

Researching socio-spatial inclusiveness of urban densification strategies

Using spatial capital as a theoretical conceptualisation

14th of September, Include conference, Durham

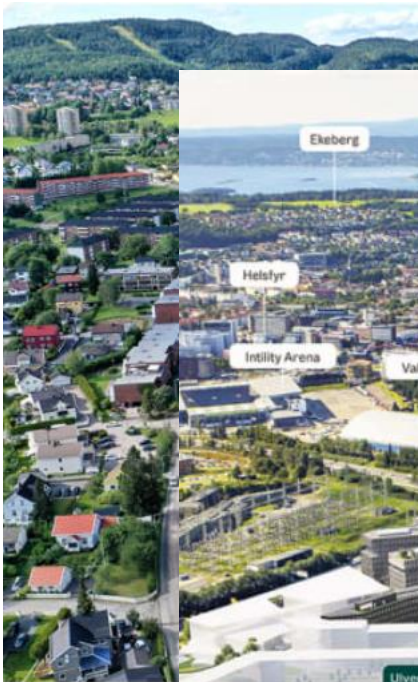


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Vollebekk

Nye og moderne nabolaget for

Ulven i Oslo

OBOS planlegger å bygge ut området med en banen unna Oslo sentrum.

Frysja i

Vil du bo i et moderne og sentralt område?

Densification strategies in Norway

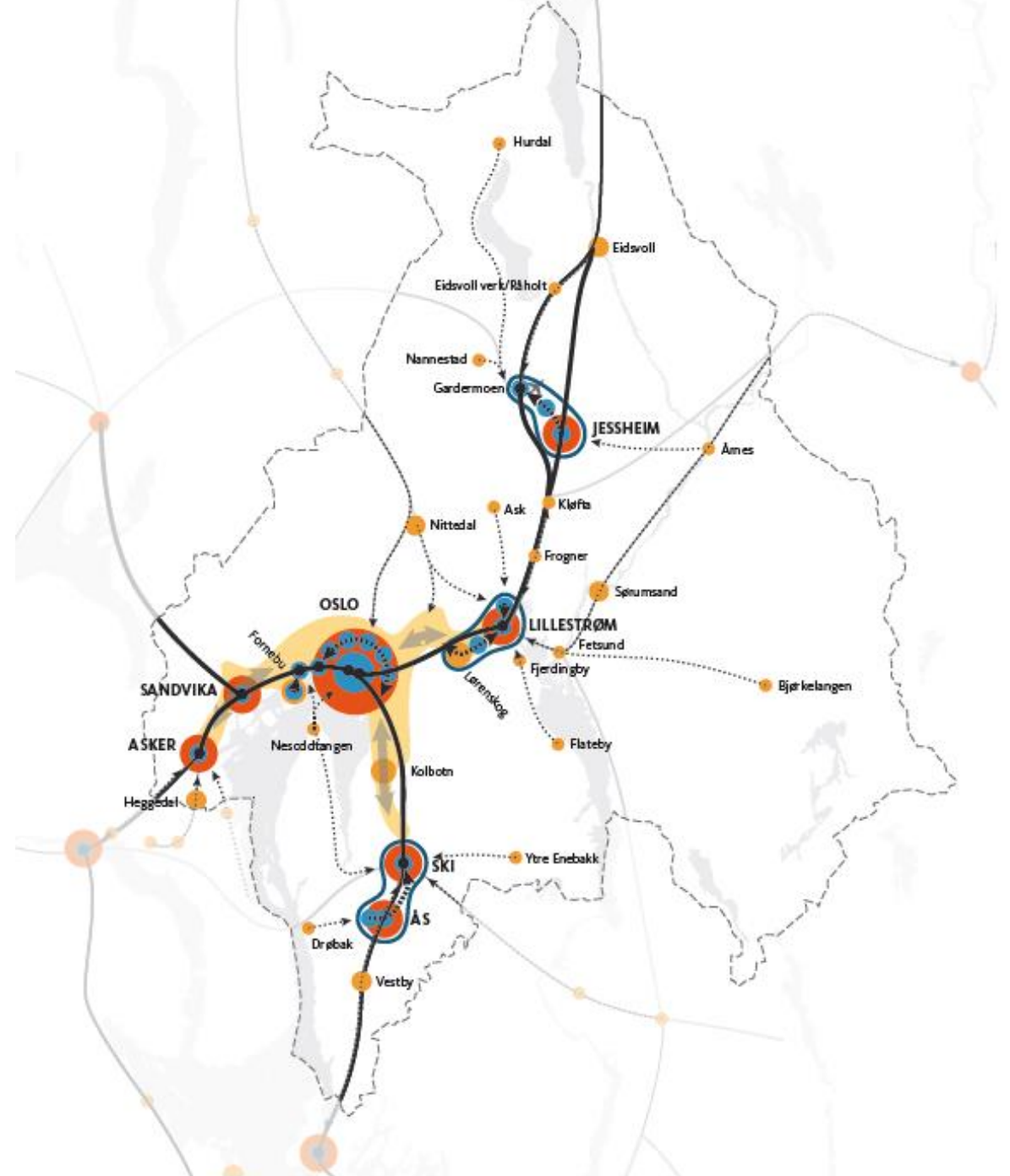
- Densification / compact city: *“the development of a particular urban form based on density, proximity, and co-location of housing, workplaces, services, and public transit, which are shown to reduce energy use and transport demand”* (Haarstad, 2021).
- Reduces urban sprawl, car use (more environmentally friendly), and CO2 emissions
- Densification (*knutepunktsutvikling*) is a strategy that is used in Norwegian cities to decrease energy use. The idea is that people should reduce car use, and live closer to amenities (such as shops, public transport).



