced national development policy on migration over time by using migration and business data (2010-2018). As a result, the study finds that it is difficult to reverse the long-lasting migration trend taking place in Korea in the short-term. The reason behind the conclusion is that life chances have become increasingly concentrated in the SMAs as time went by and made an irreversible spatial divide. In this regards, the Korean government needs a more careful response to making a balanced nation. The study concludes by providing insights into policy responses to developing nations sustainably to developing countries that are going through similar development paths to Korea.

Understanding the political economy of densification in Tehran; the outbreak of antagonistic contradictions in the urban setting.

Vafa Dianati

University College London

Abstract:

Contradictions are intrinsic to our existential reality and function as the driving force behind material and immaterial transformations (Hegel, 1812/2014). Within the unsettled and constantly-in-flux urban setting, the latent contradictions find a chance to crystallise and then generate concrete antagonistic manifestations. The future of the urban phenomenon is therefore contingent upon the dialectical interplay between these antagonistic forces.

Urban densification is a prevalent mode of transformation through constant creation and destruction. As a mode of production of space (Lefebvre, 1974/2014), densification not only produces new social spaces in the cities, it also generates novel forms of social relation which collectively contribute to the creation of opposing outcomes such as wealth and poverty.

This paper interrogates the political economy of urban densification from the perspective of Marxian political theory and through a dialectical method. The paper probes the contradictory patterns of wealth creation and poverty exacerbation emerging as by-products of densification in Tehran, Iran, and responds to two questions: how does urban densification create simultaneous patterns of wealth creation and poverty exacerbation? How does urban densification relate to the creation of spatial injustice?

The preliminary findings indicate that urban densification manifests conflicts among human agents and generates a putative setting for class struggle. Besides, the trade-offs - both coercive and discretionary - between multiple actors and stakeholders resemble the broader power relations within the society. Lastly, inconsistencies across the distributional outcomes of densification produce patterns of spatial injustice (Harvey, 2010; Soja, 2016) between the losers and the winners in the form of a dialectic between peripheral 'spatial traps' (Azariadis and Stachurski, 2005; Bird, Higgins and Harris, 2010) and inner-city real estate speculation

Understanding the rules of transport and land use integration in the high-speed railway station areas in China: the case of Lanzhou

Biyue Wang

TU Delft

Abstract:

There is an increasing need for understanding the impacts of institutions on the integrated planning of transport and land use. High-speed railway (HSR) stations as nodes in transport networks and mixed land uses area become a centre of focus in planning. The fast HSR development in China causes many problems for the integrated development of station areas. This paper aims to gain insight into the formal and informal institutions that structure the actors' interactions as 'rules of game' and how they influence the integrated development in the HSR station area. We analyse the rules through the Institutional Analysis and Development (IAD) framework. This framework has been applied to a specific action situation, named Lanzhou West HSR station area in China. The findings from interviews, document analysis and field visit reveal that (1) the current Chinese institutions obstruct the integrated development of HSR station area (2) current rules fail to create a common understanding of spatial development and ways to solve conflicts (3) the local government is the decisive actor in the success of integrated development. We suggest that in the short-term local governments can try to establish informal rules around the existing formal ones to promote integration. In the longer term, central government can enact legislation that makes the formal rules more coordination and exchange-oriented to encourage the integrated development in HSR station areas.

B. Social sustainability and inclusiveness

Panels:

B.1 Housing Policy

Moderator: Ignazio Vinci

Participants: Ignazio Vinci, Walker Toma, Lina Zhang, Aleksandra Marinkovic

B.2 Neighbourhood and local communities

Moderator: Susanne Sørholt

Participants: Sonia De Gregorio Hurtado, Hyung Rae Cho, Carla Tedesco

B.3 The spatiality of social inclusion

Moderator: Paula Russel

Participants: Rebecca Cavicchia, Cristiana Mattioli, Sohail Ahmad, Yingying GAN

Beyond the neighborhood: exploring the new directions of housing policy in Italy

Ignazio Vinci

University of Palermo

Abstract:

The proposed paper provides a critical interpretation of the changing process underway in the Italian housing policy under the influence of different drivers. These include: (a) the reduction of the role the State have traditionally played in the provision of public houses; (b) the impact of the crisis on the capacity of local government to deliver effective urban policies; (c) the reallocation of powers in key sectors for cities' development, including social housing.

In this context, the paper explores the paradigms in the provision of public/social housing that have emerged in the Italian system, by relating to research questions such as: which are the principles inspiring the ways housing policy is currently delivered in the country? How economic and social sustainability are balanced in the planning practices? How the system works in terms of governance?

Following a descriptive approach, the paper is organised as follows. In the first section, through a comparative perspective, we discuss the state of the art of housing policy in Italy, highlighting the divergence with other EU countries and among Northern and Southern regions. In a second section, the rearticulation of housing policy is presented as resulting from a series of legal and planning initiatives taken by national government. In the final section, we propose an interpretative framework to understand recent Italian housing policy through the lens of its social and territorial targets.

An evaluation of Barcelona's inclusionary housing measure and proposed calibration to achieve stated policy goals

Walker Toma

Universitat Internacional de Catalunya

Abstract:

Housing unaffordability, gentrification and related residential displacement and exclusion are well-documented urban stresses. Urban inequality remains a consequence of unjust processes of spatial production in cities. Inclusionary housing policies, whereby private development contributes to the affordable housing supply of a jurisdiction as part of market-rate development, can be effective mechanisms for leveraging private sector investment to generate affordable housing in an integrative and inclusive manner. Furthermore, when properly calibrated, inclusionary policies can generate affordable housing units without negatively impacting private development activity, and do so at little to no fiscal cost to the implementing jurisdiction. While there is great diversity in the models of inclusionary housing policies that have been implemented, the most effective inclusionary policies (defined as the extent to which they can generate affordable or social housing in an integrative and socially inclusive manner) are found to be mandatory, flexible (re: regarding rental and/or sale price limits, required inclusionary percentage, unit typology, etc.), and well-calibrated to their market contexts.

In December 2018, the city of Barcelona approved a measure requiring the allocation of 30% of units in new housing developments and large renovations completed by private developers to be dedicated as housing with official protection (Viviendas con Protección Oficial). To assess the measure's viability and potential impacts on housing supply and affordability, an economic feasibility analysis (using the residual land value approach) was conducted evaluated residential prototypes in two Barcelona neighborhoods (Sants-Montjuic and Sant Martí), which were selected for their gentrification characteristics. This paper presents preliminary economic feasibility findings and proposes how calibration of the adopted inclusionary through better alignment with contextual market realities could increase the generation of affordable housing units and in turn more effectively meet the measure's originally stated policy aims.

Social Sustainability Assessment of Affordable Housing Planning in Shanghai Based on Primary School Distribution

Lina Zhang

TU Dortmund

Abstract:

Social justice has been an important element in social sustainability. However, little attention has been paid to examine the causal relationship between justice and social sustainability. This study examines the causality by assessing the social sustainability of affordable housing planning in terms of primary schools in Shanghai. The empirical study compares three indicators of primary school equity: accessibility, availability and proximity, across four residential statuses. The results indicate that the implementation of affordable housing planning ranks the lowest among all statuses on all three indicators. Furthermore, there is a increased social sustainability at the city-level with a decreased sustainability of the affordable housing community. This study concludes that promoting justice does not necessarily improve social sustainability and social sustainability should have further implementations in planning

Whatever happened with the professional ethics in times of market oriented development?

Aleksandra Marinkovic

The Academy of Applied Technical and Preschool Studies, Department in Nis

Abstract:

Abstract: In this paper it is hypothesized that inadequate living spaces and the lack of appropriate common and open space are having negative influence on social sustainability and quality of living. Design of apartments and buildings constructed in Serbian towns during the post-transition period of the last two decades have become very debatable; main reasons being the global trend of inner city densification followed by the decrease in minimum space standards for new urban housing, and local building policies and procedures regarding terms and conditions for building permits. Architects are performing the delicate balancing act between the investor requirements and local building regulations, often neglecting the needs of future tenants, in both private and common space designing. Apartments are often with questionable size and disposition of rooms and open space areas, with walls and ceilings that are not soundproof, and windows without view, so much so that it can be argued this is affecting the quality of living. All of this leads to questions of where does the professional ethics of architects lie and shouldn't social and environmental sustainability and tenants comfort be prioritized in housing designing? Research is based on the analysis of building layouts designed and built in the last two decades in Serbia and on their comparison with the buildings and housing areas from European countries. Second part of research is the analysis of local building regulations and procedures and the circumstances that made the current state possible.

Key words: living space standards, social sustainability, apartment size and disposition, building policies.

The regeneration of urban vulnerable neighbourhoods in the EU: A policy that matters? Replies from an analysis of EDUSI in the Spanish case

Sonia De Gregorio Hurtado

Universidad Politécnica de Madrid

Abstract:

Urban poverty is a pressing challenge of the European Union (EU). It concentrates on the most vulnerable neighbourhoods, keeping them socially and physically segregated. The pandemic has increased the relevance of the problem, pointing out the integrated regeneration of these areas as an issue that requires specific attention in the EU political agenda. Nevertheless, an overview of the last Cohesion Policy regulation frameworks (2007-2013; 2014-2020; and post-2020) shows that vulnerable urban areas have lost policy attention. All this contrasts with the periods 1994-1999 and 2000-2006 when these neighbourhoods were at the very core of the urban approach adopted by the EU. We hypothesize that this can be explained from a policy analysis perspective because the EU has changed the definition of the “urban problem”, aligning it to its dominant (economic) priorities over time. As a consequence, these areas have received insufficient attention from the Member States in the context of their Operative Frameworks.

To check the hypothesis, the study focuses on the implementation of the urban dimension of Cohesion Policy in Spain during the period 2014-2020 through the so-called EDUSI (Integrated Sustainable Urban Development Strategies). The study analyses the policy discourse of key policy documents developed by the European Commission and other stakeholders over the last 30 years to understand how it has determined the design, objectives, and development of EDUSI in Spain. The results verify the hypothesis and show the relevance of bringing vulnerable neighbourhoods back to the core of EU policy in the new programming period 2021-2027.

