

Polycentrism and bipolarity: the construction of territorial policies in the Turin metropolitan area

Original

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BOOK OF ABSTRACTS



Sensing the City

LOCAL ORGANISING TEAM

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This paper seeks to understand the dramatic landscape transformations unfolding across much of Asia, which are rapidly expanding into their hinterlands through the expansion of new infrastructure and residential development. In doing so, it uses the case of Penang, Malaysia, which has embarked on an ambitious plan to expand its transportation infrastructure and redevelop its coastlines, known as the Penang Transport Master Plan (PTMP). This is being financed through the acquisition of massive amounts of land in order to achieve analogous goals of infrastructure modernization and rapid economic growth in the absence of sufficient state funds. However, the planned infrastructure projects have been found to be incompatible with their surrounding landscapes, and would exacerbate existing social inequalities, and have thus generated considerable resistance from civil society groups. In examining these claims, this presentation will highlight some of the innovative ways in which local residents and activists have sought to resist the socio-natural transformation of their urban environment, and how the government has responded. By tracing these controversies over Penang's redevelopment, this presentation contributes to recent research in urban studies which has sought to theorize emergent processes of mega project development and understand the urban governance strategies attempting to make them more socio-ecologically just and sustainable.

Territorial Ambitions: Shifting Scales of Urban Mega Projects in Istanbul

Elif Simge Fettahoğlu Özgen , İpek Akpınar Aksugür, Benedict Boucsein, Prof Dr.

How we move in the city is unique for every individual. We share the same patterns and modes as well as everyday urban spaces: each journey is an individual imprint on the urban space, and likewise it is an everyday urban imprint on personal experience(s). We commute to work, we get the essential needs met, and socially interact in those FM/LM journeys, which are embedded in our day to day life, and our experiences of the urban. Those journeys, both in trajectory and in their perception are mutable, through elements like mode of transport, rhythms and flows of public mobilities, physicalities of the urban environment, or specific and temporal sensorial features. As such, those journeys provide a social perspective of the everyday city that is individual and shared simultaneously. Traditional representations of the spatial experiences of movement are heavily based on a separation of the mind, body and space, and the senses in themselves. The new mobilities paradigm considers the social as assemblages of humans and objects and their steady reconfiguration in space and time (Sheller, M. & Urry, J. 2006). Sensory Ethnography (Pink 2009) offers an approach that not only leaves the dichotomy of body and mind behind but integrates the spatial dimension. According to Cresswell (2010) along with the physical movement and its representations, embodied and personal experiences play a crucial role in the definition of movement. In the context of Munich three sensory autoethnographies investigate the manifold everyday relations between the individual and the urban environment.

S13 | Manufacturing in the contemporary city

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Polycentrism and bipolarity: the construction of territorial policies in the Turin metropolitan area

Ianira Vassallo, Cristina Bianchetti, Eloy LLevat Soy, Luis Martin Sanchez

Turin, in the last decades, had to manage a difficult transition process from ville productive to a post-industrial dimension. On the one hand, inside the municipal boundaries different policies denying the industrial past and at the same time focused on promoting a new image of the city based on culture and tourism; on the other hand, in the peripheral municipalities, were in the last century many PIP (Piani di Insediamento Produttivo) have been built (due to production decentralization) processing the loss of industrial production has been more controversial. Support policies for companies have been implemented, economical incentives have been imagined, technical expertise have been built up over time to manage the divestment process and to implement new economies. All this is now visible in the territory. This archipelago of productive spaces is what counts in the industrial projects today. Inside the city center, on the contrary, while the public policies support programs that fly over the manufacturing industry, other actors trying to launch initiatives closely related to the Turin manufacturing past.

It can be said that this transition process was conducted in two diametrically opposite ways: on the one hand a territory for manufacturing and on the other a territory without manufacturing.

This contribution therefore investigates this 'separation' through three case-studies. The first one explores the expansion of Pirelli's plants (Settimo Torinese), the second case observes the work of Montepo company (in Trofarello), and the third case explores the Manufacturing Innovation Center 4.0 the only real industrial project in the city.

