Similarities among harbor developments
An analysis of case-studies in Hamburg, Dublin, Copenhagen and Stockholm

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Abstract


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Keywords: harbor development, brownfield, urban theory, contemporaneous urban planning, case-study, Hamburg HafenCity, Dublin Docklands, Copenhagen Nordhavnen, and Stockholm Norra Djurgårdsstaden.

Harbor developments have been realized in several European cities over the last years, becoming an important topic in the field of urban and regional planning. Despite their presence in innumerable sites with unlike contexts and backgrounds, those developments look pretty similar in terms of design and form. Are we witnessing the born of a generic and similar city? The aim of this paper is to investigate how similar are these areas and their positive or negatives effects upon the existing cities. Through a review on the main urban theories of the twentieth century it is possible to identify what are the contemporaneous trends in urban planning and how they have been employed in harbor developments. Four case studies were selected to illustrate these similarities, two almost completed: Dublin Docklands and Hamburg HafenCity, and two newly ones: Stockholm Norra Djurgårdsstaden and Copenhagen Nordhavnen. The findings indicated the case-studies share several similarities in terms of discourse, implementation strategy, sustainability, publicity and as well social and income inequalities. Contemporaneous urban discourse preaches for diversity which it is still far to be reached by the case-studies.
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Summary
This thesis analyses the phenomenon of harbor developments in Europe, and how those developments are incredibly similar between them, no matter in which country they are located. In doing so, this work aims to understand this contemporaneous trend in urban planning and further the origins of such similarity. In seeking for answers the paper opted for employing a case-study method, and therefore the main theories of this method were reviewed. Additionally, other methods of urban analysis were also revealed and as well how the case-studies were chosen. The author selected four case-studies to be analyzed, two already 50% completed: Hamburg HafenCity and Dublin Dockland; and two in the early phases of implementation: Copenhagen Nordhavn and Stockholm Norra Djurgårdstaden. In doing such comparison, it is expected to find answers for their similarity.

Moving further, the main theories that shaped the cities in the twentieth century are revised and reflected upon. Since the industrial city planners have been trying to deal with its issues by formulating new city ideals, the Garden City and the Modernist City. Although very influential and radical in solution, these models created new problems. Therefore planners proposed several solutions around the globe during the Post-Modernist period; however none of them became very significant. Nevertheless, these proposals worked as a bridge to the Contemporaneous City, where planners opted for some of the solutions developed previously and combined them in a new way. While the Post-Modernist enlarged the planning concepts, the Contemporaneous City narrowed them again. Furthermore, the history of harbor developments is exposed since its origins until the present days and how they are connected to the contemporaneous urban trends, including the use of spectacular buildings to promote city publicity.

The four case studies are therefore presented and analyzed one by one. The paper focused on their official documents, i.e. master plan and reports. Urban form, Typologies, Infrastructure works, and Sustainability goals are extensively examined this way. Additionally, culture projects which involved the presence of famous Architects are also analyzed.

The main findings indicated that these harbor developments are rather similar, not only in terms of urban form, but also in terms of urban discourse, sustainable goals, social inequalities, city publicity, and implementation strategy. This similar and generic harbor city can reinforce social and income inequalities already presented in cities, since these developments focused on attracting global companies together with high classes of the society. More social policies should be applied in these new areas to create a true diversity within. Nevertheless, the four case-studies also showed good lessons which can be examples for other cities, including their implementation strategy and environmental sustainable techniques.
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1. Introduction

Rio de Janeiro is the postcard of Brazil; it is said that Rio represents the best and the worst country qualities overseas. The city will soon host major events in the following years: the United Nations Conference on Sustainable Development in 2012\(^1\), the Final of the 2014 FIFA World Cup\(^2\) and the 2016 Olympic Games\(^3\). Nowadays a major transformation is ongoing in Rio de Janeiro not only to accommodate all these events but as well as to improve the city urban quality. Therefore the subway system is in expansion, the Guanabara Bay is been cleaning up, the slums are receiving investments in social housing and in security and moreover the harbor area is under a major development. The harbor redevelop project is called *Porto Maravilha*\(^4\) and initially encompasses the construction of two museums, one aquarium and the head office of the Brazilian Central Bank, plus the refurbishment of old buildings\(^5\). These initiatives are only in the public sphere whereat the government is investing R$ 350 million in the first stage (around U$ 210 million) despite the private investments in residential and commercial buildings. This harbor development is not exclusive of Rio; in the South of Brazil Porto Alegre is also undergoing a major project to revitalize its harbor and waterfront\(^6\).

The phenomenon of harbor developments is not recent; planners in Rio cite the cases of Puerto Madero in Buenos Aires and Barcelona Waterfront as their main references\(^7\). Going back further in the past, it is possible to cite Baltimore and Boston redevelopments as one of the first cases in revitalizing harbor redevelopments successfully\(^8\). However it was in Europe where the phenomenon really spread out. In looking close to the continent, there is a myriad of examples of harbor developments presented within (see Figure 1). Since the 1990s innumerous cities in Europe undertook urban redevelopments of their old harbors in order to regenerate them. Several examples can be found in the British islands, including Liverpool, Cardiff, Bristol, all of them based on the original redeveloped done in the British capital\(^9\). Done in the 1980s, London Docklands turned into an important model of how redevelop non-used harbor areas within the city. Meanwhile, in the 1980s Barcelona realized also a major urban transformation in the time for the Olympic Games, by renovating its old harbor areas alongside with its waterfronts. These two cities, London and Barcelona, thus became role models for other harbor developments due to its innovative approach in redeveloping underused harbors\(^10\).

However, the new harbor developments started in the 2000s presented new patterns. Although spread in different countries, they are very look-alike between them. Their

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1 It is also known as Rio+20 or Earth Summit 2012 (UN, 2010)
2 (FIFA, 2010)
3 (IOC, 2009)
4 In English ‘Marvelous Harbor’
5 (PMRJ, 2010)
6 (PMPA, 2009)
7 According to the current mayor of Rio de Janeiro, Eduardo Paes, “Barcelona is without any doubt the great model to be followed”. Both cities of Barcelona and Rio de Janeiro signed a cooperation agreement in March 2010 (EFE, 2010)
8 (Shaw, 2001, p. 162)
9 Ibid. p.168
10 Ibid. p.168
urban form and also the presented buildings are such familiar in a way, that whether the reader could be in one of these developments, either in England or Norway, and still it would not be possible to identify which city the reader would be located. A possible way the reader could do to find yourself it might be by recognizing the existing landmark, either a fantastic building with organic shapes or a spectacular tower. This similarity pattern is rather recent, and it does not apply only in urban form but as well in terms of policy discourse, sustainable goals and publicity.

Figure 1 - Location of the main harbor developments around the world. Note the concentration in Europe

1.1 Aim

The aim of the thesis is to understand the harbor developments phenomenon, how and when it started and especially focus on why those new developments look similar in terms of policy and design. Particular emphasis will be given to the developments started in the 2000s. It is necessary to comprehend how these concepts are spreading out and whether something is not losing on this process or whether something it not evolving on it. The further questions are sought to be answered:

- What is the origin of urban waterfronts?
- What are the theories behind?
- Why these developments look similar in terms of urban design and planning?

1.2 Research Inspiration

During my time in Europe I had the opportunity to travel and see in situ many sites and buildings only available for Latin American students through magazines or websites. Dublin, London, Hamburg, Barcelona, Amsterdam, Copenhagen, Malmö; different cities in different countries and despite that diversity something was unusual for me.

11 Map designed by the author using Google Maps.
Even though all those cities have their own history, their own traditional urban fabric and their own architectural style, all the new developments I visited looked very similar to me. A public park in Barcelona is so analogous with one in Hamburg that in a sunny day I easily could not say where I am without further references. A contemporary three stores residential building with shops on the ground level in front a canal, am I in Copenhagen or Amsterdam? On the light of these visits I have started to reflect why these new areas gave me the impression of being so alike, not only in terms of public space and buildings, but as well in terms of urban design and planning. The curiosity in understand these events are my main research inspiration.