Places of negative emotion in a shrinking neighbourhood: A field study in Seoul, South Korea using the EEG and the interview method

Hyung Rae Cho and Saehoon Kim

Seoul National University

Abstract:

Creating healthy, liveable environments is known to improve the mental and physical health of urban citizens. Deteriorated living environments in a shrinking neighbourhood can generate negative emotions among the citizens associated with anxiety and backwardness. This study proposes the hypothesis that people feel negative emotions, not in the entire shrinking area but pockets with particular environmental characteristics. Moreover, the emotional levels in shrinking communities and the features making us perceive negative and positive emotions still remain little unknown. Thus, this study measured the emotional levels of 79 participants in a shrinking neighbourhood and observed the environmental characteristics in the pockets of negative and positive emotions by using Electroencephalogram (EEG) and interview method. The study site was Nangok-dong, a significant shrinking neighbourhood in Seoul, South Korea. The results indicated that individuals' average emotional level was neutral in the shrinking community, a mixed result between the hotspots of intense negative and unexpected positive emotions. The results also showed that the characteristics of the places for negative emotions were high retaining walls, vandalism, cars parked on narrow streets, high traffic volume, a lack of pedestrian road. In contrast, those for positive emotions were social interactions, active building frontages, and vegetation. This study contributes to creating a sustainable and pleasant neighbourhood by suggesting removing the negative factors and encouraging positive factors in shrinking communities.

Self-organization and urban regeneration paths

Carla Tedesco

IUAV University of Venice

Abstract:

In the last ten-fifteen years, also due to the economic and financial crisis, urban regeneration initiatives based on the self-organising capacity of (formal and informal) groups of citizens to carry out different forms of actions drawing on their own creativity spread all across Europe.

Within this framework, this paper focuses on these kinds of initiatives focusing on the different roles played by public institutions ranging from neglecting them to intercepting and supporting them. It aims at answering the following questions: Do the above mentioned initiatives answer a general demand for reappropriation of urban spaces by citizens? Are they effective tools for fostering urban regeneration or a way of avoiding to tackle structural urban problems and delaying investments?

The research work this paper is built on is mainly based on a single case study: the process of reuse of a former barrack located in Bari, Southern Italy (ex caserma Rossani). In this process, which has been developing for about twenty years, several actors, visions, decision models, administrative and design approaches have been involved. Hence, it allows to discuss different approaches to urban regeneration.

This paper mainly focuses on a pilot project of a community garden located in an area of the barrack. Spatial and material elements, people, meanings, decision-making processes, institutional and social practices are highlighted.

Are green, dense cities more inclusive? Densification and socio-spatial inequalities in Oslo

Rebecca Cavicchia

NMBU

Abstract:

Planning policies in Europe and outside increasingly promote urban densification as the spatial planning solution to achieve urban sustainability goals. Densification, associated with proximity to the city center, walkability, and vibrant urban areas, is often used to brand cities as sustainable. However, examples from several cities have shown the complexity of translating the planning ideals of densification - as a strategy able to produce environmentally, socially, and economically sustainable cities - into practice. For instance, studies recognize its possible linkages with increasing housing prices and gentrification, discussing how the social pillar of sustainability may be hindered. Nevertheless, few studies attempt at spatializing densification together with its possible social impacts. Using Oslo as a case study and employing a mixed-method approach based on a quantitative assessment of housing accessibility, and a spatial and policy analysis of urban densification, this paper aims at filling this gap. It explores how, in a context of neoliberal planning system, city branding, and market-driven housing policies, densification may deliver socially unsustainable outcomes, fostering decreasing housing accessibility levels and social exclusion dynamics.

High schools and territorial vulnerabilities. The relationship between space, education and production in Italy

Cristiana Mattioli

DAStU, Politecnico di Milano

Abstract:

High schools represent a crucial field of study to understand how Italian supra-local territories work and promote new policies for local growth and welfare. Under the competence of provinces and metropolitan cities for what concerns programs and structures, the distribution of high schools follows hierarchical and selective rationality as they mainly concentrate in biggest, attractive municipalities. Together with the sectorial specialization of courses and the relationship between high schools and the local labour market, this territorial organization suggests identifying various forms of territorial vulnerabilities.

Looking at different Italian territories (the metropolitan cities of Milan and Bologna, mid-sized cities and inner areas of the Emilia-Romagna region, as well as some experiences in the South), the research aims to explore in particular four dimensions: processes of social inequality, educational poverty and segregation, linked to school choice of students and families and the common idea of a strong opposition between A-list high schools ('licei') and technical/professional institutes; forms of supra-local mobility of individual and collective nature; networks of private-public actors in the field of training involving schools, firms, foundations, third sector, public institutions, etc.; spatial and building issues related to big dimensions of high schools, their period of construction, the functional aggregation with other public facilities (mainly sport and cultural services), a marginal and peripheral urban localization.

The research approach combines the mapping activity of current, general phenomena and the empirical fieldwork done through interviews and the in-depth study of specific cases to verify if and how high schools can play a strategic role in territorial regeneration processes and socio-economic development.

Spatial inequality in the cities of the Indian subcontinent

Sohail Ahmad

University of Glasgow

Abstract:

Spatial inequality is widely discussed in the literature, but there is a dearth of studies on comparative studies. Understanding spatial inequality in comparative contexts provides relevant policy tools to reduce inequality. This study fills this gap by understanding spatial inequality in three large cities from the Indian subcontinent – Delhi, Dhaka and Karachi. We ask to what extent spatial inequality exists between and within these cities, what are the potential reasons for (in)equality, and how inequality can be reduced? This study uses the Demographic and Health Survey (c.2017) and other secondary data sources (for example household surveys) and performs econometric analyses on some of the selected variables, including housing adequacy, as defined by the UN-Habitat. It also validates empirical findings from the network of the Centre for Sustainable, Healthy and Learning Cities and Neighbourhoods (SHLC). Our study presents three levels of inequality: inter-country, inter-city, and intra-city. First, we highlight the nature of inequality in these cities. For example, Dhaka has the highest share of slum dwellers but a reasonably equal society. Based on current patterns, we hypothesis several reasons for stark inequality in the global south cities that can be explained by their historical context and current exclusive planning processes. To produce just cities and neighbourhoods, there is a need for inclusive policies and programs at the national level in complement to local planning strategies

Hospital development in rapidly urbanizing cities

Yingying Gan

TU Delft

Abstract:

Urbanization is an essential social process in the 21st century. However, providing medical services has become one of the significant challenges in the exploding metropolis. The outbreak of Covid-19 has challenged the capacity and ability of public medical systems, as well as the coordination and efficiency of decision making.

Shenzhen, globally known for its rapid urbanization, a megacity with tens of millions of people in South China, has been tested by the epidemic and submitted excellent answers with a low infective rate (0.003%) and high cure rate (99.35%). To provide adequate quality medical facilities for a rapidly growing population has become a huge problem in Shenzhen as well. Like many fast-growing cities, Shenzhen tackles the problem by enlarging existing hospitals or enlarge new hospitals. However, while the quantity of medical services is improved, other related issues occurred.

This research will study the development of hospital buildings during the fast urbanization period through interview, literature review and GIS mapping. The study analyzes the strategies for developing a better urban hospital system from 4 perspectives: a). governance strategies in the healthcare system, construction mode and related policies; b). urban design strategies in hospital planning and design; c). architecture design strategies in hospital designs; d) other new technologies in urban hospitals.

C. Urban economic sustainability, degrowth and smart city development

Panels:

C.1 Smart City

Moderator: Trond Vedeld

Participants: Carolin Schroeder, Matteo Basso, Ute Vees, Dr. Tamás Kaiser

C.2 Urban economic sustainability under pressure

Moderator: Valeria Fedeli

Participants: Fernando Ortiz-Moya, Ruiying Liu, David Klepej, Valeria Fedeli

C.3 Growth - degrowth

Moderator: Paula Russel

Participants: Patricia Feiertag, Ipshita Karmakar, Anastasiya Matyushkina

Sustainable & Smart?

Governing Local Transformations

Caroline Schroeder

Zentrum Technik und Gesellschaft, TU Berlin

Abstract:

INTRODUCTION

The (rapid) growth of cities and city populations in many regions of the world puts a focus on the question on how people's mobilities can be organized in both a more sustainable and smarter way. In sustainability research and practice, a shift from expert-generated to more flexible and open approaches as well as the growing acknowledgement of the importance of knowledge can be identified. In this context, awareness is growing that radical, large-scale and integrated approaches are urgently needed, reaching beyond short-termed, small-scale policy approaches.

The introduction of 'smartness' can be considered as such a radical approach. Theory and practice of smartness deal with a similar difficulty of answering the question how to transform a system. Similar to developments in sustainability research and practice, the last decade has seen a shift from technologically-focussed solutions on smartness with unreflected transfer of private-sector logics of economic competition to more society-oriented perspectives where deliberated expectations, demands and objectives are being integrated in a variety of processes.

RESEARCH QUESTION FOR THE PAPER

The mobility system, consequently, deals with becoming more sustainable and smarter at the same time: The (research) question is how local stakeholders deal with both challenges – and which consequences this has (not) for local governance.

APPROACHES/METHODS

The transdisciplinary project 'Neue Mobilität Berlin' (New Mobility Berlin, <http://neue-mobilitaet.berlin/>) addresses these challenges by working with local networks of civil society, stakeholders, mobility providers, scientists, administrators and politicians.

FINDINGS/PRELIMINARY HYPOTHESIS ABOUT FINDINGS

The contribution will provide insights into the challenges of governing local mobility transformations, based on intermediary findings from the last three years and empirical findings from two online surveys.

Re-framing rural mythologies: the contradictory dimension of local development trajectories in the Prosecco hills Unesco World Heritage Site

Matteo Basso

IUAV University of Venice

Abstract:

This contribution investigates the contradictory local development trajectories currently driving the land-use changes in the hills (recently recognized as a Unesco World Heritage Site) where the globally known Italian Prosecco wine is produced. Materializing in discourses, values, practices and policy tools, such contradictions basically refer to the conflicts between a massive vineyard expansion generated by the Prosecco's global demand, a growing discontent of locals for the related landscape and environmental impacts, a set of regulations imposed by Unesco for the preservation of the local heritage. This study seeks to challenge the dominant and essentially positive imagery about the rural, recognizing the urgency, for both planning theory and practice, to re-frame the urban/rural dichotomy: not simply to protect the countryside from the growth ambitions of cities, but also to manage the negative impacts of agro-industries on urban settlements.

