



COMPREHENSIVE ANALYSIS OF COMPACT CITY APPROACH AS SUSTAINABLE URBAN FORM: A CASE STUDY OF KARACHI, PAKISTAN

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KeyWords

Sustainable urban form, Compact city, Desirability dimension, Urban occupants, Reurbanization, Residential attractiveness, Spatial form.

ABSTRACT

Achieving sustainable urban form has remained a critical phenomenon, amidst many urban forms compact city is an important but critical urban pattern to achieve sustainability. This research paper mainly discovers the analysis of the desirability dimension of the compact city model with respect to evaluating the case study of Karachi, Sindh along chief assessing lens: the desirability dimension of compact city model within urban occupants who have opted to get settle in Karachi, Sindh. The study is placed to collect sufficient evidence to support assumptions, therefore, the demographic and residential approach to the compact city is followed, having information via literature on reurbanisation to get perception into the demographic changes and residential attractiveness of cities. Informed by the literature on reurbanisation and supported by data obtained, this paper highlights Karachi's but more specifically Gulistan-e-Johar as a case study for Spatial form and relate it to compact city planning, its social impacts and desirability dimension among recent urban dwellers. The paper unearths that compact city model closely associated to Ley's "new middle class" attracted by the urban advantages of proximity and accessibility and for whom the compact city is found desirable. While, on the other hand, conventional families tend to leave the compact city. So the case of Karachi could provide some insights to other developing countries cities striving for a sustainable compact development, specifically based on further detailed research.

1. INTRODUCTION

In 1992, a conference was held in United States Rid De Janerio on various issues of sustainable development[1] and implementation of various strategies in this regard[2]. Beside others, the lack of sustainable housing development in urban areas in an epoch of increasing urbanization is a hot issue that is still waiting in queue yet failed to receive enough consideration[1].

Two main aspects of sustainable housing are being discussed: one is technical and the other is regarding with space and demography[3]. Nowadays the housing is being slumped in urban areas[4]. This trend was started after Second World War which is reprimanded by all for promoting car culture[5] due to the use of wide land due to which policy maker are seriously considering of desnsifying the urban area in proportion with land and demography and support compact city organization[6].

However, compact city is not the sole remedy[2]. Many researchers have worked over it to analyze the complication that it may bring with it self once implemented. Many of them raised question on the technical aspects of compact city approach and the social haphazards of densification[7]. In addition, Compact city model also hampered the residential yearnings of the dwellers. It also questioned social equity in case of unaffordability of houses[8].

Previous literature on reurbanization of cities generates many questions on the credibilities of compact city approach in cities[3]. Hence the main focus of the respective reaserch would remain on desirability dimension[9]. The matter under consideration would be the the sustainability of urban development along with social equity[10].

1.1 REASERCH AIMS AND QUESTIONS

The main aim of the research is to analyze the desirability dimension of the compact city model compared to the Karachi case study from the main point of view: the desirability dimension of the compact city model among urban occupants they chose to settle down in Karachi, Sindh. To achieve the goal of research, the demographic and residential approach of the compact city is followed. Information on redevelopment is provided in the literature to gain insight into the changing demographics and residential attractiveness of cities.

The research would be based on following questions under consideration.

1. From urban dwellers point of view how desirable is the compact city Model?
2. much does the sociodemographic profile of urban inhabitants manifest the features of the demographic transition?
3. To what point does the choice of urban inhabitants comply with the compact city features?
4. Under what residential behaviors the reurbanization process is dominated?
5. To what extent the compact city model is sustainable with respect to urban planning?

1.2 SCOPE AND LIMITATION

Given the diversified nature of the compact city concept, it is very important to specify the limits of the research to be conducted. Taking into account the desirable size of the compact city model from a demographic and residential perspective, this thesis focuses only on new occupants who have recently chosen to settle or settle in Karachi. In this way, it will be understandable to understand the renewed appeal in many population groups for the compact city model. However, the other two dimensions of the compact city; The environmental performance and technical feasibility reported by Breheny will not be addressed. In addition, the differentiation between "physical density" and "perceived density" and "bulkiness" will be discussed.

To say what is desirable, the model must respond to current and future aspirations of city dwellers. Therefore, the convenience dimension offers the opportunity to open discussions on the criteria of social sustainability. The criterion is heavily subsidized by environmental mobility issues and energy efficiency concerns. This is the dimension that will be specifically studied in the context of Karachi, Sindh, a case study of information on the social implications of compact urban planning and on the sociodemographic profile of the inhabitants of Karachi, the case study and its choice towards a dense urban life.