1.3 Thesis Structure

The thesis is structured in four parts. The following section shows the methods and the necessary tools to analysis of specific harbor developments and which cases should be studied. A review of case-study theory and further explanation of why this is the preferable method for this paper is here explained. Moving forward, the next section provides a theoretical background of the main theories in urban planning in the twentieth century and how they have influenced our cities until today. Those theories conducted to the contemporary city we live now and they are interconnected to the harbor developments’ strategies and concepts. The subsequent section gives to the reader the necessary background of each case-study; location, history and features of each harbor development are further presented and discussed. Finally, in the last section it is presented the main findings and conclusions of this paper.

2. Methodology

In this chapter the methods are further discussed and reflected upon. It begins explaining why a case-study is the preferable way to investigate the harbor developments, a contemporaneous phenomenon, and how the case-study theory is defined. Moreover I discuss the positive and negative implications in employing case-study and what are the considerations the researchers should take about it. Then the four cases studies are revealed and the reasons they have been picked up. Furthermore a topic about how to proceed with an urban analysis is revealed. There are several ways in investigate an area and I show the options and the attentions to be reflect upon. Moreover a briefly explanation about what is a content analysis and how to apply it in analyzing official documents. How and which documents are selected to be further investigated is discussed in the next topic. Finally, I ended up this part in presenting the researcher’s position in qualitative studies and the reflection upon.

2.1 Motivation for a Case-Study

To show how the actual and future harbor developments look similar it is necessary to investigate empirically some exemplars cases and compare them. Considering that harbor developments are a recent event in urban planning story and all the data is still fresh, applying a case study analysis is the best option. A case study method is defined by Yin (2010) as “an empirical investigation which examines a contemporaneous phenomenon in deep and in its real life context, especially when the limits between the phenomenon and the context are not clearly evident”12. Another definition by Berg

12 (Yin, 2010, p. 39)
(2007) define case study as “a method involving systematically gathering enough information about a particular person, social setting, event, or a group to permit the researcher to effectively understand how the subject operates or functions”\textsuperscript{13}. In both conceptions data from pre-determined cases should be collected, analyzed and reflected upon it. Hence the case study can give to the researcher extremely rich and detailed information about the investigated topic.

In any case both Yin and Berg recommended the establishment of a theory prior to start the case-study per se, especially when the situation involves testing or developing an idea. The theory can orientate the researcher about: (a) selecting which cases to be studied, (b) specifying what is being explored (c) assisting in which data should be collected, (d) helping how this data should be analyzed, (e) stimulating rival theories, and (f) supporting generalizations the researcher may seek to make to other cases. Furthermore the benefit is a strong project and a better capacity to interpret the events\textsuperscript{14}. The defined theory is not complete close; it can be reviewed and expanded during the analysis and subsequent reflection.

Even though the case-study is the preferable method for analyzing contemporaneous empirical cases, some considerations need to be done regarding its negative aspects. Yin listed three traditional prejudices against study case, (1) lack of rigor in the case-study by the researcher, (2) case-study takes too long and results in massive and unreadable documents, and (3) case-study provide little basis for scientific generalization\textsuperscript{15}. For the first one, Yin disagrees if the researcher takes the necessary providence, applies other methods together with study-case and analyzes a considerable number of documents, not limiting him or herself. In the second consideration Yin argues that it is true that case-studies in the past generated long and unreadable documents due to the way they were written. To mitigate this issue Yin recommends to be more precise, direct and objective while composing your report and may trying alternatives ways of composing your case-study\textsuperscript{16}. The third attention about case-study is the most discussed and most worried about researchers, “how can you generalize from a single case?” Yin answered this question making an analogy with experiments, since you cannot generalize from a single experiment therefore you need to repeat them and expect the same results. The difference for case-study concerns the cases selected by the researcher. They should be singular or exemplar to prove the theory defined prior\textsuperscript{17}. Also Flyvbjerg (2006) stated about the importance of the cases selected. Hence the cases cannot be seen as a sample, we should go in-deep in the study trying to find exemplar cases which it will provide strong data for our theory\textsuperscript{18}.

Therefore the case study is the appropriate method for this paper along with other methods which it will be discussed further. Instead of picking up one single case, I rather prefer employing a multiple case-study in this research. The single case should be considered when the scholar is faced with (a) a critic case which represents the test of a well-formulated theory, (b) with an extreme and/or peculiar case, (c) with a typical or

\textsuperscript{13} (Berg, 2007, p. 283)
\textsuperscript{14} (Berg, 2007, pp. 285-286) (Yin, 2010, p. 58)
\textsuperscript{15} (Yin, 2010, pp. 35-37)
\textsuperscript{16} See Chapter 6 in (Yin, 2010)
\textsuperscript{17} (Yin, 2010, p. 36)
\textsuperscript{18} (Flyvbjerg, 2006, pp. 224-228)
regular case, and (d) with a revealing case\textsuperscript{19}. However the multiple case-study is seem as strong and healthy by Yin because the possibility of having a weak report is lesser than the single case. More cases in one study offer the opportunity for replication, once you found the results in one case the subsequent examples will give you similar results, proving your developed theory before the research\textsuperscript{20}. Therefore a very well mature theory is necessary in the multiple case-studies to endorse your cases. Moreover Yin cited the use of multiple cases as preferable in the urban planning field; one example is Jane Jacobs’ book\textsuperscript{21}.

In this way I decided to select four cases in this thesis, two harbor developments almost complete representing both the third generation and two more developments in the early stage of implementation in this way representing what it should be the fourth generation. Thus I want to show how those developments are similar, no matter where they are, and make a comparison between the two nearly done with the two in the project phase, showing that there is nothing new between them.

2.2 The Selection of the Case-Studies

In order to select exemplar case studies to answer my research questions, I should take a look in developments which have started in the 2000s plus cases which could be at the project phase or in the early phases of implementation in order to find replication of results. Besides those cases need to be well documented and offer documents in a language I could be able to understand in order to scrutinize them. A plus it would be to choose an area which I had already visited in the past. In this way the first two selected cases are the HafenCity, located in Hamburg, Germany, and the Dublin Docklands, located in Dublin, Ireland (see Figure 2). These two harbor developments were designed in the end of the 1990s, and their implementation phase has started in the early 2000s. These two areas are still under construction however more than half is completed and they have already had citizens living there. Another point in selecting these cases is the idiom, in Ireland the official language is English therefore all the documents are available in this language. This is not the case in Germany; however the HafenCity development is seeking to attract international investors and companies consequently most of the material has been translated to English over the last years, including the Master plan and several reports. Finally, I personally visited both sites years ago hence I can include my personal observations in my research.

The other two selected cases are Norra Djurgårdssstaden, in Stockholm, Sweden, and Nordhavnen in Copenhagen, Denmark (see Figure 2). These two areas represent new harbor developments planned in the mid-2000s and both are now in the early stage of implementation. In terms of material not everything is already available in English, however as similar to Hamburg, both are seeking for international partners and certain amount of the documents are in English.

\textsuperscript{19} (Yin, 2010, p. 76)
\textsuperscript{20} Ibid. p. 78
\textsuperscript{21} Ibid. p. 67. The book cited is the classical \textit{The Death and Life of Great American Cities} (1961).

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Analyzing these four cases I expected to show their similarities and differences; furthermore what have been evolved between the first two developments and the two early ones. Is there any evolution in harbor developments or they just are copying each other solutions?

### 2.3 Proceeding an Urban Analysis

In seeking to provide further information for comparison not only documents will be investigated, but the urban form of study-cases need to be examined. As defined by Schwalbach,

“Urban analysis describes or analyses particular factors relevant to urban planning, in whole cities or in smaller areas within cities. (…) factors are recorded and represented in the study, which goes on to describe the interactions between these effects – which, however, cannot be assessed or described in full because the city and its users interact in a reciprocal system. Urban analysis is therefore confined to abstract, model interpretations of the city or its individual areas”

Therefore urban analysis is a vast camp within different methods, and so does Schwalbach remind us that “urban analysis is not formally regulated, and so there are unlimited ways of carrying it out”. Some methods include historical, land use, transportation, social space, open space, green spaces, construction structure, etc.