To what extent are ordinary planning tools managing these interactions? What role can spatial planning play in balancing, in a more sustainable way, the expansion of vineyards and the local populations' needs in terms of quality of life? To answer these questions, this study adopts a qualitative research method that investigates, through the analysis of planning documents and interviews with key actors, the different local development practices and policies. The research already highlights the unsustainable development trajectories in the Prosecco hills, from both an environmental and social perspective, and calls for a general reflection on the role of ordinary planning tools in addressing the interactions between vineyards and residential zones more effectively.

Actors Networks in Recycling Processes - The Case of Minalesh Tera, Addis Ababa

Ute Veas and Yishak Tekelgiorgis

Stuttgart State Academy of Art and Design

Abstract:

Mercato, in the center of the Ethiopian capital in Addis Ababa, is not only said to be the largest market in Africa, it is also an example of how a variety of people is shaping a city. In Minalesh Tera, an area of approximately ten hectares within Mercato, most of the city's recycling is done. Well known among locals to buy all sorts of products, its complex system of mostly self-organized processes not only offers an income for around 300.000 people, but highly contributes to the city's waste management and productivity. The increasing pressure on land in the capital results in a structural city development plan that foresees to transform the area into a new commercial zone .

The paper 'Actors Networks in Recycling Processes: The Case of Minalesh Tera in Addis Ababa' explores the complex systems and structures that are within the recycling and production process in and linked to Minalesh Tera. It aims to understand the role of the actors involved and how the different sub-systems can inform future planning activities in the area and beyond. The qualitative research approach, done by a binational team, makes use of interviews, focus groups and observations to better understand the structures, yet the ambiguities and contradictions that might come with the development of the area. The case of Minalesh Tera offers to look into the economical, ecological, social and cultural relationships and can therefore contribute to the conference on 'Contradictions Shaping Urban Futures'.

Innovative hubs in a driving seat: the enabling role of smart city marketplaces

Dr. Tamás Kaiser

University of Public Service

Abstract:

Digital technology evolves rapidly, but the adoption and use of the technology varies between different sectors and places. However, thus far digitalisation in towns and small cities has received considerably less attention although digitalisation has the potential to play a significant role in the catching-up of these areas. From the viewpoint of inclusive digitalisation has been viewed as an essential element to adapt to the era of digital transformation. However, despite the growing body of literature on smart cities relatively little attention has been paid to the conditions, elements and operation of the necessary supportive environment according to inclusive digitalisation so far.

On the basis of exploring the enabling conditions of smart city developments this paper seeks to test them within the framework of the Digital Success Programme (DSP) in Hungary. Analysing the initial phase of the DSP, we assume that the creation of innovative hubs is of key importance to promote complementarity and synergies between pilot projects, knowledge sharing and upscaling of successful smart solutions. The paper argues that the emerging smart city marketplaces serve fulfil the role of a hub for all stakeholders, groups, networks, platforms and initiatives being involved in the smart city field. Its single purpose is to support those activities by organizing cross-domain collaboration during preparation and implementation of smart initiatives to enable local authorities of co-design and co-creation process with a wide variety of urban stakeholders who are interdependent upon each other for results. In doing so, smart city marketplaces promote and strengthen the cooperation and division of labour between settlements which show fundamental differences of size, economic development and the level of digital maturity. In this paper the preparation of smart city marketplaces will be evaluated from the viewpoint of skills, perceptions and attitudes of citizens as one of the main stakeholder groups of inclusive digitalization and smart city development.

The paper relies on a desk research on relevant literature, key strategy documents, pilot projects, a regulatory environment as well as taking exploratory in-depth interviews with experts working for DSP and the so-called ‘Smart Village’ Programme. To evaluate of these findings in an empirical way a representative survey on citizen’s perceptions (N=1250) was created and administered to measure attitudes skills and perceptions in Hungary focusing on towns and small cities (without investigating the capital Budapest).

On the basis of the research the paper argues that in a case of collaboration between towns and cities it is particularly important to create a tailor-made local digital strategy and to create innovative hubs in the form of smart city marketplaces based on citizen-friendly institutional design, responsive management systems, as well as mapping and promoting innovative stakeholders and local solution providers.

The Japanese Conundrum: The Search for Sustainable New Planning Strategies in a Post-Growth Scenario

Fernando Ortiz-Moya and Marco Reggiani,

Institute for Global Environmental Strategies and University of Strathclyde

Abstract:

Urban shrinkage contradicts the normative assumption of cities as growth machines. Shrinking cities are stigmatised as outcasts of urban systems, prone to high unemployment rates, low quality of life standards, and urban blight. Compelled by this dominant narrative of loss, planning responses have focused on reversing declining trajectories and returning cities to the growth paradigm. Only in a few instances have cities accepted shrinkage and actually implemented smart decline planning approaches. This is the case of Suzu City, Ishikawa Prefecture, Japan. In this small and geographically isolated city of 14,625 inhabitants, local authorities are reconsidering their planning outlook based on sustainable principles. In particular, Suzu's new model revolves around its social-ecological landscapes, referred to as Satoyama in Japanese, harnessing its natural capital to propose a new development model in which growth is no longer the metric measuring urban success.

By reflecting on the case of Suzu, this paper explores how cities can depart from the growth paradigm to envisage alternative development pathways. It argues that rather than fighting against decline, shrinking cities should look for other more sustainable options and different metrics to measure urban performance. In doing this analysis, this paper offers a critique of the dominant narrative of loss surrounding shrinking cities and calls for careful reconsideration of pro-growth approaches—ones that still represent the preferred option for planners and policymakers.

Planning ideologies under population shrinkage

Ruiying Liu

TU Dortmund

Abstract:

This paper uses ideology mapping to investigate the conflicts between growth-oriented and non-growth-oriented planning from the practitioner's point of view. On one hand, shrinkage is a context in which growth-oriented planning often produces more negative than positive effects; on the other hand, however, the actual planning practice in shrinking cities is slow to change this unproductive orientation. The reasons behind this resistance to change are complex, involving epistemic, cultural and institutional elements, and may range from actor to actor depending on their position and expertise in the planning process. Thus there is a need to extract and compare the beliefs and values from different actors to form a more practical and holistic understanding of the problem. Ideology here is understood as a system of concepts, beliefs and values that underlies people's behaviours and attitudes. As such its analysis provides a useful perspective to understand conflicts over controversial topics. The Cognitive-Affective Mapping method represents an ideology as a network of concepts, emotional valences and links of association. It provides a way to extract ideologies from individuals, and a way around thick descriptions for easier grouping and comparison across individuals. For the conflicts of planning orientations, the method is used (with adaptation) to: identify sources of conflicts, in other words, real world elements underlying the resistance to re-orientation; to compare the differences between actors of different levels and sectors/expertise; and to induce dialogues over the conflicts and differences.

Urban tourism and its social impacts: the case of Ljubljana, Slovenia

David Klepej and Naja Marot

Biotechnical Faculty of University of Ljubljana

Abstract:

Urban tourism was before the pandemic one of the fastest growing types of tourism and a phenomenon increasingly affecting the everyday life in cities. Simultaneously gentrification process is taking place as result of revitalisation of urban environment causing spatial redistribution of services, businesses and social groups. Tourism and the city have always been intertwined, but the impacts of unregulated tourism growth can fast destroy the balance between the welcomed added value to the quality of life in the city and the acceptance of tourism by the inhabitants. In the worst cases, the inhabitants show resistance against tourism and cause different kind of conflicts towards the sector (Colomb & Novy, 2016; Milano, 2017; Smith et al., 2018; Stors et al., 2019).

In our case, we were interested if the happenings in the prime European city destinations, e.g. Barcelona, London, are also likely to happen in the second-tier destinations, in which high growth had been occurring since 2015. What we have in mind, are cities like Bratislava, Zagreb, Graz. Our investigation is done on the example of Ljubljana, a city with one of the highest growth of tourism among European cities before the Covid pandemic. Two hypothesises are tested; due to tourism growth (around 20% annual growth in recent years; ECM, 2020), if firstly, the touristification of certain urban areas is occurring, secondly, what are the social impacts of the urban tourism as identified in our assessment, and thirdly, how the life satisfaction of local residents is affected in the observed period (2014-2019). In the first step, the selected streets or its parts are analysed to determine the level/occurrence of touristification (e.g. types of offer, businesses, public space use). Secondly, a set of indicators of social impacts of tourism is developed and corresponding data is gathered and analysed (e.g. societal and cultural openness, safety, education, gentrification). Thirdly, the surveys of residents, including the annual survey by Ljubljana Tourism, are analysed to determine the perception of tourism and its affects on the city by the locals.

To conclude, taking into account all the data, we will speculate if Ljubljana is alike the cities in which urban tourism was before pandemic already unwelcomed or is one of the cities in which the balance between the tourism and the well-being of the locals is (still) well managed and preserved. On the basis of the results, we propose possible actions to be implemented by local authorities and other actors for more sustainable and inclusive development of urban tourism.

Rethinking the relationship between the city and the industry

Valeria Fedeli

Politecnico di Milano

Abstract:

During the last decades, all over Europe, metropolitan areas have been experiencing a considerable process of restructuring of their economic base: industrial activities have left central urban areas looking for new convenient locations related to the new organization of the economy, but also as a result of new pressures and interests on land use and land values in central urban locations. Public policies as well, at different levels, have fostered similar processes, at different levels and for different reasons, here included the research for a better urban environment. Conversely trends are emerging which are suggesting that the increasing peripheralization of industrial activities is both undesirable and even dangerous for metropolitan areas which are looking for some sovereignty of their local economies.

The paper will present the first results of the reflection developed under the ESPON project MISTA, which aims at developing an understanding of the current contrasted and complex relationship between the city and the manufacturing sector: is it true that the industry has left the city or will leave in the immediate future? One major hypothesis the project builds upon, is that, on the contrary, manufacturing is still a crucial pillar of urban economy, but less visible than in the past, and probably in different forms. The project aims at producing an updated and critical understanding of how manufacturing has changed in contemporary European cities.

Limiting or enabling growth? The role of regional planning

Patricia Feiertag

TU Dortmund

Abstract:

Population decline or stagnation prevailed in Germany for at least 15 years, also in urban areas: population growth took only place in suburban areas and for 2020 a stagnation of core cities of large agglomerations such as Berlin, Hamburg, Munich and Stuttgart or even decline for Dresden and Leipzig was projected. The public debates centred on shrinking cities and demographic change. Today, cities are growing and rents and property prices are rising. Affordable housing is high on the political agenda and increased building activity is called for. As many core cities are lacking available land and commuting distances increase, the issue has to be addressed regionally.