1.3 A BRIEF INTRODUCTION TO KARACHI

Karachi is the most populous city of Pakistan and fifth most populous city in the world in genral[11]. The Karachi region was founded in 1729[12]. The colony grew considerably with the arrival of the British East India Company in the mid-19th century, which not only launched

major works to transform the city into an important city. also connects to its extensive rail network[13]. At the time of the partition of British India, the largest population of Sindh with a population estimated at 400 000 inhabitants. After the independence of Pakistan, the population of the city has increased considerably with the arrival of millions of Muslim refugees from India[11]. The city experienced rapid economic growth after independence, attracting migrants from all over Pakistan and South Asia[14].

Karachi is one of the most secular and socially liberal cities in Pakistan, and it is also the city with the greatest linguistic, ethnic and religious diversity in Pakistan[14]. The population of Karachi was counted at 14.9 million in the 2017 census[15], although several factions immediately contested the faction, saying it was a serious understatement, some sources saying it could reach 30 million people[16]. Karachi is one of the fastest growing cities in the world and its communities represent almost every ethnic group in Pakistan. Karachi is home to over 2 million[17].

At the end of the 19th century, Karachi had an estimated population of 105,000[18]. The 2017 census numerated Karachi's population to be 14,910,352, having grown 2.49% per year since the 1998 census, which had listed Karachi's population at approximately 9.3 million[13]. Lower than expected population figures from the census suggest that Karachi's poor infrastructure, law and order situation, and weakened economy relative to other parts of Pakistan made the city less attractive to in-migration than previously thought[18]. Karachi's population had grown at a rate of 3.49% between the 1981 and 1998 census, leading many analysts to estimate Karachi's 2017 population to be approximately 18 million by extrapolating a continued annual growth rate of 3.49%[14].

Karachi is served by a road network estimated to be approximately 9,500 kilometres (5,900 miles) in length[11], serving approximately 3.1 million vehicles per day. Karachi is served by three "Signal-Free Corridors" which are designed as urban express roads to permit traffic to transverse large distances without the need to stop at intersections and stop lights[16]. It offers further connections to northern Pakistan and the Afghan border near Torkham, as well as the N-25 National Highway which connects the port city to the Afghan border near Quetta. Within the city of Karachi, the Lyari Expressway is a controlled-access highway along the Lyari River in Karachi, Sindh, Pakistan[13].

2. LITERATURE REVIEW

For about two decades, the international arena has debated a lot about how to achieve a sustainable urban form[9]. The urban model integrated into the zoning of various land uses during the 1990s has been detrimental to urban sustainability[19]. At that time, the debate was the Green Paper on the Urban Environment, which encouraged the abandonment of moderate planning and the transition to the traditional city, the "compact city". Over time, it paves the way for post-World War II urban expansion[20].

The debate on urban sustainability focuses mainly on its relationship to urban density[2], form and sustainability and its impact on individual transport behavior, resource efficiency, social equity, accessibility and sustainability[21]. Economic viability, as well as sanitary conditions and weakness with respect to undesirable incidents of cities are designed to reduce environmental pollution and use fewer resources; this would go a long way towards eradicating global problems[22].

Since the 1990s, it has been observed that in capitalist societies, the compact city model was adopted as a common practice by planners and decision-makers[23]. It also remained the basic tool for urban development and the achievement of a sustainable urban environment[2]. In European trade unions, the compact city model has become a guiding principle for urban development in the European Union's strategies for a sustainable urban environment since 1999 with the prospect of developing the European space[7]. States must follow the compact city model to better control urban sprawl. UN-Habitat promotes high-density urban growth for sustainable urban planning[7].

The current idea of the compact city based on the process of intensification within a city limits which is integrated increased residential density, centralization and mixed land use[24]. Recently, the OECD has dissected compact city model into three main components; "dense and proximate development patterns, urban areas linked by public transport, and accessibility to local services and jobs". Moreover, the UN Habitat categorizes compact city into five principles: "high density[2], mixed land-use, social mix, limited land-use specialisation, and an efficient street network"[5]. However, some other suggests analysis of urban design variables integrated with fourteen key characteristics in comparison to urban sprawl city[15]. High density, mixed use and intensification are the three components[8]. Subsequently it generated a wide debate about compact city model[6]. Amidst its plural interpretations, a shared vision of the compact city appears with key characteristics widely debated, as developed below. Researchers have come up with key components of urban compaction[25]. It led to diversity and adaptability of the concept and its varied interpretations[3].