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22 Map designed by the author using Google Maps.
23 (Schwalbach, 2009, p. 10)
24 Ibid. p.38
25 Ibid.
however the basic principle of urban analysis concerns the perception by the researcher. A city can be perceived in three ways: (1) aesthetically, (2) scientifically and (3) morphologically\(^{26}\).

First, the aesthetic observation is the visible city and its tangible objects, it is what we can see and perceive every day. Thus an aesthetic observation deals with understanding visual information; however within this process we should consider the researcher background. The researcher’s perception is based on his or her personal experiences, especially in his or her cultural background which it is perpetuated by collective memory\(^{27,28}\). You know what a house looks like if someone asks you, with its familiar rectangular shape and gable roof, but in doing the same question for an Inuit person he or she might answer that the house looks like an igloo. Different shapes with same function; the structure of perception is based on what is familiar to us. Thus the scholar always needs to take this in consideration before undergoing an aesthetic observation in his or her urban analysis. Therefore a researcher with a different background might perceive unlike patterns in a city, revealing a new phenomenon which it is strange to its local inhabitants. Second, the scientific observation deals with the invisible city for our eyes, evaluating and interpreting defined values such as statistics data of age proportion or employment status for example, within a defined population\(^{29}\). Third, the morphologic observation is related to the spatial characteristics of city structures, its urban physical form. It includes the study of city patterns such as density, hierarchy of streets, and proportion of open-space to built-up areas, historical development, and buildings significance\(^{30}\).

Furthermore the studied area can have interminable data; it is up to the researcher to define the area, scale of study and what exactly should be gathered within. In urban analysis the map is the basic and most practical tool\(^{31}\). The map moreover can give you the initial data of your study, depending upon its type such as topographical, real estate or aerial photograph. The topography map shows geography features on the earth’s surface; the real estate map offer you the land register and how all parcels of land are divided; and the aerial photograph is a photo taken vertically by an airplane or a satellite\(^{32}\). All this data can be combined in a geo-information system (GIS) to be visualized and analyzed together\(^{33}\). Moreover the scholar should take in consideration all the master plans of the survey area and all further documents related to including articles, transportation reports, retail reports, demographics data, etc\(^{34}\). At last, a field work visit can give to the researcher new perspectives of how the survey area works, how their inhabitants used the site and their relations to the public space, besides the scholar’s personal impressions\(^{35}\).

\(^{26}\) (Schwalbach, 2009)  
\(^{27}\) Ibid. p.13  
\(^{28}\) See more information about how inhabitants perceive and navigate within the city in The Image of the City by (Lynch, 1960).  
\(^{29}\) (Schwalbach, 2009, p. 16)  
\(^{30}\) Ibid.  
\(^{31}\) Ibid.  
\(^{32}\) Ibid. pp.28-30  
\(^{33}\) Ibid. p.30  
\(^{34}\) Ibid. p.32  
\(^{35}\) Ibid. p.34
Moving further, after collecting all the data it is time to analyze them. As previously explained before urban analysis can be done by several methods, such as (1) historical, (2) land use structure, (3) transportation structure, (4) open space and green structure, (5) construction and housing structure and (6) social space. Each one of them will be explained briefly, remembering that urban analysis can include several different methods, it depends what is the object of analysis. A ‘historical analysis’ deals with how the city has evolved over the years and seeking further for discovering how the city might develop in the future. Also it is important to understand how historical neighborhoods interact with the newest parts of the city. The ‘analysis of land use structure’ shows the diverse real uses of an area, what is the predominant use of an area and how these uses interact between them. Normally the uses are divided in residential, commercial or retail, industrial, mixed-use land, green areas, abandoned and special uses, i.e. hospitals, churches, entertainment venues, museums. The ‘transportation structure’ shows us all the transportation facilities within an area, all the networks and connections, and moreover how they work for their inhabitants. In this way, roads, streets, local public transportation, car use, foot and cycle traffic are the objects of analysis. It should be remembered that different land uses require different needs to access them and besides transportation generates a large amount of data. The analysis of ‘open space and green structure’ is similar to the land use structure; the scholar also will investigate in-depth how the population uses these spaces and how it is the interplay between other uses. The area analysis includes the historical significance, the spatial experience, the recreational values and protected elements. Analyzing ‘construction and housing structure’ inspects the features and construction development within an area, the relationship between the units of analysis and the urban space composed by the buildings and its geometries. Additionally it is possible to identify how the buildings organize themselves in blocks and the types of blocks generated in this process. Again this method is similar to land use structure however revealing a detailed picture of the housing structure. At last it is the ‘social space’ analysis which looks at the interplay between inhabitants and the area, demographics features, social characteristics and population development over time.

Finally, it will not be possible to apply all these techniques described before; my attention was to give an overall picture of urban analysis conception and methods to the reader. This paper will employ the land use structure plus the housing analysis as methods of investigation, since the case-studies selected contain large residential areas. Furthermore I also want to discuss how the developments are aesthetically similar too and it was important to present the researcher’s point of view in doing such analysis. Additionally particular attention will be given to transportation infrastructure since all developments are investing on it. In doing so all these analysis I pretend to show to the reader the necessary picture of each case-study to be further compared and discussed.

36 (Schwalbach, 2009, p. 38)
37 Ibid. p. 41
38 Ibid. p. 48
39 Ibid. p. 56
40 Ibid. p. 62
41 Ibid. p. 65
2.4 Content Analysis

Whether the study-case is the chosen method to organize how the harbor developments will be studied, the content analysis is one of the tools that I will employ to gather more information alongside the urban analysis discussed before. As previous informed the collection of documents can offer us additional data in our analysis. However to explore such data the scholar requires a method and an objective of study and the content analysis thus can help us. As defined by Berg Content Analysis is “a careful, detailed, systematic examination and interpretation of a particular body of material in an effort to identify patterns, themes, biases, and meanings”\textsuperscript{42}. With all the documents in hands the scholar need to define how such data will be examined, one possibility is through an interpretative approach. In other words, texts should be seen as a collection of symbols with several levels of meaning, all being possible to be interpreted. However this interpretation depends of the orientation taken by the researcher\textsuperscript{43}.

The content analysis offers us the possibility to understand the sub-meaning of texts, the essence of what it is there. Nevertheless a set of rules should be defined before taken the action; it is the rule of the researcher to define whether proceeding with a quantitative or qualitative analysis or both of them. In a quantitative analysis some valuable expressions, themes, concepts, or either words are pre-defined and are counted in the texts, showing how many times they repeat themselves. Thus the scholar can identify a pattern underlain in the documents\textsuperscript{44}. In a qualitative analysis the researcher needs to take a look in the symbolism present in the text, for example if a novel can be considered too violent or if the novel is a criticism to the violence\textsuperscript{45}. Whether if the one type of analysis is chosen or whether not, Berg argues that whenever is possible the best solution is to employ both methods of analysis. For example, by counting how many times an expression pops up in the text, the scholar can understand the magnitude of the document\textsuperscript{46}.

Finally, employing content analysis can offers many advantages once this technique is unobtrusive\textsuperscript{47}. You do not need to meet people, to do interviews, to do field research, to enter in a laboratory, rather all the documents can be found on Internet, on libraries, newspapers, etc. Moreover content analysis is cost effective because the data gathered is easy to be accessed and not expensive. At last, this technique provides the possibility to study a phenomenon over time\textsuperscript{48}; documents in the past can be compared with recently ones in a way to determine a pattern of the evolution on your topic studied. However no technique is perfect and so content analysis is; its scope is limited to already recorded messages\textsuperscript{49}. Thus it might be necessary to include other methods whether the researcher wants an in-deep analysis.

\textsuperscript{42} (Berg, 2007, p. 303)
\textsuperscript{43} Ibid. p. 304
\textsuperscript{44} Ibid. p. 306
\textsuperscript{45} Ibid. p. 306
\textsuperscript{46} Ibid. p. 307
\textsuperscript{47} Ibid. p. 327
\textsuperscript{48} Ibid. p. 328
\textsuperscript{49} Ibid. p. 329
2.5 The Selection of Documents and Maps

It is important to note that the all selected case-studies provided official documents in English. Considering that these developments are seeking for international investors it was natural to have technical information and marketing material in English, the lingua franca of our time. Hamburg HafenCity and Dublin Docklands are in advance stage of implementation with more than 50% of their developments completed; therefore both cases offered a vast amount of data to be further analyzed. These cases had their Master Plans, reports, laws, amendments and plans investigated upon. Consequently this ensured that the information needed for this study is well available and defined. The other two case studies, Copenhagen Nordhavnen and Stockholm Norra Djugårdsstaden, do not offer the same amount of information as the previous ones. Since they are currently in early phase of implementation it was expected that the material would be sparse. Nevertheless the existing documents showed what municipalities envisaged for both areas, giving a desired picture of their developments. Therefore it was enough to proceed with an analysis.