Planning urban manufacturing, built form and urban environments: lessons from inner London

Jessica Ferm, Sam Griffiths, Dimitrios Panayotopoulos-Tsiros, Francesca Froy, Nicolas Palominos Ortega

Despite concerns about the loss of industry, industrial land and buildings in high-value post-industrial cities, there is concurrently a renewed enthusiasm for the revival of 'new' urban manufacturing and its potential to contribute to the economic and social diversity of cities. Yet, little is known about how policy can best support the retention and growth of urban manufacturing.

This paper engages with this debate and explores the relationship between contemporary urban manufacturing and the evolution of its related built form, street networks, and planning policy. Through the examination of two areas of inner London with concentrations of urban manufacturing – Hackney Mare Street and Old Kent Road – the paper examines the historical evolution and transformation of their built environment, investigating how infrastructure, war damages and planning policies, have led to the current urban tissue and the range of existing urban manufacturing building typologies.

The paper reveals that, despite demographic and territorial similarities in the late 19th Century, the mixed land uses and smaller plot sizes of Hackney Mare Street has allowed for a more organic and resilient development pattern, whereas the greater separation of land uses, large plot sizes and more formal, rule-governed environment in the Old Kent Road has facilitated its 'reimagination' for large-scale regeneration. The paper concludes that greater attention needs to be paid to the relationships between urban manufacturing activity and built urban form if policies that aim to protect or support the revival of manufacturing in cities are to avoid negative unintended consequences.

Brussels' reindustrialization: a broken or simply a misplaced promise?

Nadia Casabella

If the beginning of the century was marked by a form of hesitation concerning the manufacturing future of Europe (Veugeleers, 2013) today, the benefits of a continental stable manufacturing base are indisputable if only from the viewpoint of reducing exposure to increasing global volatility. This is particularly true for cities, where light industry has successfully prevented the relocation of jobs. This urban phenomenon is increasingly attracting the attention of policymakers especially in cities where demographic growth and public policies have displaced production and distribution activities to their periphery (e.g. London or Amsterdam).

In Brussels, this periurbanisation is particularly worrisome: the relocation of these activities negatively impacts the economic base upon which the region depends even if economic dynamics would extend beyond the regional territory. This fact helped to trigger a series of reflections on the "productive city" and resulted in regional public policies dealing with land (re)development (e.g. the "Canal Plan" or the ZEMU land use tool). The paper analyzes the impact of such policies in three Brussels districts located within the old industrial axis: Masui, Heyvaert and West Station. The three areas suffer from structural disinvestment and have been battered by successive waves of deindustrialization, displacement, and disempowerment of the local actors. Reindustrialisation attempts seem rather disruptive as they entail fundamental changes in business models and spatial organization, further requiring the involvement of all actors along the value and supply chain to make it true -actors who are endowed with varied and sometimes unbalanced capacities to face a transition.

(De) industrialization on a scale of small Ural towns

Elena Pryamikova, Veselkova Natalia, Vandyshev Mikhail

On the scale of large cities, industrial production was squeezed out to improve the quality of life of citizens, to make urban life more environmentally friendly. We see a completely different picture in the small towns of the Urals - the industrial region of Russia, once rich in natural resources. Such towns arose around factories, plants seemed to be overgrown with urban infrastructure — residential buildings, shops, public spaces, roads, etc. The scale of the plant was determined by the needs of the country, the scale of the town — by the labor requirements for the plant. The closure of factories, their modernization led to the appearance of significant voids in the space of the town. In the town of Alapaevsk, a metallurgical plant was founded in 1704 and lasted until 2018. Now the place of the plant is fenced, the workshops and equipment are dismantled and put into processing. An "incomplete" place in the city's space has lost its former semantic meanings, but no new ones have arisen. Residents speak about their regret over the closure of the plant. The scale of post-industrial production, which is replacing, is not comparable with the previous scale of industrialism. A future without a plant causes fear and uncertainty.