The process through which so called compact city can be developed is integrated[22], [26], reuse of land, urban buildings used intensively, conservation and sub-divisions of development and increased population density (i-e reurbanization)[23] and take multiple forms, "Integrated with the idea of urban containment as it focuses on preserving the development with greenbelts to stop urban expansion and high density[20]. According to the diversity in interpretations, compact city is conceptualized as an umbrella. Moreover, social equity and culturally mixed and vivid social communities are also one of the key principles of compact city[27]. It also asserts for relying on built environment, amenities provision in efficient manner, mixed land use, accessibility based on public transportation in close proximity and less de-

pendence on car travelers monocentric or polycentric, depending on the context and the policy intervention at stake, for example; Urban Growth Boundaries[13].

2.1 COMPACT VS SPRAWL CITY MODELS

The comparison of the claims of sustainability of compact city against dispersed city has been reviewed with the characteristics by many considering the social, environmental and economic variables[2]. The whole argument can be concluded: compact city is not solely feasible[28], on environmental front the benefits cannot be gained only, and its social cost is beyond desires[29]. Above all the environmental segment is prominent where compact city performs well but it is also no without controversies when it comes to social cost[19], [23]. The credibility and sustainability of compact city as an urban model has been questioned variously and it is full of shortcomings[30]. The claim that urban pattern single handedly can develop a city more or less sustainable, this idea has been condemned because of being so simplistic[16], [24].

It is discussed that is the urban compaction really possible[12]. Urban containment is the ultimate form by actions of conservation greenbelts, in result it leads to revitalization and regeneration of urban pockets, eventually car dependence reduces due to making short trips and short commuter distances and reduction occurs in generation of greenhouse gases and other environmental pollution[8], [20]. The social dimension of urban changes, in addition, involves the risk of initiating or reinforcing gentrification processes, which could lead to various forms of displacements and social polarisation[2], [15]

There are three tests to gauge the compact city model. Given the application of planning policies, there are serious concerns considering the direction of private development projects generally where local resistance is high on the other hand, Greenfields are center of attraction for developers[12]. . The desirability test – beside the question whether or not the compact city can be achieved, the question is whether it should be achieved[6], [17], [31]. Moreover, the compact city is criticised for its social implications[1]. The veracity test - the claims about environmental benefits, do they comply with each other-has been well researched[21]. Albeit, the link between energy consumption, transportation and urban pattern found unsatisfying: fundamental evidence which tests the sustainability reveals that the link between compactness and sustainability is negatively correlated, or correlated in limited ways[4]. Moreover, increased population density travels urban form into provision of safe environment due to social mix and social equity. Urban intensification measures may help in reduction of car usage but at longer run would direct towards traffic concentration and eventual degradation of environment in the segment of feasibility test[8].

2.2 THEORETICAL PERSPECTIVE OF REURBANIZATION OF CENTRAL CITIES

The growth of core cities doesn't take place to the detriment of the suburbs because the core city and its suburbs don't function as a closed system or functional urban region[23], [29]: On the one hand, there are a widespread signs of renewed growth or reduced decline for larger metropolitan areas and for urban cores and their inner areas[32]. To sum up, the concept of reurbanisation on the one hand questions the feasibility of the compact city model to mitigate urban sprawl and, on the other hand, taking a qualitative perspective[33], it requires investigation on who is driving the reurbanisation process and participating in the urban renaissance of core cities[34]. Van den Berg's model is interesting in regards to the compact city's claimed ability to restrain urban sprawl, as it suggests that reurbanisation – a relative and then absolute growth of the core city compared to its suburbs[28], [30] – implies the end of urban sprawl, though very little evidence support this claim. For others, the two are qualitatively distinct processes, assuming that reurbanisation mobilises a broader range of the population and throughout a larger territory, the whole inner-city[15].

The two approaches to the changing sociodemographic landscape of central cities are acknowledged in this research: While my thesis is informed by the literature on reurbanisation[13] – as explained below– findings will also be discussed in relation to gentrification theory[12], [35]. Such demographic turnaround has taken place in cities where regeneration projects have been undertaken and government policies implemented to promote city-centre living Defining reurbanization is not an easy task as the concept has been undertheorized and different interpretations coexist[30]. Taking these theoretical perspectives on urban compaction informs on the degree of residential attractiveness and desirability of the compact city according to different population groups[9], [24].