In the selected documents special consideration was given to the description of the physical environment of the case-studies. Envisaged typologies, blocks design, grid of streets were evaluated for the further description and comparison of the projects. All the documents were downloaded from the official websites of the respective case-studies in order to keep the reliability of the sources. In selecting such documents, I expected to find the official discourse for these developments, and their similarities among the case-studies.

Besides the official documents, Google Earth and Google Maps were extra tools employed to investigate the cases. Google Earth is available free on internet while Google Maps is available online and both provide satellite pictures of the globe. Google Earth also offers several layers of data, including traffic information, cultural spots, 3D buildings visualization, even a street view of numerous cities around the world. Even though this software is not a true geographic information system (GIS), it gives to its users a considerable amount of options which could not be ignored by researchers. Its potential is still far from being clearly comprehended.

2.6 The Researcher’s Position

Due to the reasons I could not control I was not able to write my thesis the entire time in Sweden, most of it was done in my home country Brazil. It became an extra challenge for me to overcome this adverse situation. In a normal situation the researcher in urban planning should be able to visit his or her case-studies in order to gather information. It was not my case. Thus the Internet became a vital tool to seek evidence; most of the empirical data analyzed on this case came from official documents downloaded from the four case studies websites. Since the four harbor developments are seeking for international investors, most of the documents were made available in English in different degrees.

50 Google Earth can be downloaded from: http://www.google.com/earth
51 Google Maps is accessible online on http://maps.google.com/
52 (Patterson, 2007)
Also, it is convenient to cite that the four case studies were not strange to me, as I lived in two of them and visited the other two during the time I was in Europe. Even though I was not able to return to the four case-studies for field research, I should consider myself part of the context because I visited all the four cities in the past.

Although Internet allows connecting people from different continents, in certain cases face-to-face meeting would be more efficient. It was deliberated for this paper to apply a questionnaire for the planners of each case, in doing so it was envisaged to discover possible relations to empirical cases and moreover trace probable common origins of the case-studies. I personally emailed the questionnaire to all planning offices involved in the developments. As I received only one positive answer I thus decided to discard it since it would not be a fairly comparison to the other cases. The presence of the questionnaires would have possibly enriched this paper.

Despite the fact I spent the last four years and half living in different cities in Europe, I am still consider myself a relatively newcomer. That brings a new look for the analysis. It is also important to come up that I got born and grew up in a different context, in Brazil. This affects my research in a certain way because physical conditions of urban developments differed extremely from my home country to Europe. This detail was most probably one of the reasons which made me questioning the reason why those developments are similar. Another particular aspect is my background in Architecture and Urban Design. Changing from a technical field to the social sciences field was a challenge for me, since researches are conduct in different ways in respective fields. Therefore I was not only a foreigner in Europe but as well as a foreigner in the social science field. Also the language was another barrier, considering that my mother language is Portuguese and English is just my second language. This fact restricted the use of documents I was able to investigate. If I could be able to speak Danish, German, or Swedish, this research would most probably take a different position.
3. Theoretical Background

To understand contemporaneous urban planning trends it is necessary to review the main theories that shaped our cities in the last 100 years. The unbelievable expansion during the industrial times led thinkers to propose new city models; although it was not the first time humanity witnessed planned cities, its origins can be traced to Ancient Greece\(^ {53} \) and even before that. However it was the first time planners used modern science and rationally to design city models even though in a very radical way. Such drastic change irrupted innumerous critics and a myriad of solutions that it evolved in the contemporaneous urban planning as it will be presented in the following section.

3.1 The Industrial City

The nineteenth century was a time of general expansion for European Cities due to the industrialization process. The development of textile and iron industries, the expansion of overseas commerce and the spread of railway networks were some of the factors that impulse the urban growth\(^ {54} \). Urbanization rate in Western Europe grew from 25% to 51% between 1850 and 1910\(^ {55} \). However the quality of life did not follow this expansion, the big European cities in the nineteenth century were not a pleasant place to live. Lack of hygienic conditions, spread of diseases, large families living in small houses, absurd levels of pollution, high criminal rates, high infant mortality, and long working journeys made the inhabitants life a nightmare. Despite all these issues, the industrial city attracted more and more migrants from countryside and even from abroad. Countless writers and poets of the period portrayed these terrifying images and criticized the social conditions, as John Ruskin and Charles Dickens.

> “The Victorian slum city, to be sure, was in many ways a horrific place; but it offered economic and social opportunities, lights and crowds”\(^ {56} \)

Improvements were necessary and they occurred in several cities with different solutions. In Paris the mayor George-Éugène Haussmann put in action a plan to redesign the city, by removing the slums and consequently forcing the poor people to move far away. Considered areas of the medieval Paris were demolished and wide avenues called Boulevards were opened\(^ {57} \). These new streets were wide enough to allow sun and ventilation for its inhabitants as well as they reorganized the traffic in Paris. Moreover new building regulations were set up to improve the living conditions. The Haussmann’s plan became a model to other European cities.

One was Barcelona, a city struggled by its medieval walls. A plan to organize the expansion of the city was designed by the Engineer Idelfonso Cerdà. Essentially he proposed a ring road around the medieval city and beyond that a grid where the square blocks measures 113.3 meters each side, separated by 20 meters wide streets\(^ {58} \).

\(^{53}\) (Goitia, 2007)  
\(^{54}\) (Clark, 2009)  
\(^{55}\) Ibid. Urbanization rate here denotes the percentage of people who moved from rural areas to cities.  
\(^{56}\) (Hall, 2007, p. 108)  
\(^{57}\) (Clark, 2009)  
\(^{58}\) (Diputació Barcelona, 2009)
Analogous to Barcelona other cities around Europe, as Moscow and Vienna, built ring roads and implemented plans to embellish their urban fabric.

However those improvements previously described concerned more in aesthetical values rather than enhance the living standards for the majority of the population\(^\text{59}\). The most benefited was the rich and middle class who enjoyed the *belle-époque*\(^\text{60}\) while the low classes were obligated to move to the edges of the city, from one slum to another.

### 3.2 The Garden City

The industrial city with its poor living conditions, high levels of pollution and incredible social disparities, raised voices around Europe calling the cities for returning to the rural values and being close to the nature. One of the exponents was Ebenezer Howard with the Garden City movement\(^\text{61}\). His seminal book was first published in England in 1898 and re-edited in 1902 with the title *Garden Cities of To-morrow*. Instead of solving the industrial cities problems, Howard proposed a new city to be settled in the countryside far from the old cities. The Garden City would have a maximum number of inhabitants, 32 000 people in 1 000 acre of area, and once this value was reached a new garden city would be installed not far from the original one. Surrounding them a green belt would contain the agricultural and industrial sites to sustain its inhabitants. In connecting the cities a fast rail network would be installed\(^\text{62}\). In this scheme Howard was one of the first to separate the city functions: living, working and leisure; being influential in the later Modernist movement.

The first Garden Cities were built in England in the beginning of the twentieth century: Letchworth and Hampstead\(^\text{63}\). In both cities it is important to highlight the work of the architects Raymond Unwin and Barry Parker in translating Howard’s ideas in reality. Unwin and Park’s Architecture style was based on vernacular British houses from the countryside. Letchworth and Hampstead became thus models in terms of architecture and planning for other garden cities in Europe and in America as well. However with time the original Howard’s plan was disfigured, retaining mainly the residential section surrounded by a green area. The Garden City importance relied on the fact it turned out to be the preferential model for suburbs, especially in the United States after the Second World War.

