

8. New pathways of ecological gentrification in Europe?

Chairs: Michael Friesenecker (University of Vienna, michael.friesenecker@univie.ac.at), Giorgio Osti (University of Trieste, giorgio.osti@dispes.units.it), Roberta Cucca (NMBU – Norwegian University of Life Sciences, Oslo, roberta.cucca@nmbu.no), Jan Üblacker (EBZ Business School, Bochum, j.ueblacker@ebz-bs.de), Ilaria Beretta (Catholic University of the Sacred Heart, Brescia campus, ilaria.beretta@unicatt.it), Tim Lukas (BUW – University of Wuppertal, lukas@uni-wuppertal.de)

Format: traditional (call for abstracts and individual presentations of around 15 minutes)

The term ‘gentrification’ was introduced in the academic debate more than 35 years ago, when sociologist Ruth Glass described the changes she observed in the social structure and housing market of parts of inner London: “One by one, many of the working class quarters of London have been invaded by the middle classes – upper and lower. Once this process of ‘gentrification’ starts in a district it goes on rapidly until all or most of the original working class occupiers are displaced and the whole social character of the district is changed’ (Glass, 1964, p. xviii).

Since then, social sciences have continued to study this process, although it has partly changed. For example, it gradually transformed from a private-induced process to a state led gentrification process (together with big financial investor). Moreover, the location of gentrification processes sometimes has moved from inner city to different urban areas, such as ex-industrial districts, ports, tourist villages and, more in general, areas close to mobility infrastructures. Finally, gentrification has also changed in its nature, and in the last few years often it has coloured ‘green’, in line with major indications developed by public institutions and greater attention to ecological aspects by consumers.

Within this framework, recent studies highlight new forms of urban restructuring promoted in the name of environment protection, for example:

- blue gentrification (linked to cities reshaping their relationships with waterfronts and flows (harbours, channels, riverfronts, etc.);
- transport infrastructure gentrification (linked to urban restructuring of areas around railway stations, cycle paths, and similar places of mobility);
- climate gentrification (linked to the adaptation to climate change);
- low-carbon gentrification (linked to renovation of buildings).

The session aims to collect empirical evidences and theoretical contributions, in order to paint a more comprehensive picture of the specific causes, pathways and consequence of new forms of gentrification. Empirical

investigations and more theoretical approaches focusing on social justice and urban restructuring in connection with the following topics are welcomed. Social consequences of urban projects, such as:

- the effects of uncovered channels and rivers previously covered or deviated;
- regeneration of urban harbours;
- redevelopments of railway stations and the surrounding districts;
- neighbourhood redevelopment for climate change adaptation reasons;
- low-carbon building renovation; etc.

We also welcome contributions that focus on the wider effects of these processes, such as residential changes or non-residential use of space (e.g. tourism or passers-by), but also contributions that deal more generally with question how specific forms of gentrification and/or urban restructuring differ from each other.