It should, however, be noted that while reurbanisation and household change are mostly investigated at the scale of the city-centre[36] (inner-city districts), studies also focus on the scale of the entire city (central city or core city) in France and Switzerland with the same observations; a change in the urban sociodemographic landscape of core cities[3], [15]. The compact city can therefore be associated to reurbanisation processes driven by in-migration flows of international migrants[6], [14] and “postmodern” households related to the second demographic transition[6], [8], [16] – young adults, small and mono-parental households, and flat-shares – while “traditional” households tend to display an out-migration flow – families with children[24]. Reurbanisation can be seen as a sociodemographic change of the inner-city driven by both demographic changes and multiple migration flows[34].

3. RESEARCH METHODOLOGY

This chapter examines research problems and describes the method used to achieve the goal of your article. To answer my research questions, I adopted a mixed search method[4].

Case studies can focus on the phenomena of an intensive examination in a particular setting for theoretical analysis. I selected Karachi as a case because it exhibits all the features of interest[8]. For these reasons, consider Karachi as "Typical Case" because in the context of the growing population of cities, this capacity is to provide a suitable environment for residents to consider the priorities of the population[14]. To be more specific, the study area for sampling purpose is deduced to Gulistan-e-Johar which is surrounded by Faisal Cantonment on East, Gulshan-e-Iqbal on West and South, while Malir Cantt limits its boundaries toward North[18].

The case study of Karachi will be carried out as part of the mixed methods research strategy[11], which has to deal with quantitative and qualitative methods, which use interviews and semi-structured surveys[15], [23]. Despite the arguments of the incorporated methods, all the research methods are particularly rooted, the incoherent epistemological and ontological commitments measure the "war of paradigms"[22]: the search for mixed methods is conducted "for a broad and deep understanding a general goal of confirmation." In my study, the key logic for the implementation of mixed methods was "triangulation" and "perfect"[30]. On the one hand, the semi-structured interviews allowed the citizen's urban plan to capture residents[27]' priorities for the opinion of the city's citizen and that of the experts. As a result, semi-structured interviews with households helped to verify and quantify the amount of data, making the survey result more powerful[25].

3.1 DATA ANALYSIS

The following table is review of data collection and analysis techniques.

Target Group	Sample Size	Data Collection technique	Research Method Data Analysis Technique
Inhabitants	2 Samples purposive sampling	Semi-structured inter-views	Qualitative Method – Thematic Analysis
Unit of analysis: households	30 Respondents Snowball sampling	Questionnaires	Quantitative Method – SPSS

Table 1. Data collection and analysis: Overview. Source: Own illustration.

3.2 SELF ADMINISTERED QUESTIONNAIRE AND INTERVIEWS

Questionnaire of the research consists of 20 questions and starts with selecting your target group with filter questions. This sampling technique is well suited for my research, because I did not know how to handle the sample frame questionnaire. If sampling is not created or difficult to create then the most feasible method for sampling is Snowball approach. Total 30 people responded to the questionnaire. Quantitative data analysis was analyzed using the computer software SPSS. According to the process of analysis, raw data has been recorded in the survey with appropriate data.

Every interview released for approximately 15 minutes. The interviewer's interview followed a sampling point of view to ensure the sampling of the sample according to my investigation questions. Two were selected because they are classified from low density to high density. All interviews encountered a semi-structured interview, because it provides a lot of flexibility to show interviewees and behavior understanding about the question.

3.3 SECONDARY DATA

I mainly depend on public figures published by the authorities, Archives from Urban Resource Center, as well as the Development Plans of 1974, 1985, 2000 and Karachi Strategic Master Plan 2020. Apart from questionnaires, the spatial analysis has also been carried out to investigate the physical characteristics of the study area. Since the maps cannot be done in isolation, therefore, a set of data acquired by virtue of administering questionnaires that is most relevant in producing a specific type of map has been incorporated to carve out the

desired results.

The density analysis has been carried out to investigate the proportion of built area in contrast to the open areas. This informs regarding the conditions of environment whether it makes the area to be favorable for a decent living or it is highly intensified that reduce the quality of living. Furthermore, it also provides data on the number of people occupying the land per unit area i.e acres/Hectare. This saturation states that the neighborhood accommodates a good number of people while reserving great amount of breathing spaces in form of Parks and open areas. The following figure of area topography specifies that the area is +31m.elev above the mean sea level.

4. RESULT AND ANALYSIS

The results are presented around the main line of research. Desired sections of self-organized questionnaires and interviews were discussed for compact city models.