### 3.3 The Modernist City

If the Garden City was one of the responses to the messy industrial city another answer was more influential in our towns than any other else, the Modernist City. The Modernist ideas in architecture and urban planning were mainly developed between 1920s and 1930s by the Swiss-French architect Le Corbusier in several works, including *Vers une architecture* (1923), *Urbanisme* (1924) and *La Ville radieuse* (1935). Also the work of German Architects Walter Gropius and Mies van der Rohe was fundamental to

\(^{59}\) The movement concerned with aesthetical values is called *City Beautiful*, see more Chapter 6 in (Hall, 2007).
\(^{60}\) (Clark, 2009)
\(^{61}\) Other concepts developed in the end of the nineteenth century include the *Linear City* by Arturo Soria y Mata, in 1882; and the *Industrial City* developed by Tony Garnier in France (Gotía, 2007) (Hall, 2007).
\(^{62}\) (Hall, 2007)
\(^{63}\) (Clark, 2009) (Hall, 2007)
refine the Modernist Architecture style. Moreover the *Congrès internationaux d'architecture modern* – CIAM (International Congresses of Modern Architecture) were influential in condensing the Modernist ideas, where Le Corbusier was one of the founders. The main CIAM document was the *Athens Charter* (1938) where the Modernist concepts for urban planning were clearly explained, as a user guide.

Similar to the Garden City movement the Modernist City did not solve the industrial cities issues, instead it proposed a new city to be done either in an empty site or even more radical by demolishing the existing urban fabric and replacing it. One example is the *Plan Voisin* (1925) where Le Corbusier designed a plan for a huge area in the north of the historical Paris with towers 210 meters high! Most of the buildings would be pulled down with few exceptions. Fortunately it was not put in practice however innumerous cities were influenced by its ideas, e.g. Stockholm, where a vast area in the city center was demolished to build a Modernist center and the new metro line during the 1950s.

Inside the Modernist planning the city would be divided in functions: living, working, leisure and circulation. The inhabitants would live preferable in high towers, thus concentrating the density and making the ground level free for circulation and for green spaces. In order for working and shopping the ordinary citizen would have to commute every day mainly by car, and wide highways would be done to link all the areas. While the industrial city was considered chaotic, had mixed-use functions and high levels of density; the modernist city was consequently seen as organized, with single-use functions and low density.

The Modernist movement had a huge impact on planners’ mind after the Second World War. Cities were badly affected by the war and their populations increased in dramatic ways afterwards. Therefore urban planners saw on the Modernist City a fast and organized plan to deal with their problems. Huge residential blocks multiplied over the suburbs in the 1950s and 1960s, all of them looking similar. Even in cities not damaged by the war witnessed wholesale redevelopments in the traditional urban fabric, as Bristol, Leeds, Newcastle and Stockholm. Spreading together with Modernist urban planning was Modernist Architecture style, later evolved to International style. This style was simple in form and rational in the use of the spaces, being known in some countries as Functionalism, and due to the evolution of construction techniques it was simple and rapid to build.

The Modernist City represents a true rupture with the past because neglects the cities’ history and its traditions, since in a modern civilization new values were necessary for a new man, an ideal Man. Architects and Planners believed that through their projects they would create a new fair society with less inequalities than the industrial cities. Unfortunately they were wrong.

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64 (Corbusier, 2000)
65 (Hall, 2007)
66 (Clark, 2009) (Frampton, 1997)
67 See more Part 3, Chapter 1 – *International Style: themes and variations, 1925-65* in (Frampton, 1997)
3.4 Critics to Modernist City

The 1950s and the 1960s were a Golden Age for the World; it was a time of general expansion in countries’ economies, in food production, in new technologies, in growing population. Also for architects and urban planners it was a golden age, their plans and projects were accepted without being questioned. As described in the previous segment, the Modernist planning was implemented to accommodate the growing population in the suburbs and in few cases by replacing the existing urban fabric. Moreover it was employed in the design of new capitals, as Brasilia in Brazil and Chandigarh in Punjab state in India. Everything seemed ‘perfect’.

However, in the early 1960s it appeared that something was wrong in the modernist city: enormous planned green areas were most of the time empty, commercial areas after 6pm became no man’s land being so unsafe to be there during the night, 10 years-old modernist buildings needed to be repaired, and social inequalities grew instead of decrease. Obviously critics to Modernist emerged in different countries but the most important was Jane Jacobs with her seminal work The Death and Life of Great American Cities (1961).

Jane Jacobs lived in Greenwich Village, a traditional neighborhood in New York at the time she published her book and incredibly her work was an example of the right message in the right moment. Essentially she stated that nothing was wrong with the traditional city and it did not need to be replaced by any other. The industrial city’s issues in the nineteenth century (overpopulated, social inequalities, lack of hygienic conditions) were already naturally solved: houses were renovated, work conditions and salaries were improved, and hygienic condition got better with the evolution of medicine knowledge. Presenting only empirical examples, e.g. neighborhoods in New York, she could prove her ideas of how untouched districts by urban planners worked better than the modernist planned ones.

Jacobs highly recommended mixing city functions and use of land thus people would be in the streets in different times of day. Streets should not be wide enough and preferable for cars, as well as block districts should not be so long. High densities were preferable but not overpopulation in the dwellings. Buildings ought to be multifunctional with local shops and commerce in the ground level and residential flats or even offices in the levels above. Protected structures might be along with new edifices in order to have architectural diversity. Jacobs was also a pioneer in propose public participation in planning. Furthermore, Jacobs criticized not only the Modernist city but as well the

68 (Hobsbawm, 1995)  
69 (Clark, 2009)  
70 (Clark, 2009) (Hall, 2007) (Sandercock, 2003)  
71 Other critics include: an editorial of the British magazine Architectural Review in 1955 complained about the lack of urban life in the new planned British towns and the architectural quality of the new constructions (Hall, 2007, p. 261); The City is not a Tree (1966) by the Austrian Architect Christopher Alexander is a critic to the hierarchical order of the Modernist Cities. He argues that in a traditional city its elements are interconnected in a non-hierarchical network. Furthermore he proposes urban planners should design our cities in a more organic way; In Complexity and Contradiction in Architecture (1966) and Learning from Las Vegas (1972) Robert Venturi criticizes the Modernist’s break with past and lack of traditional values in architecture.  
72 (Hall, 2007)
Garden city. For her both movements were too authoritarian in planning and too utopian in not considering the uncertainties of real life.\(^{73}\)

All Jacobs’ statements about how Modernist failed can be summarized in one extreme case, the Pruitt-Igoe development in St. Louis, United States. The housing complex was planned following all the Modernist guidelines: separation of functions, high towers, and free ground level. It encompassed 33 buildings eleven floors high in sum a total of 2,780 apartments. Moreover, the project was elected the “best high apartment of the year” by the Architectural Forum magazine in 1951. The problems started when the first units were delivered due to the poor material quality; door locks and handles already broken before the delivery of apartments, lifts stopped working in the first week. Furthermore the tenants who moved there were not exactly the ones expected; most of them were unemployed and depending on social assistance by the government. Physical and social conditions of Pruitt-Igoe got worst over the years including a tenant strike in 1969.\(^{74}\) In 1972 the complex was almost completely abandoned and the authorities decided to implode the entire development.\(^{75}\)

However to state that all the modernist complexes were a total failure is not true. Certain cases as the suburb of Tapiola in Helsinki\(^{76}\) were considered a success and have high quality of life. Pruitt-Igoe was an extreme case of failure in planning and social policy. On the other hand we should observe the legacy left by Modernist planning in our cities and how it is still affecting our lives. Several suburbs planned in Modernist style are still focus of social inequalities and disturbance, i.e. the 2005 riots in the outskirts of Paris\(^{77}\). Those areas are still a challenge for planners to be solved.