What is the role of regional planning in managing growth within city-regions and how well adapted are the existing instruments in Germany to the changed circumstances?

The contribution will address changes in the German debate about growth/degrowth, the gap between projected population trend and current development as well as expectations in planning to deliver sufficient building grounds to ease the current housing shortage. Using the example of Stuttgart, instruments of Verband Region Stuttgart as well as the reluctant attitude of municipalities within the city-region towards growth will be portrayed. It will be discussed how regional planning can facilitate a balance between the urban core and its surrounding areas as well as achieve a balance between the (still valid) environmental aim of low land consumption and the (currently burning) aim of affordable housing.

The empirical base consists of eight interviews and document analysis.

Mumbai's Pipe Dream: The contradictions of development along the Tansa Pipeline

Ipshita Karmakar

Living Waters Museum

Abstract:

The current trajectory of urban growth in Mumbai has focussed its investments in infrastructure development in the hope of creating an image of a 'global' city. These projects have frequently been undertaken at the cost of social exclusion, environmental degradation, and large scale displacement. The presentation will focus on the trajectory of a single infrastructure development project in Mumbai – the Tansa Pipeline development project and the contradictions and tussles that it faces in its path to execution. The 160 km Tansa Pipeline is one of the major sources of water supply in the city of Mumbai. Over the course of 50 years, about 16000 houses have been built over and around the pipeline, thereby hampering the maintenance of the pipeline and leading to frequent bursts. The stretch along the pipeline is slated to be the site of one of Mumbai's exorbitant development projects, an INR 300 crore cycle track. This project is placed in the larger macro narratives of growth and development in the city of Mumbai, and compared to similar infrastructure development projects such as the Mumbai Urban Transport Project (MUTP), and the Navi Mumbai Airport development schemes. The paper attempts to frame a narrative on the trajectories and contradictions of urban growth and sustainability in Mumbai, and reflects on the role of relevant stakeholders in framing these contradictions.

A systemic change needs to be brought about in how we prioritise the development of our city vis-à-vis the quality of life of all its citizens, thereby allowing for inclusivity. The proposal makes a case for the importance of essential services and infrastructure which are basic rights to life, and only once these are in place, should additional projects be implemented which complement existing facilities.

The transformation of cultural strategy through economic decline and severe shrinkage: the case of Riga, Latvia

Anastasiya Matyushkina

TU Dortmund University

Abstract:

Culture-led regeneration has been a wide-spread strategy in shrinking cities, particularly in a post-industrial context. Traditional models such as cultural flagships or 'creative city' have been shaped by the pro-growth paradigm of the 20th century. They have been criticized for causing gentrification, loss of local identity, and further exclusion of vulnerable social groups. Particularly in shrinking cities pro-growth cultural models are often ineffective and threatening for the sustainable development. Alternative culture-led models that prioritise social inclusion, local sensitivity and affordability are urgently needed.

The study explores the transformation process of cultural strategy in Riga, Latvia. It follows the evolution of strategy during the world's economic crisis and severe population decline (since 1990 the city lost over 30% of its residents). Empirical data was collected through experts interviews in September, 2020, and secondary sources: policy/strategy documents, statistical data and media publications. Analysis is done via qualitative coding in MAXQDA. The results reveal (1) a process of cultural decentralisation, from city centre to city neighbourhoods, where local needs and resources become the priorities; (2) the transformation of culture from a tool for urban competitiveness towards a tool for civic empowerment. Through an in-depth analysis of the strategy process this study examines how culture can be strategically used to improve social cohesion, local governance and municipal capacity to address challenges of population and economic decline.

D. Urban governance and participation

Panels:

D.1 Urban municipalism

Moderator: Filipe Teles

Participants: Büşra Meriç, Alba Alexander, Patrícia Romeiro, Victoria Taranu

D.2 Urban strategies and planning

Moderator: Alistar Jones

Participants: Irfan Safdag, Johanna Hoffman, Mathias Reinar, Stefanie Dühr

D.3 Governing sustainability

Moderator: Carla Tedesco

Participants: Kat Martindale, Dabin Ruby Lee, Adamantia-Maria Lazopoulou & Konstantinos Dimitriou

Planning Overruled: Politicians Taking Over Urban Development of Istanbul

Büşra Meriç and Mehmet Saner

Ozyegin University

Abstract:

Istanbul is generally considered as overshadowed by Ankara in Early Republican Turkey in terms of urban development since the new capital was genuinely the stage of Turkish modernism. However, only a decade later than Ankara, Istanbul was also to modernize in Western fashion by plans prepared by Henri Prost. Yet, with these plans partly implemented, Menderes, the Prime Minister of the Democrat Party regime hijacked the urban development of Istanbul in the 1950s by dismissing Prost of his duties but still continuing to implement his plans with slight changes. Most actions actually based on Prost plans were later acknowledged as Menderes operations on the city.

Almost half a century later, another prime minister (and later president) commenced similar operations on Istanbul. Ignoring all planning processes by an extensive body of experts, Erdoğan of Justice and Development Party himself decided on several so-called “mega-projects”. If there were another similarity between Menderes and Erdoğan apart from their political tendency, it would be their enthusiasm in rebuilding Istanbul according to their own vision, either by hijacking the development or by disregarding extensively studied plans. Both ways have one common ground: they take it as their right to overrule all planning procedures.

This study will be a comparison of two cases, Menderes and Erdoğan, where planning is overruled for the sake of personal desires on the city. It is aimed via this comparison that shedding light on planning and politics relationship in Turkey and evaluating the ongoing mega-projects for Istanbul from a historical perspective.

Deprivatization and Water Politics: The Rise of Remunicipalism

Alba Alexander

UIC

Abstract:

Since the early 1900s water supply has been distinctive among US utilities for being a municipally-owned asset. Other utilities have been mostly privately owned. In 1950 over 90 percent of US water systems were publicly owned. By 2000, this number decreased to 85 percent. Most private expansion occurred in the 1990s as influential agents promoted “market efficiency,” yet water privatization crested in the 21st century. Cities let contracts expire or terminated contracts outright. In some cases, private companies simply withdrew. Cities then returned to or initiated public ownership, a process referred to as “remunicipalization.”

There is evidence outside the US that public resistance played a role in opposing water privatizations (eg. Paris, Berlin). Yet in the US the motivations are less clear. Budgetary concerns appear to be the crucial criterion for privatizing as well as deprivatizing water, but is any other factor at play, such as ideology or public outcry or lobbying power? Still, private economic mishaps were the grounds for public discontent that drove the decisions to remunicipalize. Through comparison of Atlanta, Indianapolis, and Pittsburgh this paper examines key motivations to remunicipalize water. These cities are among the largest in the US that moved to reverse privatization. Another factor considered here is the mediating role of the subnational state in helping or inhibiting city-level actions regarding water services. The paper considers the broader significance of the shifts to municipal-owned assets. Does this add up to a coherent movement that is undermining neoliberalism?

Local Governance Networks in a Centralised Country: The case of Portugal

Patrícia Romeiro, Filipe Teles, and Luís F. Mota

"Department of Social, Political and Territorial Sciences - University of Aveiro, and Centre of Studies in Geography and Spatial Planning (CEGOT) – University of Porto, Portugal

Abstract:

Governance networks have been adopted by several local governments in Europe as a solution to face local and regional challenges across different policy areas. This form of governance is often associated, both in practice and in academic literature, with several advantages, such as efficiency in formulating and /or implementing public policies and greater democratic legitimacy of decision-making. However, governance arrangements are dependent on the success of the coordinating efforts, their governance capacity and the ability to improve their legitimacy and their democratic anchorage. The characterization of these three dimensions across the full spectrum of local governance arrangements is, therefore, highly relevant to understand its results and impacts on local government and territorial development.

Drawing on the literature on political science, this paper explores governance networks through the experience of local governments. Sixteen municipalities in Portugal were chosen to represent a diverse matrix of governance arrangements in territories with relevant rural-urban and high-low population density asymmetries. In particular, this paper presents the results of semi-structured interviews conducted to the Mayors of these municipalities to know their perspective on three interrelated dimensions: quality of coordination, the network capacity and quality of accountability mechanisms.

The results exhibit strategies, benefits, risks, and limits inherent to governance networks at the local level and bring contributions to the development of the governance theory, particularly in centralised countries.

Property tax as a policy to enhance sustainable land use and energy efficiency of buildings

Victoria Taranu and Griet Verbeeck

Hasselt University

Abstract:

Besides being an important source of revenue for municipalities, property tax (PT) can be used to steer towards more sustainable land use and/or higher energy efficiency. As an environmental policy, PT can be implemented in two manners: by providing PT incentives or through the intrinsic design of the PT, such as the choice of the PT regime. Ex-post evaluations of the impact of PT regimes on urban sprawl provide evidence that the land tax or split-rate tax that taxes land at a higher rate than structures appears to increase building density. Nevertheless, location is important because increasing development in the suburbs would contribute to urban sprawl. These PT regimes could be applied in strategic locations with concentrations of transport and public services. Another approach is to offer PT reduction for investments in energy efficiency for new constructions and renovations. Our findings show that this type of PT incentive in Flanders encouraged energy efficiency improvements in terms of kWh/m² per year. Nevertheless, since the final goal is to reduce overall energy consumption by having smaller living units and more compact building typologies, we propose reforming this incentive to encourage energy sufficiency, by incentivising lower total energy in terms of kWh per year or kWh/occupant per year. With this alternative implementation, large underused energy-efficient dwellings would not be favoured, and large (low-income) families in small houses with lower energy performance would not be punished. This way, sufficiency could be a strategy to achieve both energy and spatial planning policy goals.

Negotiating the interface of top-down / bottom-up development approaches as an alternative urban governance and city-making strategy

Irfan Safdag

University of Cambridge

Abstract:

As rapid urbanisation becomes an ever more prevalent reality – particularly in the global south – so too does the need for a new approach to the way in which our cities are thought of, and designed.

Conventional development attitudes do not necessarily succeed in engaging with different geographical contexts and the diversity of citizen needs – economic, social or cultural. On the contrary, civil society driven schemes struggle to address the scale of development required, or to integrate into formal planning frameworks. Arguably, therefore, implementing top-down interventions and bottom-up initiatives in parallel may be fundamental to facilitate temporal urban conditions and specific community needs, whilst managing differing time-scales of project implementation and demand.