4.1 DESIRABILITY AND DIMENSION

Statistics from self-administration survey (Number of person = 30) and two semi-structured interviews conducted in the house were analyzed and demonstrated from the population groups from Karachi, sampled from Gulistan-e-Johar among population groups or Residential change in compact urban area of Karachi. The purpose of this section is to identify the residential goals behind Karachi's in-migration flow to assess citizens's efficiency and to assess Karachi's attractiveness.

4.2 SOCIO DEMOGRAPHIC PROFILE

Consequently, it has become clear that recent urban citizens are mainly young intellectuals and therefore have executive positions and living in a small, non-traditional household structure. Looking for the age of respondents, there are the most representative types of young adult sample patterns (53.33%), then the number of adults is 30 to 39 (36.67%). The elders are the most representative groups with only one respondent (3.33%). High social respondents represent the most part of the exhibition of professional status, refer to their professional and educational background. Laborers and wives / husbands are not represented, but unemployment and retirees represent only one respondent, who are less than 60 years of senior. Results of domestic structure and size show the benefit of non-traditional and small families. Looking at the size of the house, 75% are not more than 3 or 4 people, but 6.67 percent have larger families.

4.3 RESIDENTIAL PREFERENCES

The benefits of urban life in the city have been estimated separately according to three different variables: Lifestyle, convenience and stylish factors. A list of selected variables to evolve the benefits and limitations of urban life was developed according to the results obtained in other studies. All comfortable lifestyle and leisure factors are recognized as the main advantage of urban life compared to the stylish factors according to their corresponding average. Important qualifications like urban lifestyle items such as cafes and restaurants and diverse nightlife and cultural opportunities are important elements that contribute to the benefits of urban life. Similarly, it is true for slow motion modes of transport 3.31 and employees big job opportunities with.

Results of urban life boundaries shows variable list, most of them reflect the great things in the case of Gulistan-e-Johar Karachi but shows that it does not seem to be Quality of life. Thematic analysis of the interview enables the study of its compact city environment to assess the ability of the desired and unwanted features of the study area.

From the interview analysis, Gulistan-e-Johar is based on the terms and conditions of the quality of life and concentration of compact and density urban environment like Karachi, but limits are mainly limited to traffic and outdoor public space. The desired features are specially presented by continuous boxes and disliked results are represented by dotted boxes. Also, as revealed in the interview, there are some tensions between the compact city's different features . Compact city can be provided in terms of proximity and quality of life and compact city traffic can be created in the form of fast and public space shortage, balance between trade closure or balance to improve its residents. It is necessary.

The results show a strong desire for the characteristics of urban citizens that are in line with compact city for both ideal places and ideal houses. 26.67% respondents want to live in urban area and 60% wish to have residential building apartment. In addition, respondents are generally satisfied with the quality of environment and nearby building environment, with 50% and 46.67% of people satisfied with the current life conditions or very satisfied . It appears that compact city living in Karachi is not a burden but a positive and most desired choice.

In accordance with the survey indications, it is observed that 30% of people live in Gulistan-e-Johar block 13 while also working in the same area in nearby shops and commercial centers, whereas, a large number of people are working far from their place of residence and are deemed to commute by either Public Transport (56.67%) or Personal Bike (13.33%) in order to reach their places of work as identified in

figure of Location Analysis. The statistics also depicts that a great percentage of people (66.67%) is willing to work near the place of work, however, due to the high rents and even unavailability of rental houses they cannot reside in the areas of their workplace.

4.4 RESIDENTIAL MOBILITY PATTERN

Basically, recent citizens of the country have been encouraged from Karachi to self and interior Sindh, and for the broader reasons of Punjab, especially to get more space and walk closer to jobs. The majority of them are not likely to change the housing within the next 5-10 years. Consider the previous place, 20% of samples come from Karachi itself, 73.33 percent comes from Interior Sindh and then 6.66% of two other cities in Punjab are facing. Most of the reasons for making a decision to stay in Karachi are aspect reasons are aspect of approaching facial aspects, such as close to work and individual life. There are also key reasons behind the idea of future change in more space and changing work and safety. Interviews have also led to life stages and causes of life-saving drivers as the main drivers. Interestingly, some respondents wish to move to more nearby neighbors to benefit from an open and friendly urban environment. The intention to live in the future is almost unlikely that the place of residence will change in the next five years, and discussing 80% respondents likely to move at that time and do not keep span. The results show very little mobile population, especially Gulsitan-e-Johar, in connection with high-profile connections in Karachi.