### 3.5 The Post-Modernist Cities

Despite Jacobs’ work be the main voice against the Modernist City, the reactions took different paths. While Modernist attempted to be a Universal concept for an Ideal Man, Post-Modernist paid attention to the history and specificities of the local. Furthermore Post-modernists were not a unified group; rather it was a very sparse movement with several planning and theories around the globe with different solutions.\(^{78}\) In common they shared the belief that it was necessary to observe once more the city traditional models and urban planning should be less authoritarian and more participative. Initially some of the movements tried to fix the problems caused by the Modernists; later other groups’ proposals included new solutions for the urban sprawl of our cities. In parallel to end of the Modernist hegemonic in the early 1970s, a severe crisis affected the world economies after 1973. The economic post-war booming stopped and the city budgets were reduced, the population growth rate started to decline, and unemployment rates

\(^{73}\) (Hall, 2007) (Jacobs, 1992)  
\(^{74}\) (Hall, 2007, p. 277). See more in [http://www.youtube.com/watch?v=t-cfjqhq1sY&NR=1](http://www.youtube.com/watch?v=t-cfjqhq1sY&NR=1), Two KMOX TV news stories on Pruitt Igoe Housing problems in November 1968 with reporter Fred Porterfield. Missouri History Museum.  
\(^{75}\) The Pruitt-Igoe implosion was filmed and included in the BBC documentary *The Shock of the News*, Episode 4: *Trouble in Utopia*: “How modern architects in the wake of the Bauhaus aspired to change societies with their designs, a move represented both by Le Corbusier and the plans for the city Brasilia.” (BBC, 2008).  
\(^{76}\) (Clark, 2009)  
\(^{77}\) (BBC, 2005)  
\(^{78}\) (Clark, 2009) (Ellin, 1996) (Ellin, 2006)
increased while industries moved from Rich countries to the Third World. Moreover the
cultural revolutions in the end of the 1960s changed the mainstream thought, e.g. the
hippie movement and the raise of the Green Party. Therefore it was nothing which
could be called a Post-Modernist City but several Post-Modernist Cities spread all over
the globe.

Nan Ellin in Postmodern Urbanism (1996) catalogued the main movements and divided
them in two axes: a continental European one and an Anglo-American one. In Europe
the architects and planners looked at to the pre-industrial past for inspiration in an
try to formulate another urban vision while in Anglo-American world the effort
was focused on the suburbia issues and on individual buildings.

In Europe the main groups were Neorationalism, Neoclassicism and Open Architecture.
The ‘Neorationalism’ believed that our cities work as capsules of our memories, helping
in creating a sense of place. The radical rupture of our past proposed by Modernist
should be avoided. The most important thinker was the Italian architect Aldo Rossi
who condensed his concepts in the book Architecture of the City (1966). Rossi
emphasized the importance of monuments in cities and the sense of place they brought
to its inhabitants. In terms of design Rossi advised to make use of the city history and
existing buildings forms, even though proposing new meanings to them. The
‘Neoclassicism’ movement was similar to the Neorationalism as they both gave
attention to the past; however this group focused on the classic forms, what they call
‘timeless design’. Both groups were very influential in Italy and Spain during the
1970s. In addition to Neorationalism and Neoclassicism a preservation movement
concerned with old buildings happened to be popular around Europe. The last
important movement was ‘Open Architecture’, whereas its main proposal was that users
should be always included in the planning and design process. By offering to them a set
of tools and forms, architects and planners would be able to design a better solution
according to the citizens’ needs and tastes.

In the Anglo-American axis, United Kingdom and United States, diverse Post-
modernist groups were listed by Ellin (1996) including the Townscape, Ecological,
Community Participation and Feminism, Contextualism, Critical Regionalism,
Historical Movement and New Urbanism. The ‘Townscape’ movement was a reaction
to the Modernist tendency in design buildings as an architectural objects disconnected to
the city, instead they should be related to their surroundings giving importance to the
context. The public space would be created by enclosing buildings and thus it would
have a better interface between them. Normally Modernist projects were placed in the
middle of the public space without any relation to the surroundings. Another defender
of the ‘Contextualism’ was Robert Venturi, an American architect who published two
seminal works that became remarkable for Post-modernist Architecture: Complexity and

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79 (Clark, 2009) (Hobsbawm, 1995)
80 (Ellin, 1996)
81 Ibid p. 23
82 (Ellin, 1996, p. 37)
83 (Clark, 2009) (Ellin, 1996, p. 40)
84 (Ellin, 1996, p. 40)
85 Ibid p. 61
86 One practical example is the Monumental Axis in Brasilia where the main Governmental edifices were
standing far from each other.
Contradiction in Architecture (1966) and Learning from Las Vegas (1972). Venturi was an arduous critic of Modernist’s break of values and single-use buildings, rather that he proposed buildings should be multifunctional with complex programs over simple ones and architects need to be aware of the importance of the context. Also Venturi argued to reuse classical values in projects as reference.87

‘Critical Regionalism’ was another Post-modernist tendency in seeking orientation in the local values and history of the place. The vernacular architecture and the local culture became a source of references in a process of assimilation and reinterpretation, in doing so, generating new forms in architecture and planning. Moreover, there was a sense of valorizing local materials, climate, crafts, topographies and natural light in the projects.88 Other tendencies that arose on Anglo-American axis were the inclusion of ‘Community participation’ in planning and designing as similar to Open Architecture movement in Europe, ‘Ecological’ awareness which it would evolve into the sustainability concepts and ‘Feminism’ in planning, whereas planners should revise the roles of man and woman on society.89

The vast demolished areas that happened during the Modernist period, as described in the previous section, gave to the citizens a sense that their history was being destroyed in front of their eyes. It thus raised a movement to preserve historical buildings which it was incorporated in planning. Along with the conservation movement Architects and Planners proposed to refurbish protected structures and give them new uses, as museums, cultural centers, etc.90 Furthermore, the last important movement was the ‘New Urbanism’ which was clearly inspired in small English town from the past. Similar to the other movements cited before it also tried to avoid the excessive separation of functions, and it gave importance to the context and to the quality of public spaces91. However few critics claimed that New Urbanism was only a better suburb once it focused on individual houses rather than collective ones and still citizens needed to commute to their working places.92

87 (Ellin, 1996, p. 75)
88 (Frampton, 1997) (Ellin, 1996, p. 86)
89 (Ellin, 1996, pp. 65-73)
90 (Clark, 2009) (Ellin, 2006) (Hall, 2007)
91 (Ellin, 1996)
92 (Fainstein, 2000)
Table 1 – Main Post-Modernist movements according to Ellin (1996)

<table>
<thead>
<tr>
<th>Movement</th>
<th>Features</th>
<th>Where</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neorationalism</td>
<td>References to past, creation of a sense of place</td>
<td>Europe</td>
</tr>
<tr>
<td>Neoclassicism</td>
<td>Focuses on timeless design</td>
<td>Europe</td>
</tr>
<tr>
<td>Open Architecture</td>
<td>Include public participation in design</td>
<td>Europe</td>
</tr>
<tr>
<td>Townscape</td>
<td>Emphasis on context and public spaces</td>
<td>US, UK</td>
</tr>
<tr>
<td>Contextualism and Venturi</td>
<td>Emphasis on context, complex programs, multifunctional buildings</td>
<td>US, UK</td>
</tr>
<tr>
<td>New Urbanism</td>
<td>Inspiration in townscapes of past, avoid excessive separation of functions</td>
<td>US, UK</td>
</tr>
<tr>
<td>Critical Regionalism</td>
<td>Based on local cultures and traditions</td>
<td>Europe, US, UK</td>
</tr>
<tr>
<td>Ecological planning</td>
<td>Self-sufficient communities</td>
<td>US, UK</td>
</tr>
<tr>
<td>Community Participation</td>
<td>Include public participation in design and planning</td>
<td>US, UK</td>
</tr>
<tr>
<td>Feminism planning</td>
<td>Include feminist point of view in urban planning</td>
<td>US, UK</td>
</tr>
</tbody>
</table>

In sum, based on critics to Modernist, the Post-Modernist’s thinkers formulated a myriad of different solutions. It is not negative Post-Modernist did not have a unify theory, their multiple solutions showed a creative and health diversity. However their implementation and exhibition was limited due to the general economic crisis that affected the world in the 1970s and 1980s, the ‘Lost Decades’⁹³. In addition Post-Modernist Architecture style was not very influential, scholars considered as a temporary trend where architects were worried in decorate the facades in a fake imitation of old styles⁹⁴. Finally, the discussions started by Post-Modernists should be further seen as a bridge towards the Contemporaneous City.