Creating a design agenda and urban governance structure at the interface of top-down and bottom-up approaches, means understanding the opportunities and challenges associated with both, and the actors that may be involved in supporting and engaging both systems with one another. This paper aims to understand how policy, practice and governance structures may be better aligned to establish a common terrain in which government, planning professionals and the public can work together, by beginning to address the following key questions:

1. What can be learnt from innovative projects in the global south, and can these be applied in the global north?
2. Can a cooperation model be established between communities and local government in order to assume the role of citizens in local and regional development planning?
3. How can bottom-up participatory processes be scaled up?

Imagination for Equitable Cities: Using Worldbuilding to Create More Participatory Urban Futures

Johanna Hoffman

Design for Adaptation Institute

Abstract:

This research investigates how worldbuilding can be used to create more participatory and interdisciplinary planning initiatives for urban futures. A design methodology with origins in fiction and Hollywood filmmaking, worldbuilding employs a collaborative, ethnographic design methodology that emphasizes extensive research at individual, community, and world scales to explore grounded visions of alternative futures. It uses a narrative, story-based approach to synthesize research strains in order to create more human-centered articulations of potential future conditions. Because narratives are processed differently than other forms of information, the narrative tools of worldbuilding can allow us to challenge existing views and belief systems without threatening deeply held values. In this way, worldbuilding can provide fertile ground for enhanced collaboration and participation, not just across professional disciplines but between groups with significant cultural differences.

This presentation focuses on a project titled Future World Vision. The project is a worldbuilding initiative created for the American Society of Civil Engineers, to envision and articulate what dense urban environments could become by the year 2070. Developed as an interactive educational video game for emerging civil engineering students, the project is designed to provoke deeper questions about what urban life might be like and invite in-depth conversation about what preferable futures could be. A breakdown of the project's methodology serves as an example of worldbuilding's potential utility in creating more collaborative, participatory engagement in long-term urban development and future visioning.

Sorting things out: Selective implementation of the Sustainable Development Goals in Norwegian municipal planning

Mathias Reinart

Nord University

Abstract:

The 2030 Agenda, with the Sustainable Development Goals (SDGs), is the UN's roadmap to an environmentally, socially and economically sustainable future. Achieving the transformative potential of the SDGs means changing the way our cities and regions are planned and governed. The 2030 Agenda emphasises both that the SDGs are integrated and indivisible, and that implementation should take into account national priorities and policies. In Norway, implementation has been made into an issue for municipal planning, who are expected to base their planning on the SDGs. In order to make the SDG framework more comprehensible, a common approach among municipalities is to select the goals considered most relevant. While being a pragmatic approach to local implementation, the transformative potential of the SDGs might get watered down if only goals that support pre-existing policies are prioritised. This leads to the following questions: What kind of SDGs are prioritised by Norwegian municipalities? Why do municipalities select certain goals? How does this selectivity impact on the transformative potential of the SDGs? Our data consists of a survey sent out to all Norwegian municipalities in the spring of 2020, of semi-structured interviews with planners in selected municipalities, and of analysis of planning documents. The findings point towards a goal hierarchy, with goals related to health and education at the top of the municipal policy agenda. The paper aims to provide new insights about what goes on when the SDGs are translated locally, and especially the dilemmas involved when some goals are selected to guide local policymaking.

Governance scenarios for European spatial planning post-2020

Stefanie Dühr

University of South Australia

Abstract:

The member states of the European Union have been cooperating since the 1980s in the field of spatial development in pursuit of more balanced development. Non-binding spatial policy strategies such as the ‘European Spatial Development Perspective’ (ESDP, 1999) and the ‘Territorial Agenda for the EU’ (2007, 2011) have been outcomes of this cooperation. They are expected to achieve policy coordination across sectors, government levels, and administrative boundaries and thereby contribute to sustainable development. However, the application of these strategies and their relevance for spatial planning in the different member states have been variable. Moreover, the relevance of these documents and their underlying reasoning for pursuing a spatial planning approach and better policy coordination have yet to be embraced by actors groups beyond those directly involved in planning at different scales. Within the context of an EU currently faced by numerous political challenges and a weakening of strategic spatial planning in most member states over recent years, the EU’s objective of territorial cohesion appears ever more relevant yet increasingly difficult to achieve. This raises questions over how intergovernmental cooperation on European spatial planning and territorial cooperation can be taken forward, and how intergovernmental planning cooperation can acquire greater relevance in policy- and decision-making at different scales.

This paper draws on a project completed in 2019, which was undertaken in preparation for the German EU Presidency in 2020, during which the adoption of a follow-up strategy to the Territorial Agenda by the ministers for spatial planning of the member states is envisaged. Drawing on institutional theory and multi-level governance approaches, the focus of analysis is on the governance arrangements which may offer greatest potential for embedding a territorial dimension in EU and national policies and to more effectively engage with actors across sectors and across scales. The research methods included desk study analysis and an expert workshop, during which questions of potentials and challenges of different governance scenarios were debated and the future paths for European cooperation on spatial development were assessed. On the basis of the project analysis, three such governance scenarios and their potentials and challenges are discussed in this paper: a stronger embedding of territorial cohesion within EU Cohesion Policy; ensuring more effectiveness of intergovernmental cooperation on spatial planning and a better application of the Territorial Agenda; and strengthening the territorial dimension of spatially-relevant EU

sector policies, including environmental policy. The paper concludes with a discussion on how the emerging ‘Territorial Agenda 2020+’ might best be applied and the roles of urban and regional actors within this European spatial planning process to ensure more effective spatial coordination.

Keywords: multi-level governance, European spatial planning, territorial cooperation, territorial cohesion

The Sustainability Contradiction: The Locational Impact of New Housing Development in England

Kat Martindale

AURO

Abstract:

The political determination to address the shortfall in house building in England, estimated to be 3.91 million houses, has facilitated the type of car-based sprawl usually associated with the fringe of major cities and which is now prevalent around smaller towns and more rural settlements. Volume house builders often cite the environmental credentials of their buildings to entice homebuyers without mention of location or transport options, highlighting a contradiction in the definition of sustainable development. How can a development be considered to achieving higher sustainability standards if all new residents are car dependant? This paper takes as its case study the county of Leicestershire in central England, and its seven constituent local authority areas which together are expected to deliver 119,000 houses in the 25 years to 2036. Although the area has attracted substantial infrastructure development, it is not an integrated transport strategy and does not connect to any of the new housing sites which will rely on a recently expanded road network. This paper reviews national and local government policy, major house building planning applications lodged since 2011 and their transport plans and developers' sustainability statements. With a growing awareness of our impact on the climate adding to established research on the wide-ranging repercussions of car-based development, this paper argues that new houses cannot be considered to be achieving the green standards they claim when they are remote from public transport options and that housing location should be included in their sustainability ratings.

Urban Challenges of Contemporary English New Towns

Dabin Ruby Lee

Seoul National University

Abstract:

The ambitious New Towns Programme of 1946 has allowed the government to designate 32 British new towns and of these, 21 were designated in England which this paper will mainly focus. Despite their contribution in the way we plan large-scale developments and build new communities internationally, the English new towns have not developed successfully. Meaning, the towns have not matured to the envisioned utopian expectations of a balance and self-containing place to live and work as stated in the New Town Reith Committee Report. They were supposed to be extraordinary but has become less than ordinary in regards to standards. The towns have become unsustainable as they struggle to adapt to the rapid changing society since they were a product of a single time period. Today fifty to seventy-five years have passed since first implementation, and no one has yet experienced the age of the new towns like England.

In this research, a qualitative approach has been taken utilising case studies and interviews with experts to re-examine the development process and the history to comprehend why the new towns did not succeed. The main urban challenges found were social segregation, high concentration of deprived areas, and simultaneously ageing built environments. The challenges outlined are not singular problems but interconnected. Without significant attention and prioritisation of reinvestment, the new towns will become costly liabilities. Through this study, we aim to influence the way we approach building future new towns and prepare for the no longer new towns to come.

Urban Quality of Life at the Municipality of Vrilissia, Greece: People speak

Adamantia-Maria Lazopoulou, Konstantinos Dimitriou and Christina Marouli

Deree, The American College of Greece

Abstract:

As 55% of the global population already lives in cities and urbanization continues, urban planning is gaining significance. City residents' perceptions of quality of life (QOL) should inform urban planning efforts so that they can effectively enhance urban quality of life and promote sustainable cities. This study aimed to contribute to this effort by investigating residents' urban quality of life in the Municipality of Vrilissia, a Northern suburb of the Greater Athens, which is considered to offer high QOL to its residents. The ultimate aim was to assess the quality of life in this municipality and gain insight on where the local authorities should focus their efforts to improve the life of their residents.

The study depended on a literature review on objective and subjective characteristics of urban quality of life, and a survey of the local residents' opinions on and experiences of important aspects of urban life (e.g. housing, transportation, ...). A questionnaire that included both closed and open-ended questions, and that covered several important dimensions of urban life (e.g. the social, natural and economic environment) was used. The questionnaire was administered in 2 ways: face-to-face in public open spaces and electronically via a group of local inhabitants of Vrilissia. Completed questionnaires were analyzed with the use of SPSS. The results are used to identify domains in which the Municipality of Vrilissia is commendable and areas that need improvement.

Results revealed that: there was general satisfaction concerning the presence and availability of green and open spaces as well as the waste management system; 37.4% respondents felt unsafe in their neighborhood; more than two thirds thought that the poor road and sidewalk conditions make many parts of Vrilissia inaccessible; and respondents were generally dissatisfied regarding the quality of public transportation, while 58% of them indicated that they do not use the means of public transport often. It was also evident that the municipality needs to improve the means of interaction with its residents as only a quarter of the respondents thought that the municipality has effective means of receiving feedback about the needs of its citizens.

Concluding, and on the basis of the findings of this case study, we advocate that sustainable urban planning and development should be informed also by people's perceptions of quality of urban life as they allow a window of clarity to everyday life in the city.