5. DISCUSSION

Findings reveal that the desirability dimension of Karachi city, investigated through the lens of reurbanization[1], [21], can be associated with broader demographic and household changes connected to the second demographic transition[11], [30]. The profile of recent urban dwellers (Research Question 01) reveals a residential group which can be associated to “gentrifiers” or “new middle class”, whose growing importance is underpinned by the role of the second demographic transition[3]. This upward residential shift which could be associated to new-built gentrification processes is accompanied, to a lesser extent, by “traditional households”, i.e., married couple with children, along with household displaying a lower socioeconomic status and academic background[34].

The desirability of dense urban living as assessed through the lens of reurbanisation provides insights on the distinction between “urban seeking” groups, for whom the compact city model is desirable and attractive, and conversely “urban fleeing” groups who decide to move out to the suburbs[7]. This suggests that, as long as the perceived advantages of urban life overcome its downsides, the compact city model might still be found attractive and desirable by former and future residents of Karachi, at least for “new middle class”[31]. Reurbanisation as observed through the demographic profiles of newcomers reveals a movement predominantly driven by members of “new middle class”[35]. The reurbanisation process of Karachi can therefore be described as a process of rejuvenation (young adults under 29 years old although accompanied by middle-age households)[37], inter-migration (Interior Sindh and Punjab migrants, but paralleled by former inhabitants of other areas of Karachi), and diversification (variety of household types and socioeconomic status)[38], which results in a Splintered urban form. Instead it shows movement of “stay-in-the-city” from former inhabitants and intra-urban movements within the Karachi and from other provinces[39]. In uncovering the demographic dynamics behind the reurbanisation process, this research suggests that the desirability of Karachi is associated to the city-mindedness of new middleclass, whose residential preferences in terms of both location and type of accommodation are in line with what a compact city environment can provide[40].

In the light of the results and driving mechanisms, the question about the compact city’s contribution to urban sustainability[1], [28] (Research Question 02) and more broadly to the field of sustainability science can be addressed[32]. Regarding the social pillar of sustainable development, the compact city fails at living up to the promises of delivering a socially mix and equitable city[41]. Locked up in this worsening dynamic driven by the rules a free housing market, the compact city might be reduced to a mere “dead-end” for urban sustainability[21], [24]. The compact city vis-à-vis environmental and economic sustainability, respectively the environmental veracity and technical feasibility, the two remaining tests for the compact city also reveal flaws[42]. Furthermore, the compact city model might not even be technically and economically feasible from the point of view of the housing market’s supply side more attracted by Greenfield site development projects. Compact city planning therefore falls short at conciliating the three imperatives for a sustainable urban development[38]; That is how the compact city, by merely focusing on the urban form without broader consideration for urban system as an interconnected whole – a potential entry point for sustainability scientist and for further critical research[13], [43] – will be insufficient at delivering a sustainable city. The question that should be asked is whether the process of building cities and the process of living, consuming, and producing in cities are sustainable[17], [44].

6. CONCLUSION

Creating a sustainable city through improved urban forms is the main reason for the compact city model. Based on Breheny's critical view of the compact city, my thesis was based on the assumption that the compact city has the desirable size and may be the starting point for the theme, because the residential aspirations of the inhabitants disagreement with the compact agenda of the city. . Based on the literature on redevelopment and based on data obtained from semi-structured interviews, a survey and an analysis of the planning document, this thesis highlights that of Karachi, but specifically Gulistan-e-Johar as a case study for the spatial form. and connects it to compact urban planning. Social impact and desirability dimension among recent city dwellers.

The results reveal compact urban planning, with social costs in the form of housing affordability and gentrification processes. Driven by the rules of the free market, the housing market, which is under increasing demand from new immigrants, mainly richer residents, is driving up housing prices, contributing to the widening of housing problems. The results also show, on the one hand, a compact city model closely associated with the "new middle class" of law, attracted by the urban advantages of proximity and accessibility and for whom the compact city is considered desirable. On the other hand, conventional families tend to leave the compact city.

7. RESEARCH WORK

The compact city might be a necessary condition for a sustainable city, as urban expansion is probably not a sustainable direction for urban development, but struggling for compaction is not an easy road either. Thus the case of Karachi could provide ideas to other cities in developing countries struggling for compact sustainable development, although my analysis is limited to a single study based on a limited number of interviews and a little investigation, the results they can not be generalized

Therefore, more critical research is needed to clarify the compact city's sustainability compensation to better reconcile the compact city's environmental goals with social equity and justice concerns.

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