### 3.6 The Contemporaneous City

In the beginning of the 1990s the world slowly started to recover from the ‘Lost Decades’ and additionally the fall of Berlin Wall and the collapse of Communism indicated the end of an era and the born of a new one⁹⁵. For Architects and Urban Planners was also a time of change, in rethinking their values, observing the lessons from Modernists and Post-Modernists and realized what could be learn from them. While Post-Modernist Architecture was not very influential⁹⁶, many of the features developed in Post-Modernist Urban Planning were selected and combined by planners, i.e. one earliest example was the renovation of Barcelona between the 1980s and 1990s.

⁹³ (Hobsbawm, 1995)
⁹⁴ (Frampton, 1997)
⁹⁵ (Hobsbawm, 1995)
⁹⁶ According to Frampton (2007) Contemporaneous Architecture can be divided in six different practices: topography, morphology, sustainability, materiality, habitat and civic form. ‘Topography’ deals with integration between nature and building; ‘Morphology’ emulates natural and biological forms in buildings; ‘Sustainability’ in the sense of energy consumption; ‘Materiality’ makes references to use of simple and pure forms applying local materials; ‘Habitat’ concerns in designing contemporaneous residential buildings; and ‘Civic Form’ about design public buildings. All the borders between these six practices are very blur and overlapping is a constant rather than be rare.
Similar to other European cities in the end of the 1970s Barcelona was a decayed industrial city frozen in time and without investments in years from the authoritarian Franco Regime. However the return to democracy brought fresh air to its authorities and financing to the city. Therefore its planners took this opportunity to promote an intense urban renewal. Initially a new Master Plan was elaborated focusing on restructuring and enhancing the inner city. The prior investment was in the public spaces: hundreds of small squares were redesigned, new ones were created and also streets and boulevards received new public equipment. With democracy several neighborhoods associations were created and public participation was highly stimulated by city authorities. Those small initiatives were successful in renewing urban life and Barcelona authorities’ efforts were rewarded when the city received in 1999 the Royal Gold Medal award of best architecture practice by RIBA – Royal Institute of British Architects – being the first time a city was awarded it and not an Architect.

In addition to all those improvements Barcelona was selected to host the 1992 Summer Olympic Games and therefore city planners used this event as a chance to promote a major urban transformation. The plan was based on three guidelines: first, instead of designing new sport facilities in the outskirts of Barcelona, planners decided to renovate the existing stadium located in Montjuïc, close to the city center, and build new facilities nearby; second, the Poblenou industrial area was employed to build the Olympic Village and the railway lines were undergrounded hence opening the waterfront to the city; third, improvements in urban transportation were done by constructing new metro and tram lines plus a new road ring around the city. Moreover in burying the railway tracks a vast empty area was created to be developed and the planners decided to continue the traditional urban grid of the Cerdà plan, developed 150 years ago, instead of designing a new plan. In doing so, the interface between new and old urban fabric was easily solved (see Figure 3). Therefore the 1992 Olympic Games and the urban transformations were a success and Barcelona became internationally famous. Finally, in looking closer what Barcelona authorities applied in the city it is possible to recognize many of the concepts developed previously by the Post-Modernists. Planners were successful in picked up few solutions and integrated them in a comprehensive plan to renew urban life: valorizing the public spaces, investing in small squares, paying attention to the role of the streets, giving new uses to old industrial buildings, renewing sport facilities, and prioritizing public transportation rather than car use. In sum, they renovated brownfield sites, promoted city densification and improved mobility conditions. These solutions were copied by other cities around the globe, and scholars called them the ‘Barcelona Model’.

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97 (Rowe, 2006) (Rogers, 1997)
98 (Rowe, 2006)
99 (Rowe, 2006) (Diputació Barcelona, 2009)
100 (Ramon, 2000) (Monclus, 2003)
Besides those Post-Modernists’ solutions another important concept was developed in the 1990s, the sustainability. It is nowadays a wide spread word which everybody is not against for however a clear definition of what means is still vague. One of the most used definitions of sustainability defines as a “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”\(^\text{102}\). Translating into cities, initially planners focused in ways of how save energy and pollute less, afterwards the concept included how to be social and economic sustainable. In sum a ‘Sustainable City’ should avoid car use to reduce pollution thus public transportation should be preferable as well as encouraging walking and bike use; it should promote local shops and working places be close to citizens’ home hence they would commute small distances spending less energy; it should have multifunctional blocks employing new construction techniques of energy saving\(^\text{103}\); and it should not build new areas in the edges of the cities in order to avoid urban sprawl, instead inland areas needed to be re-development. In achieving this solutions cities end being dense and compact\(^\text{104}\), raising the ‘Compact City’ concept\(^\text{105}\). Therefore a city to be sustainable is compact and vice versa. These ideas were not new, Jane Jacobs proposed them decades ago in her seminal work (1961) previous described, however at this time with a sustainable connotation.

\(^{101}\) Satellite image retrieved from Google Earth.
\(^{102}\) (B Brundtland, 1987, p. 43) referred to in (Hall, 2007)
\(^{103}\) (Balmond, 2009)
\(^{104}\) (Hall, 2007) (Rogers, 1997)
\(^{105}\) (Rogers, 1997)
Another topic which rose over the 1990s was the quality of life or ‘urban vitality’. Competition between cities to attract investments increased, hence the quality of life became a distinguish factor and planners started to promote it\textsuperscript{106}. As well as sustainability, urban vitality concept is something vague and not easily measured. The British magazine Monocle publishes every year a list of the most livable cities in the world\textsuperscript{107} and it measures urban quality based on a series of factors as public transportation, education, cultural outlets, crime, hours of sunshine, sustainable policies and global flight connections\textsuperscript{108}. Lynch (1981) made an analogy between urban vitality and biological vitality, for him to acquire vitality a city needs to have (i) sustenance, with good access to water, air, food, green areas and energy, (ii) be safe, lack of natural disasters, diseases, (iii) and be ecological and a self-sustainable community\textsuperscript{109}. Yet Tunström (2007) prefers to list several synonyms connected to urban vitality as attractiveness, diversity, competitiveness, sustainability and community; thus it is possible to have a better figure of what urban vitality is.

Finally, while the Modernist City had a guideline in the Athens Charter and Post-Modernist Cities had their several concepts not interconnected, the Contemporaneous City showed a more cohere discourse in urban planning despite not having any guideline. An attempt to create a manual to British cities is the report Towards an Urban Renaissance (1999) by the Urban Task Force. It was done for the British Government and within this work all the concepts and principles described before – Sustainability, Compact Cities, and Urban Vitality – were precise explained and illustrated by empirical examples. In being a report in English, the lingua franca of our times, there is great possibilities that it could be a good example for cities around the world. However its influence has not been well measured yet and further studies should be taken upon this possibility.

3.7 The Star Architect City

In the 2000s several incredible buildings were inaugurated in many cities in Europe, whether new museums or new concert halls or new stadiums. A multitude of organic shapes employing new materials appeared suddenly among traditional buildings. Those new spectacular constructions attract attention of locals and tourists, working as piece of advertisement for the cities where they are located within. In certain cases those remarkable structures worked as punctual interventions, bringing new life to entire areas. The Architects responsible for such projects became famous among general public and their names a brand to be explored, it was the emergence of the ‘star architects’\textsuperscript{110}. The aim of those cities in having such type of buildings is to promote their cities internationally. In The Global City (1991) Saskia Sassen demonstrated how few cities in the world concentrated a large amount of investments and international companies, formulating the Global city concept. Therefore, in seeking for promoting their cities and attracting these investments and global firms, cities have started to use the ‘Star Architect’ model within.