E. Urban, regional and transport planning

Panels:

E.1 Regionalism and Metropolitan Governance

Moderator: Vibeke Nenseth

Participants: Kamil Glinka, Sally Torres, Gro Sandkjær Hanssen, Antonia Stratmann

E.2 Urban-rural

Moderator: Einar Braathen

Participants: Maria Antónia Almeida, Alessandro Frigerio & Alice Buoli, Arian Heidari Afshar

E.3 Governance and change in polycentric Oslo

Moderator: Per Gunnar Røe

Participants: Ragnhild Dahl Wikstrøm, Trond Vedeld, Vibeke Nenseth, Per Gunnar Røe

Rescaling the urban policy of regional metropolises. The case of Wrocław, Brno and Düsseldorf

Kamil Glinka

University of Wrocław

Abstract:

The main aim of the paper is an in-depth, multifactorial analysis and diagnosis of the processes of rescaling urban policy of contemporary regional metropolises. This way of formulating the research problem is not accidental. It is justified by the significant transformations observed in the field of not only the territorial organization of the modern democratic state itself, but also the growing importance of regional metropolises, eg. Wrocław (Poland), Brno (Czech Republic) and Düsseldorf (Germany).

For the purpose of the paper the following research hypothesis was formulated: rescaling the urban policy of regional metropolises reflects the position occupied by these metropolises in the territorial order of the state. In other words, it is assumed that one can speak about rescaling the urban policy of regional metropolises when the development position of the central metropolis in the territorial order of the state is not dominant. And vice versa. Rescaling is understood as the abandonment of the traditional division into political (public entities) and non-political (social entities and commercial entities) urban actors, and, as a consequence, the cooperation of all those actors whose activity at the metropolitan, regional, central and international level allows to achieve the development objectives of the metropolis.

Due to the main aim of the paper, the key role is played by the comparative study of the cases in question, the analysis of the content of legal acts and system analysis which allows treating regional metropolises as complex, transformable systems.

One Metropolis, two scenarios. Sustainable Urban Development Contradictions in the Metropolitan Area of Lima

Sally Torres

Universidad Ricardo Palma

Abstract:

Despite the new urban planning thinking and legislation evolution since 2016 towards sustainable development, in practice, there is a limited legal framework for planning which makes it more challenging for local governments. As a result, two main scenarios have taken place in the Metropolitan Area of Lima: unsustainable urban growth at the metropolitan level, and sustainable urban development building at the local level. In an attempt to contextualize the current state of Lima's territorial planning, the research captures the nature and trajectory of this contradiction to conduct the various trade-offs inherent in sustainable urban development. The results show that urban planning unawareness, and fragmented governance without continuity across government periods, have led to distrust at the metropolitan level diminishing its urban development towards social and environmentally sustainable development. However, integrated planning and collaborative governance with stakeholders enabled the strengthening of resilience with risk mitigation in informal urban settlements at the local level. The research concludes that new transformations call for new behaviors. Consequently, appropriate collaborative governance becomes a collective power for sustainable urban development growth.

Core-City Climate Leadership in Metropolitan Contractual Management Agreements

Gro Sandkjær Hanssen

NIBR, OsloMet

Abstract:

Metropolitan governance and planning increasingly are understood as essential in managing urban growth and fostering a sustainable and climate-friendly metropolitan development. Lately, a contractual turn can be observed in metropolitan governance, in which traditional coordination tools are supplemented by contractual management tools between governmental layers and sectors. This article analyses two cases of metropolitan contractual management agreements, one in the Oslo region and one in the Gothenburg region. The article finds that both agreements build on regional strategies and plans to commit national authorities to invest in infrastructure in these metropolitan areas. The Oslo agreement has more layers than the Gothenburg case, in trying to align national, regional and local authorities' efforts in both land use and mobility politics. The agreements require advanced leadership competence from the core-city, curbing centre-periphery tensions in metropolitan areas and building local alliances to pressure national authorities in agreement negotiations. We argue that this requires a co-creational leadership role, which, in a multilevel governance setting, must be extended to include dimensions such as distributional balance sensitivity, delineation sensitivity and upward pressure.

Approaches of flexible spatial planning: a literature review

Antonia Stratmann,

WTH Aachen University, Institute for Urban Design

Abstract:

How cities will develop in future is difficult if not impossible to predict: will they grow? Will they shrink? Over what period of time will this happen? One problem with this uncertainty is that any decisions on built urban structure (e.g. roads, infrastructure, buildings) typically represents a long-term investment with considerable implications on a city's ecological footprint and resource consumption.

This should have, in turn, an influence on the decisions that planners make, because the kind and size of urban development pursued has a considerable influence on the level sustainability. But wouldn't it be better not to have to rely on forecasts and choose between sustainable vs. unsustainable urban development? Is there any contradiction at all between precisely fitting, detailed urban planning solutions and dynamic solutions?

One approach to foster sustainable urban development is flexible spatial planning. Therefore, the research question is: What are the principles and definitions of flexible land use in the literature? Shaping urban futures with the approach of flexibility and adaptability to achieve ecological, economic and social goals is insufficiently explored in the literature to date.

For this reason, this paper reviews and compares approaches of flexibility in spatial planning by means of a literature search. The results of the review culminate in a definition of flexibility in urban planning and an assessment of the importance and influence of the approaches on sustainability.

Tensions and inequalities: central and local policies towards urban and rural territories in Portugal and new approaches with the pandemic

Maria Antónia Almeida

ISCTE-IUL

Abstract:

Urban concentration by the seashore, and particularly in Lisbon and Porto, has always been a feature of the Portuguese landscape. However, since the 1960s a huge rural exodus has resulted in a now irreversible depopulation of 80% of the Portuguese territory, where less than 20% of the population lives.

Local government has played an important role in the development of attraction strategies for people, families and private companies, as well as many public policies by the central government have been put in place in order to revert this trend or at least to try to provide services and possibilities for a better quality of life for the remaining few who still resist urban attraction.

At the same time, recently, as a result of insecurity in other areas of the world and with the prospect of quality of life and lower prices, there has been a huge boom in tourism and foreign investments in urban seashore cities, particularly Lisboa and Porto, resulting in the gentrification of city centres. How has local government dealt with these novelties? What are the differences between projects and political programs for urban and rural municipalities?

Attraction strategies of municipalities and private entrepreneurs are analysed and compared. We discuss public policies and some contrasts and inequalities which have been addressed by municipalities and central government and local responses to the new pandemic situation.

“Boa_Ma_Nha, Maputo!”

Investigating strategic planning and design tools to deal with (un)balanced rural-urban development in Maputo Province.

Alessandro Frigerio, Alice Buoli and Laura Montedoro

Politecnico di Milano

Abstract:

“Boa_Ma_Nhã, Maputo!” (Polisocial Award 2018) is a research project based at Politecnico di Milano in partnership with Mondlane University (Maputo, Mozambique) and the Italian Cooperation Agency (AICS, Maputo), in cooperation with other locally operating NGOs and institutions. The project is framed in a larger international cooperation initiative named PIMI: “Programa de Investigação Multisectorial Integrada: Estudo para a Promoção do Desenvolvimento Territorial Integrado da Região de Boane, Moamba e Namaacha”.

“Boa_Ma_Nhã, Maputo!” is thus focused on the eastern part of the Maputo Province and questions the role and capability of existing (or alternative) planning tools in determining sustainable development despite the challenges faced by this territory. Among them, the most evident and urgent are: the changing rural-urban balance due to demographic growth, migrations and progressive urbanization; the local effects of climate change, with water competition and aridification; deforestation; food and water insecurity; access to energy; critical border dynamics; socio-economic and governance weaknesses. All these conditions make the peripheral districts of the fast-growing Maputo metropolitan area, a fragile territory in need of appropriate tools to strategically drive growth in a synergic inter-scalar perspective. Research activities includes desktop and fieldwork research, production of cartographies, data models and scenarios, by experimenting a transdisciplinary integrated methodology. The main objectives of the projects are: producing strategic territorial development guidelines framed in a water-energy-food nexus perspective; supporting capacity development; and drafting the feasibility study for a local development project to test potential and effective implementation processes of the general strategy. Findings and results will be discussed.

Contemporary Sprawl; forgotten old and overrated new

Arian Heidari Afshari

DASStU, Politecnico di Milano

Abstract:

This article's main argument is over the critical condition of contemporary sprawl concerning its pre-existing landscape. On the verge of the 21st century, the process that drastically overcame the rural condition with the real-estate-driven rapid urbanization – altering in most places, the rural and the agricultural networks to the generic urbanized territory – had faced its consequences. Since 2007, the urban population exceeded the global rural population, the conflict between the two proved to be the most challenging. Nevertheless, the process of virgin lands and rural landscape consumption never slowed down, and despite the overall de-growth of Europe, it found its current momentum in Asia and Africa.

The main doubt of the argument arises from the reflection on the city itself. To some extent, we all share a standard view of the essence of *Costruire sul costruito* – construction on the built, and the importance of the city context for any new interventions. At the same time, we usually lack such a consensus about the landscape's significance, which has been being alternated, fragmented, and scattered by the force of rapid suburbanization outside the cities. For our mediated urban minds, the rural lost its tangible values, and thus, we tend to forget or omit those hinterlands' critical values; they are ecological and resilient substantial. Hence, when a catastrophe hits, we pay the price. This article attempts to critically re-define the values of sprawl's context for our contemporary life and propose future scenarios for the 21st-century sprawl, showcasing examples from Japan and India.

Sustainable transport transitions in suburbia – (dis)connections between regional planning, daily mobility and place-making

Ragnhild Dahl Wikstrøm and Per Gunnar Røe

University of Oslo

Abstract:

Regional land-use and transport planning are central in the ambition to decarbonize the suburban landscape. Although regional planning and the reorganization of the suburban landscape are important in facilitating sustainable transitions, these policies are also lived by people, who therefore have a key role in this transition. This is why this paper explores the (dis)connections between the conceptualized and conceived spaces of planners, and the perceived and experienced spaces of daily mobility. Our hypothesis is that policies and plans, like suburban retrofitting through densification and transit-oriented development, might be disconnected from citizens' lifeworlds, which may hamper the implementation. To explore the possible (dis)connections, this paper will illuminate to what extent and how disconnections arise, and how and via which modes of planning and governance they might be bridged, and sustainable transitions enabled. We also address how regional plans may be (dis)connected to local place-making processes constituting the socio-spatial contexts of these practices. To address these objectives, this paper investigates how the regional land-use and transport plan for the Greater Oslo Region is interpreted and implemented by local authorities in three suburban centres, and how people's mobility practices and perceptions align or contradicts with these plans and the planner's conceptualizations.

Polycentric, hybrid governance in metropolitan Oslo: Tackling sustainable city-centre transformation in small towns

Trond Vedeld

NIBR, OsloMet

Abstract:

Cities are generally acknowledged to take lead roles in pursuing goals of resilient, low-carbon, and sustainable urban development (IPCC 2018, Bernstein and Hoffmann 2018, van der Heijden 2019). In particular, many global metropolitan cities are found to be central sites and frontrunners in governing climate change and sustainable urban futures.