Priority growth areas

Knutepunktsutvikling

- Concentrate the main growth in housing and workplaces within *priority growth areas*
- Develop transport solutions in *priority growth areas*
- Development should primarily take place in walking distance to railway stations or along high-frequency bus routes



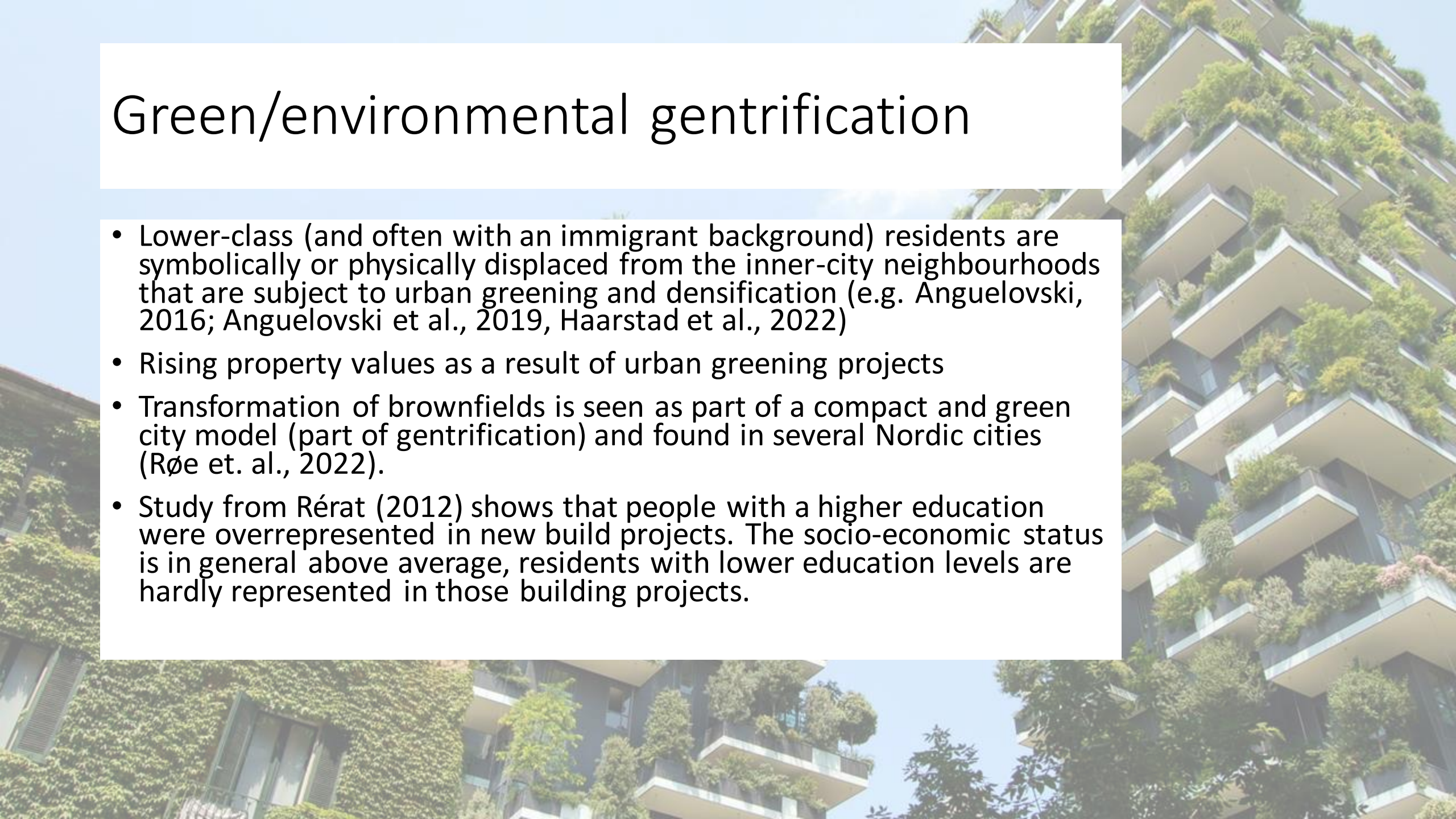
An aerial photograph of a modern urban development. The scene shows a mix of architectural styles, including older brick buildings and newer, multi-story apartment complexes with balconies and rooftop gardens. A river flows through the center of the development, with a wooden boardwalk and public spaces along its banks. The overall atmosphere is one of a vibrant, planned community.