This paper addresses an understudied area of urban governance scholarship related to the more precise roles of local governments in operationalizing sustainable city transformation in small-towns within metropolitan areas. The paper unpacks how local governments in a polycentric landscape of actors operate as boundary spanners between multiple state and non-state actors to achieve sustainable city development goals. Empirically the paper analyses the relationships between metropolitan spatial planning and the role of local governments in governing city-centres in the regional towns of Ski, Sandvika, and Lillestrøm within the Oslo metropolitan region; each city being governed by three distinct local governments (Nordre Follo, Bærum and Lillestrøm).

The paper examines the actor-landscape and the domains within which each type of actor exercises authority and leverage assets for self-governance and for collaborative governance through a comparative case study approach. Conditioned by the polycentric arena of the metropolitan region, it is found that the local governments expose many similarities – and some differences - in the employment of hybrid mixes of pragmatic, regulative planning tools and transformative, transactional, and co-creational governing instruments to mobilize fragmented internal and external actors for shared transformation goals. The specific forms of governing depend on the local socio-spatial contexts, policy domains of relevance and the capabilities of the local government administrations (Ansell and Gash, 2018; Romero-Lanko et al. 2018).

The empirical findings suggest substantive challenges in how the local governments cope with fragmented, multiple actors and scales in the governing of climate change, green mobility and sustainable city-centre development. Reflecting a fragmented polycentric ‘eco-system’ of public, private and civic actors, the paper reveals governance challenges in terms of multi-level coping

(especially in engaging state/regional actors for furthering local green mobility), financial constraints, and local capability limitations in enhancing and balancing collaborative efforts with both local businesses and citizens/civil society to enhance efficiency, sustainability and just transitions. The investigation is based on policy document analysis and about 40 interviews across public and private actors.

Suburban Green Mobility. Potential and Barriers for a Sustainable Change

Vibeke Nenseth and Per Gunnar Røe

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University of Oslo

Abstract:

Cities experience a transition towards more sustainable mobility - walking, cycling and public transport. While city cores seem to be beyond peak car, the suburbs are still mainly car based. This has turned the attention towards suburban mobility. Like many city regions, the Greater Oslo has applied regional land use and transport planning to deal with the “suburban problem” - aiming at reducing car dependencies and developing more sustainable suburbs, through transit oriented and urban development. But how are these principles received, translated and implemented locally? What is the potential for a sustainable transition? We have investigated local planners’ views on these overarching planning principles. On one hand, the local planners seem to have adapted these development principles with a high degree of consensus. On the other hand, essential sustainability dimensions, like the demography and social composition in the growing suburban towns, are omitted. This may be an unintentional consequence of narrow disciplinary approaches and planning practices, still marked by a physical or environmental determinism. Sustainability transitions should imply a broader knowledge integration in planning, including also social science disciplines, to better understand peoples’ preferences, choices and practices; in short, how people want to live their community lives.

Suburbanizing the Compact City Model - Envirioning a Post-suburban Oslo Region

Per Gunnar Røe

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Abstract:

This paper explores the relationship between compact city development and regional planning as a formal mediator of the process of post-suburbanization (Phelps and Wood 2011), based on a case study of the regional land use and transport plan for the Oslo metropolitan area, which is part of a transnational trend in up-scaling the compact city model and creating a new urban, suburban and peri-urban spatiality. The paper addresses the ways in which regional planners envision not only a spatial assemblage of compact cities, but also particular urban lifestyles and social practices in these spaces, thus addressing theoretically underdeveloped issues regarding the discursive construction of post-suburbanism as ways of life (paraphrasing Louis Wirth's famous essay *Urbanism as a way of life*). Arguably, there is inadequate attention towards the social and ecological particularities and implications of these discursive ways of envisioning a 'sustainable' post-suburban region. The paper focuses especially on how 'the city' and 'the suburb' are invoked as spatial imageries of sustainability and unsustainability in the territorial, urban form-based understandings of 'the compact city', by now hegemonic in urban policy and planning.

F. Urban planning and design

Panels:

F.1 Cultural heritage and transformation I

Moderator: Paula Russell

Participants: Grete Swensen, Bartosz Ślosarski, Claudio Martani

F.2 Cultural heritage and transformation II

Moderator: Alistair Jones

Participants: Gillian Foster, Federica Fava,

F.3 Urban design I

Moderator: Peter Hammersam

Participants: Alessandro Frigerio & Simona Galateo, Simran Singh, Ipek Kastas-Uzun, Marichela Sepe

F.4 Urban design II

Moderator: Marichela Sepe

Participants: Shile Zhou, Harry den Hartog, Michele Roda

Handling tensions between industrial past and future development in urban transformation projects

Grete Swensen

Norwegian Institute for Cultural Heritage Research

Abstract:

Pressure on land-resources has turned adaptive reuse of redundant industrial sites into a common policy in many former industrial towns. Transformation of industrial sites requires balancing needs for conservation, regeneration and development. Adaptive reuse of cultural heritage can provide character and sense of place to the city. Question asked in this paper are: How do the tensions between past and futures affect urban development on former industrial sites? How can public participation enhance place attachment in transformation areas?

For large urban transformation projects to be successful, planning ethics requires more extensive use of public participation. Active local user participation is frequently mentioned as an element of desirable planning processes. The motivations behind its uses vary however: sometimes participation is primarily considered an expression of democratic principles or seen as a practical tool to increase information. Alternatively, it is simply used to justify a policy decision to be made. The concept resilience can be used as a means to contextualize public participation as a core element in sustainable planning practice. The potential of implementing resilience in contemporary urban planning will be discussed.

The paper is part of the larger interdisciplinary research project ADAPT, carried out in two former industrial sites situated in historic cities undergoing transformation (Klosterøya, Skien and Verket, Moss, Norway).

Norm entrepreneurs in the cultural heritage readaptation processes

Bartosz Śłosarski and Agata Żbikowska

University of Warsaw

Abstract:

The main aim of the research paper is to investigate various roles of non-governmental organizations in the local sustainability politics in Poland, especially in the case of cultural heritage readaptation in urban, suburban and rural contexts.

Local civic society organizations often hold a position of a norm entrepreneur – who is focused on new norm building and persuasion practices – organizations bring new norm into life in specific political context and strives to convince the critical mass of leaders or institutions to embrace this new norm as a solution for specific problem or situation in a polity (Finnemore, Sikkink 1998). Grassroots initiatives are influencing the process of local agenda-setting (Birkland 2017) by persuasion practices, which could be defined as a differentiated repertoires of interaction between organized inhabitants and local authorities (Jasper 2015). Moreover, local organizations may change their roles and activities when the norm they promoted was accepted or not in a polity – it means they are shifting into other roles (e.g., watchdog initiative or think-tank) or into other policy areas where their agendas, experiences, skills and resources offer the most advantage (Jasper 2012).

In the paper we will compare grassroots ways of promotion of a new norm concerning the re-use of cultural heritage sites, which were left by neoliberal urban development strategies of local authorities (Roszczynska-Kurasinska, Domaradzka, Śłosarski, Żbikowska 2019). We will focus on strategic actions and dilemmas of norm entrepreneurs, within the trajectory of the cultural heritage readaptation process and local politics of sustainability.

A new methodology for promoting a sustainable regeneration of the European residential building stock, considering future uncertainty

Claudio Martani, Cinzia Talamo, Giancarlo Paganin, Andrea Campioli, Bryan T. Adey, Andrew Baum

ETHZ, Politecnico di Milano and Oxford University

Abstract:

The future sustainability of Europe depends largely on the ability of policy makers and regulators to effectively promote regeneration interventions on privately owned residential buildings. In order to enable public authorities and policy-makers to effectively direct private investments, the effectiveness of alternative regulatory and incentive actions has to be evaluated. As how regulations and incentives affect building owners depends on the risks associated with regeneration interventions, these need to be estimated accurately. This is challenging due to the vast uncertainties related to the future needs of stakeholders and environmental conditions, exacerbated by social and technological transformations and climate change. In this article, a general methodology is presented that allows the evaluation of the effectiveness of the regulatory and incentive actions, taking into consideration the uncertainties on the time and the types of regeneration intervention strategies that these will trigger on private building owners. The methodology uses the real-options method to estimate the risk associated to alternative regulatory and incentive actions. To that end, the uncertainties on decision criteria, stakeholder needs and environment uncertainties are modelled and simulated using the Monte Carlo method. It is expected that the use of the methodology will improve the definition of regulatory and incentive actions, which in turn, will help encourage a sustainable regeneration of the living environment of millions of European citizens. Future work is to include the estimation of the risks on a real world case study and the effect that this improved clarity has on the definition of regulations and incentives.

Circular City and Adaptive Reuse of Cultural Heritage Index: Measuring the Investment Opportunity in Europe

Gillian Foster and Ruba Saleh

Institute for Ecological Economics, Vienna Institute for Economics and Business

Abstract:

An urban conservation perspective guides that architectural cultural heritage preservation and circular city policies must synergize. The long-lived, culturally relevant, unique buildings of Europe's urban landscapes embody the values of the Circular Economy (CE) and sustainability. They are central to urban identities, generation after generation. Furthermore, Adaptive Reuse of Cultural Heritage buildings (ARCH) contributes to slowing the extraction of natural resources and energy for new buildings, and reduces greenhouse gas emissions. ARCH's inherent characteristics distinctly express the 2020 European Green Deal's CE objectives for buildings. Therefore, this study introduces the novel Circular City Adaptive Reuse of Cultural Heritage Index, which is a composite indicator that estimates the investment opportunity for CE and ARCH of cities across Europe.

Updating urban conservation planning through ‘open’ adaptive heritage reuse. A reflection across Europe

Federica Fava and Loes Veldpaus

Roma Tre University

Abstract:

After the 2008 financial bubble, the rise of community engagement in (cultural) heritage adaptive reuse have been fostering processual approaches, opening up the way to new regenerative perspectives. Nurturing the shift from “heritage as a burden” to “heritage as resource”, adaptive reuse draws attention on uses and functions which are (often) improper, fleeting or need to be negotiated step by step. For adaptive projects to be innovative, integrating community and time factor is crucial. Though, time-based management and regulations are still exceptional or restricted to pioneering phases in several European countries, showing a gap in the heritage management and spatial planning as well. Conversely, we state that temporary and DIY practices are essential elements for promoting the holistic and culture-centered approach recently recall at European level by the Davos (2018) and Leeuwarden (2019) Declarations.