... How inclusive is this strategy?

Gentrification is a process where more affluent residents move to (central) neighborhoods, displacing or displacing lower-income residents (Hackworth, 2002)

Green/environmental gentrification

- Lower-class (and often with an immigrant background) residents are symbolically or physically displaced from the inner-city neighbourhoods that are subject to urban greening and densification (e.g. Anguelovski, 2016; Anguelovski et al., 2019, Haarstad et al., 2022)
- Rising property values as a result of urban greening projects
- Transformation of brownfields is seen as part of a compact and green city model (part of gentrification) and found in several Nordic cities (Røe et. al., 2022).
- Study from Rérat (2012) shows that people with a higher education were overrepresented in new build projects. The socio-economic status is in general above average, residents with lower education levels are hardly represented in those building projects.



Location does matter

Nabolaget

Ulven er en helt ny bydel under utvikling. Her kommer det cirka 2000 boliger og 4500 arbeidsplasser. De første beboerne har allerede begynt å flytte inn, og du finner både en kafé og nærbutikk på Ulven torg. Det kommer store grønne gårdsrom, lekeplasser og en park – og alt dette kun ti minutter med T-bane fra Oslo sentrum.

Gentrification through the lens of spatial capital



Livet i Løren botaniske

Ordr og OBOS bygge 377 nye leiligheter. Leilighetene blir

moderne med lyse overflater og god takhøyde, som gjør rommene luftige og lyse. Løren har vært gjennom en stor transformasjon de siste årene og snart står en ny by i byen klar. Hele området oppgraderes og tilpasses et moderne byliv med urbane kvaliteter. Her vil du finne alt du trenger, fra dagligvare, apotek og bokhandel, til dyreklipp og frisør – og nye tilbud dukker stadig opp.

Mellom boligene er gårdsrommene tenkt som store hager med frukttrær, bærbusker og urter. I hvert gårdsrom vil det bli bygget et drivhus på cirka 30 kvadratmeter. Drivhusene blir hyggelige møtesteder når været ikke er på sitt beste. På de grønne takene blir det felles takterrasser hvor egne grønnsaker kan dyrkes i plantekasser.

I samme gate som Løren botaniske ligger også Løren T-banestasjon, som tar deg direkte til sentrum på under 20 minutter. Flere busslinjer, blant annet linje 23 og 24, går fra holdeplassen kun et kvartal unna. I tillegg går nattbuss og flybuss like i nærheten.



Spatial capital (locational advantages) (Rérat, 2018)

- An additional form of class-led appropriation of urban resources
- Locality can be seen as a 'good'
- refers to the mastery or command over space, the ability to make profit from the spatial dimension of society
- Place of residence is a strategic decision that enables individuals or households to gain locational advantages that are crucial in negotiating and mastering the spatial aspects of everyday life.
- Gentrification in its various forms is about place and more precisely place competition or place appropriation between classes.



Two components of spatial capital (Lévy, 1994)

- *Position capital*: related to a place and its spatial assets. Residential location is important in an urban region where space can be assimilated as a rare good and an object of competition.
- *Situation capital*: is related to an area, to a space appropriated by an individual through all kinds of mobility without abolishing distances but by mastering them. Mobility is one way to mitigate or compensate for a shortfall of position capital.



What if you live in a priority growth area?

- Possibly rising housing prices
- You live central in the city, and have good accessibility to other parts of the city / work (makes it more easy to combine different activities).
- You can possibly choose between different modes of transport (public transport, bike, walk, car?)
- You are able (have at least the possibility!) to have a more environmental friendly travel style



What if you live outside the priority growth area?

- You probably have some more difficulties with transportation towards to city
- Have to pay for driving into the city
- Less amenities



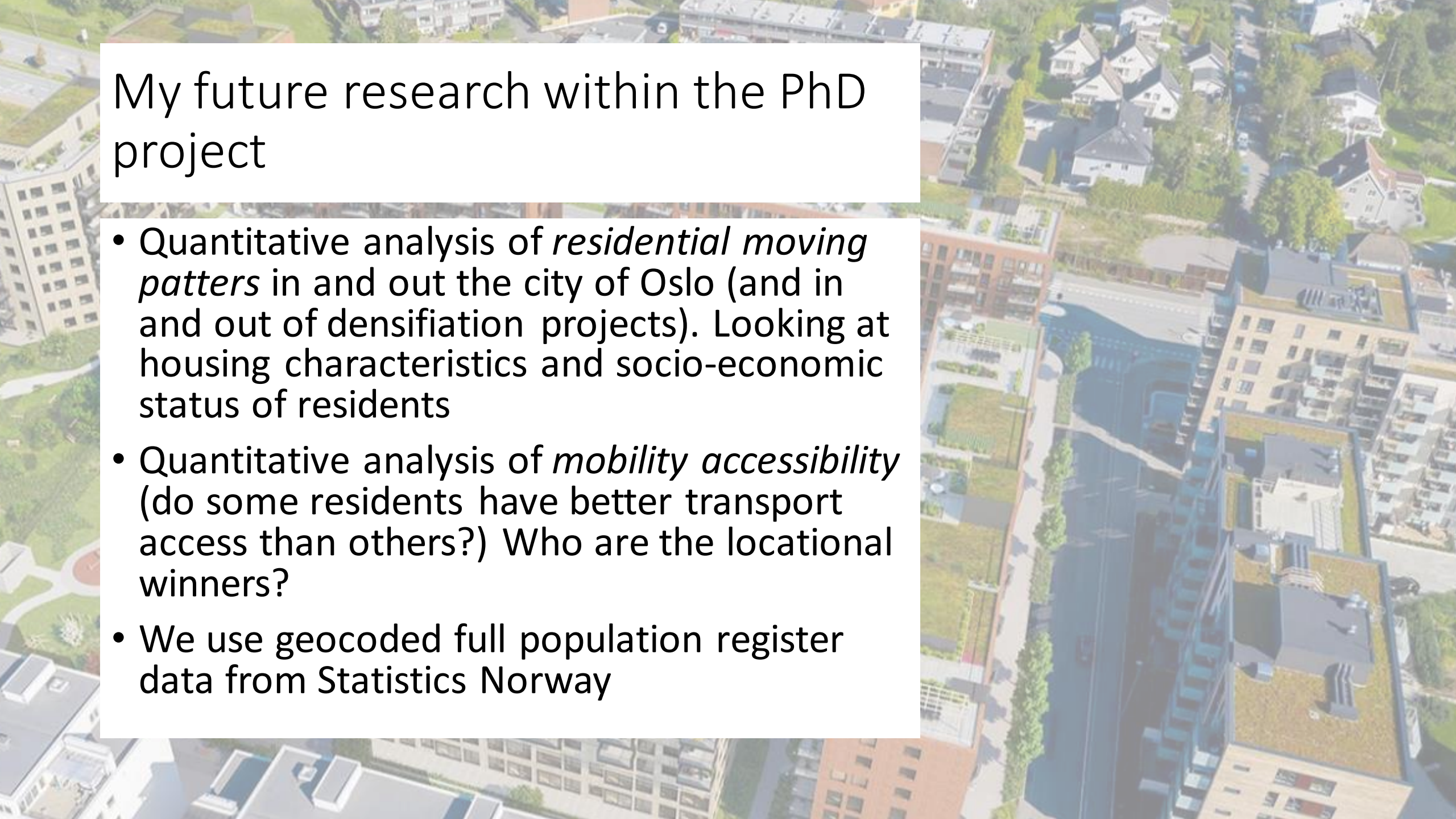
Is this problematic?

- When environmental friendly urban strategies contribute to locational advantages for the rich and disadvantages for the poor
- When people with a high socio-economic status can both live in the most central parts and take advantage of the public transport and in addition can use other possible modes of transport (electric car, and pay less road toll)
- When people with a lower economic status cannot live in the central parts of the city and also have more difficulties with coming to the central parts of the city
- Who can still live in the city? (how inclusive is it?)

Conclusion

- Location does matter – important to consider the spatial component
- Great to aim for sustainable urban planning
- But...
- Be aware of the social inclusiveness of the housing projects



An aerial photograph of a city, likely Oslo, showing a mix of modern high-rise buildings and older residential structures. There are green spaces, trees, and a road visible. The image is used as a background for the text.

My future research within the PhD project

- Quantitative analysis of *residential moving patterns* in and out the city of Oslo (and in and out of densification projects). Looking at housing characteristics and socio-economic status of residents
- Quantitative analysis of *mobility accessibility* (do some residents have better transport access than others?) Who are the locational winners?
- We use geocoded full population register data from Statistics Norway