By addressing conflicts between heritage governance and community-led experiences, this paper presents some of the results of OpenHeritage project (Horizon 2020). With the aim of intertwining the macro and micro scale, the research is based on desk research, literature review, and expert interviews. Results are drawn on the analysis of fifteen European countries.

How community-led adaptive reuse is (is not) part of the heritage governance? In practice, is heritage adaptive reuse coherently integrated in virtuous urban cycle? First evidences show that to assure just and sustainable heritage governance, a re-alignment towards people-oriented principles has to be fostered throughout its process: from decision-making, to construction and management.

Milano: parks and the city. The key role of landscape design in processes of urban regeneration.

Alessandro Frigerio and Simona Galateo

Politecnico di Milano

Abstract:

In the last decade, Milano (Italy) has been transformed by important private sector-led urban regeneration projects that have changed its image and increased its ever-growing global appeal. This phenomenon has improved the quality of the urban environment across the city, but, at the same time, it has contributed to a dramatic rise in real estate values (making housing affordability a critical issue) and made the governance of the public realm a complex public-private affair. Parks have a crucial role in these processes and landscape design has become increasingly important in the design phase, as well as in the subsequent governance and management implications.

The disciplines responsible for open space design have been changing their role in urban regeneration projects from complementary or marginal to founding, following the affirmation of an ecological approach that interprets the landscape as a primary and structuring element of the urban sustainable development. This approach, born in the field of landscape ecology and deepened by research-by-design experiences building on the concepts of landscape and ecological urbanism, has progressively integrated different know-how in a synthetic trans-disciplinary framework. It addresses, dialectically, the landscape project as a process of designing open spaces aware of their role to shape socio-ecological infrastructures, economical values, and place-making anchors.

The paper examines four case studies in Milano, which today represents an interesting open urban laboratory, with its main and largest urban regeneration projects centered on a new park as a structural trigger to development, showing how different design and governance processes can question the role of landscape design and its contradictions in leveraging environmental, social, economic, cultural urban assets.

Temporal, Spatial and Social Ruptures of Waterfront Urbanity

Simran Singh

Independent Researcher

Abstract:

If rivers were once the backbone of a growing metropolis, today their very economic significance experiences spatial polarization. Needless to say, nowhere else is the socio-economic segregation in cities more pertinent than its waterfronts. Because global trends have encouraged broader transnational engagements, the departure from credible service provision to the culture of tourism and business is often sold by state initiatives as people's aspirations of the river as public ownership.

Numerous efforts at reviving this asset are often misinterpreted as landscape development; its recurring isolation largely possible due to the lack of infrastructural nuances and urban complexity. The architects' crucial preoccupation with the waterfront as the point of maximum disjuncture and minimum integration reflects in the failure of 'one-size-fits-all' attitude. The question then is of scale, both of our ambition and architecture.

If we were to build more inclusive and continuous cities, what are the diverse opportunities to accelerate conversation and urban transformation? What does integration within this context entail and how can essential design parameters of morphological possibilities produce differentiated waterfront assemblages? By discarding the restrictive cultural masterplan, the research aims to generate architectural discourse through the problematization of typology of exemplary global waterfront precedents. This multi-scalar and multi-dimensional approach will be diagrammed through a plurality of media such as drawings, plans and street elevations.

A Multidisciplinary Design Education Approach to Raise Awareness on Climate Sensitive Urban Design

Ipek Kastas-Uzun

Izmir University of Economics, Faculty of Fine Arts and Design

Abstract:

Climate Sensitive Design are crucial policies for mitigating root causes ecological problems in the built environment and design sustainable urban areas. Paper aims to underline the role of design education and the importance of integrating climate sensitive design philosophies in curriculums of design schools. For this purpose the paper will explain the core structure of “An Introduction to Contemporary Architectural Landscaping” course which is developed for students of Architecture and Interior Architecture in Izmir University of Economics (İzmir, Turkey).

Educational structure of this course is multidisciplinary and divided into three parts. First part is based on the technical aspects of the landscape architecture discipline and its role in climate sensitive design. The second part is focused on the cultural, physiological and psychological effects of climate sensitive design on communities. Finally, the last part expects students to use technical information acquired from the course and combine it with their prior design education to develop a landscape architecture project on selected sites from students’ near environments. Firstly, students are expected to analyze selected sites to highlight ecological problems and develop strategies and consequently projects to reduce negative impacts of these problematic urban areas on the surrounding environment and ecology.

Following the analysis of the course structure, three of the projects developed in this course will be analyzed as examples of how climate sensitive design strategies such as surface material selection, reducing car traffic and increasing bike routes or sensitive plant selections can have serious impacts on the sustainable development of urban areas.

Multiple risks and sustainable regeneration: a new challenge

Marichela Sepe

ISMed-CNR

Abstract:

Areas characterized by industrial dismission, cultural heritage in a poor state of conservation, and public spaces with low level of accessibility or maintenance require integrated and flexible interventions.

To realize suitable regeneration meant in its three-fold meaning it needs to identify different kinds of risks that can affect a single area, namely social, pandemic, economic, urban, environmental, identitarian. Accordingly, different and above all flexible kinds of regeneration interventions should be operated which have to be characterized by integration and inclusion.

The current methods of analysis and design of sites are devoted to only identifying single elements or analysing single aspects of risks. These methods do not include surveys of both tangible and intangible aspects important for integration of interventions and flexibility and often do not put people first.

Starting from these premises, aims of this paper include: Identify what are the main kinds of current risks; what are the relative characteristics; and what are the kind of crisis that can depend by those risks. Furthermore, the study will identify what are the typologies of areas which are characterized by one or more risks (post-seismic areas, de-industrialized sites, etc.); best practices and important factors to achieve sustainable regeneration in these sites with multiple risks. The right identification of risks can help to achieve a suitable resolution of multiple crisis. The current pandemic situation in which the Covid-19 problems is overlapped to the other risks that affect places and the great difficulties to resolve all together represent one of the emblematic example.

The New Urban Agenda adopted in Quito in 2016 and the 17 Sustainable Goals will constitute in this sense important points of reference.

Identifying the relevant spatial factors of sustainable green space design in high-density urban environments

Shile Zhou and YingYing Gan

Delft University of Technology

Abstract:

Urbanization is an important global challenge and accelerating with the growth of the global population and economy. In recent decades many researchers have acknowledged the benefits of high-density urban development because of land use and mobility efficiency. However, most of the proposed high-density urban development models mainly focus on economic optimization, high-rise building typologies and mobility. Due to the lack of a more integral approach that also includes green space planning and human-centred public space design, many problems occur in the old town of megacities, such as air pollution, urban runoff, loss of biodiversity and poor public health. Human wellbeing is critically dependent on ecosystem services provided by nature and caters important means to support biodiversity, regulation of water, promotion of health, provision of recreation, etc. In renovation projects, to include nature in high-density urban development is thus the best medicine for such “metropolitan diseases”. There are different ways to include nature in a high-density urban development, such as greening buildings (e.g. green roofs, vertical gardens) and green space design (e.g. public parks, green-blue structures). This research focusses on sustainable green space design in high-density urban environments. The research aims to identify the relevant spatial factors of green space design to maximize the quality of ecosystem services in high-density urban environments to achieve a sustainable development. The relevant spatial factors will be identified with literature review on design handbooks and studies on different types of ecosystem service and related to reflect the synergies and trade-offs in a high-density context. This research will provide designers and planners with a toolbox to draw spatial design principles and strategies of green space planning for the renovation projects in many high-density cities to create a more liveable and sustainable environment.

Learning from Anting New Town (Shanghai): Appropriation and Transformation of the Planned Structure

Harry den Hartog, Like Bijlsma, and Ivan Nio

Tongji University Shanghai

Abstract:

Anting New Town near Shanghai is an experimental pilot of urban design and architecture in the context of China's rapid transforming urban landscape. It was supposed to house a new middle class within German architectural, urban design and physical building qualities. Because a range of hurdles and failures during the planning and implementation the project sunk into large-scale vacancy. The town received much criticism and was discarded as ghost-town. However, currently it is in a process of revival thanks to a series of planned and unplanned adjustments on the scale of housing as well as urban design.

This paper analyzes these adjustments from different perspectives on the themes of urbanity and identity: (1)architectural-morphological, (2)functional-economical and (3)socio-cultural. Following different approaches to study the planned and the unplanned city we explain how the urbanity and identity of Anting changed.

A lack of urbanity and identity are constant criticisms in the discourse on new cities. Can this be solved morphological by building charming structures? To what degree are towns like Anting adaptable?

There are several forms of appropriation in Anting, such as: informal street culture on the border of private and public by migrant workers; personification of villas by the (upper) middle class; the reuse of the central urban square. What can we learn from this? Most research on (sub)urbanity is carried out in a Western context. Can we transfer research methods and use them in a Chinese context? By contextualizing criticism, interviews and field observations this paper will search an answer.

Milano Expo 2015 regeneration process: between times, legacy and visions.

Michele Roda and Sara Protasoni

Politecnico di Milano

Abstract:

Paper main goal is a critical discussion about methods of the development – intended simultaneously as regeneration, redevelopment and reuse - of Expo 2015 area, in Milano northern periphery.

The asset – considering its own history (although recent), dimensions and implications - seems to be an exemplary and contradictory case-study, where three interacting aspects could be highlighted, capable of defining a specific focus, along the complex ridges among architecture, planning and landscape:

- the emerging need to design a city ex novo, in a very brief time frame, with the constraint / opportunity to define new role and new meaning for the exhibition site, in relation to the original context and coherently with the post-COVID dimension;
- an overlapping of highly attractive public and private functions, with a strong international vocation;
- a close integration among urban design and landscape project, key factors of the quality, regarding infrastructures (gray, green, blue) and their functional, ecological and landscape value.

The reading sounds topical in an historical moment when Great Events are critical and uncertain factors able to address cities' development (and Milano is paradigmatic in this sense) and it wants to stress, within a complex evaluation, 5 nodal elements:

- the time, intended as a key element in the progressive overlapping of functional destinations and assets;
- the urban structure and tissue with its strong and recognizable shape;
- the design of open spaces as essential element capable of bringing quality;
- the integration of functional assets (facilities for living, production activities, services, infrastructures);
- actors involved, in a dense variety of destinations and interests, so stressed in this era.