\textsuperscript{106} (Hall, 2007)
\textsuperscript{107} In 2010 the top 6 were Munich, Zürich, Copenhagen, Tokyo, Helsinki and Stockholm.
\textsuperscript{108} (Brůlíč, 2009)
\textsuperscript{109} (Lynch, 1981)
\textsuperscript{110} ‘Star architect’ or either ‘Stararchitect’ is a neologism to refer to international famous Architects. Although its origins cannot be traced, it became a popular term in media vehicles during the 2000s.
The breakthrough case was the new Guggenheim Museum built in Bilbao, Spain. Once an industrial city, in the 1980s Bilbao was suffered of high unemployment rates, lack of investments and innumerous abandoned sites within. The municipality decided to revitalize its city through major constructions, including a new airport, a new subway system, new footbridges, and a major cultural spot. Contacts were established with the Guggenheim Foundation\textsuperscript{111} to create a subsidiary of its museum in Bilbao. Through a competition between invited architects, it was selected the project designed by the American Architect Frank O. Gehry. The freely museum forms appeared to be random designed, looking like more a giant sculpture than an edifice. The building is clad with titanium panels resembling fish scales. Since its opening in 1997 the museum became instantaneously a tourist spot, attracting one million visitors per year\textsuperscript{112}. The city renovation strategy turned out to be famous, being called by scholars as the ‘Guggenheim Effect’\textsuperscript{113}.

The advent of the computer-aided design (CAD) in the 1980s was one of the key tools which allowed Architects to easily detail complexity shapes in a way not imagined before. Alongside new construction techniques were developed together with the introduction of new materials. The mobility of persons and ideas also have increased since then, and through Internet is possible nowadays to send large amount of drawings and schemes directly to the constructors\textsuperscript{114}.

Common features of these incredible buildings are (i) the use of new construction techniques, in many cases it was necessary to develop the technology before building; (ii) the incredible financial costs to build them, it is almost a rule that the budget will overrun; (iii) the construction is often delayed due to the previous item; and (iv) the presence of unconventional shapes are nearly another rule, that is, the unconventional forms become conventional\textsuperscript{115}.

Although it turned out to be a common strategy for cities to own those ‘pieces’ of artwork, having them it is not a guarantee of a positive marketing\textsuperscript{116}. The ‘Guggenheim effect’ was successful because the museum was only one part of the entire revitalization process; the municipality of Bilbao realized other urban and infrastructural projects within. Some cities spent large amounts of money in having these unconventional buildings without having the expected feedback. Moreover, the maintenance of these constructions is very expensive and because of their exceptional forms it is not easy to refurbish them and give another function from the original one. Finally, in the cases of buildings done for temporary events, i.e. Olympics or World Cup, there is the issue of what to do with those ‘white elephants’ afterwards. Several Athens’ Olympic installations are actually in an almost complete state of abandonment since the end of the games. Barcelona Forum area done for the 2004 UNESCO Forum of Cultures stands

\textsuperscript{111} The Solomon R. Guggenheim Foundation is a private nonprofit institute based on New York with several museums spread around the globe. 
\textsuperscript{112} (Guggenheim Foundation, 2011) (Fabelova, 2010) 
\textsuperscript{113} (Plaza, Tironi, & Haarich, 2009) (Plaza, 1999) 
\textsuperscript{114} (McNeill, 2005) 
\textsuperscript{115} See more in (Hall, 1982) and (Flyvbjerg, Bruzelius, & Rothengatter, 2003) 
\textsuperscript{116} (Lidsky, 2005) (Ponzini, 2011)
completely underused and empty after the event, besides the municipality is still paying the construction of the millionaire main building\textsuperscript{117}.

It is a fact that when high quality architecture is applied it can revitalize portions of the city, and thus bringing social benefits to all its inhabitants\textsuperscript{118}. Employing unusual shapes does not mean high quality or creativeness in architecture always, other factors as the context, the function, and the construction technique should be equally measured with aesthetical values\textsuperscript{119}. And if the architect could design a good quality building within the estimate budget, he or she would be able to show his or her creativity skills. The Star Architect City deals more about the necessity for cities to be always in the spotlight, attracting thus attention, investments, and tourists. In sum, branding cities have become a business and therefore the decision of building these extravagant edifices with dubious results.

3.8 The Harbor City

Historically harbors and waterfronts developments are contemporaneous to Post-Modernist theories; it was one of the cases where planners could apply many of the developed concepts at that time. In the second half of the twentieth Century many of the inner harbors spread around the globe were stagnated and entered in decadent situation. Due to economic situation as well as the new expanded ships and use of containers, the freight activities were transferred from inner areas to outside ones. Therefore, port cities were the majority group of declining cities in the late twentieth century and even in towns which still keep the freight activities, as Rotterdam and Hamburg, witnessed their old harbors deteriorated\textsuperscript{120}. These old inner ports are normally well-located and close to the city center therefore planners perceived an opportunity to renew these old industrial sites. In considering that Post-Modernist theories respected the past, gave importance to the context and were especially in favor into redevelop old and decayed areas, the brownfield sites. Exactly what the inner harbors were in these cities.

Shaw (2001) listed three generations of harbor developments, starting with Boston waterfront and Baltimore Inner Harbor. This first generation was redeveloped in the 1970s and incorporated mixed used activities: leisure, residential, commerce, shops; as well as recycling and reusing old structures. They are considered a success in renewing those areas, promoting public-private partnerships and moreover bringing new life, investments and tourism for both cities\textsuperscript{121}.

Inspired by these developments in United States the second generation was witnessed in Europe. Barcelona and London renovated their waterfront and harbor in the 1980s. The Barcelona case was exemplified in the previous section, how their planners renovated the city waterfront in a positive manner opening a new public space to its inhabitants. London Docklands was another exemplar case where the old harbor was decayed and useless. As similar in Barcelona waterfront, London Docklands encompassed a vast area

\textsuperscript{117} (Rowe, 2006) \\
\textsuperscript{118} (Kelso, 2000) \\
\textsuperscript{119} The first theoretical to state that the building should be equally balance between form, function and aesthetic as Marcus Vitruvius, in his book De Architectura, in English ‘On Architecture’; published in the first century BC. \\
\textsuperscript{120} (Clark, 2009) \\
\textsuperscript{121} (Shaw, 2001) (Hall, 2007)
to be renovated in comparison to Boston or Baltimore and the public investment was a key factor to start renewing the area and thus later on attracting private players.\(^\text{122}\)

Finally, in the 1990s the third generation of harbor and waterfront renovation was seen in several cities as Liverpool, Cardiff, Bilbao, Vancouver and others.\(^\text{121}\) The ideas and strategies tried before became a mainstream in urban development. These cities included new concepts as sustainability, urban vitality, and some major architectural building as discussed in the previous section. Most of them enjoyed some success. In the 2000s new harbor developments appeared in other cities, e.g. Hamburg, Dublin, Copenhagen and Stockholm, not only keeping the same standards by starting presenting a certain similarity between them. Was not the time to evolve into new ideas?

3.9 In sum

In the last century urban planning concepts evolved in an attempt to give answers to the city problems. Initially trying to solve the industrial city issues new ideas were thought in a very radical way, cleaning up the existing urban fabric and proposing new types of city as the Garden City and the Modernist City. Nevertheless these both theoretical models created new unexpected problems, once demolishing the existing city was a drastic solution for its inhabitants and moreover where these two models were implemented new types of issues raised. A wave of critics especially against the Modernist city swept all over the world, leaded mainly by Jane Jacobs and her seminal book (1961). Differently from the previous urban models the Post-Modernists offered several solutions with few lines in common, particularly the fact they defended the traditional city, exactly the industrial city which the theorists did not appreciate in the beginning of the century. However new issues appeared in the second half of the twentieth century as abandoned inner areas or shrinking populations. Although Post-modernity enlarged the possibility of planners, they did not offer a unique solution. It was up to architects and planners to combine these numerous solutions in an empirically way, narrowing into the Contemporaneous City. A city based on densification, on respecting the past, on redeveloping brownfield sites, but also adding contemporaneous trends as sustainability. Additionally the competition between cities increased and strategies to attract investors and tourists included spectacular buildings with dubious results. The harbor areas offered the preferential sites for these new models and since then nothing has changed over the past twenty years of planning. Is there positive or negative for our cities?

\(^{122}\) (Shaw, 2001)  
\(^{121}\) Ibid.
4. The Case Studies

In the following section the four case studies will be presented, first the two old ones which are more than 50% completed, Hamburg HafenCity and Dublin Docklands, and afterwards the two new ones which are nearly going to be constructed, Copenhagen Nordhavnen and Stockholm Norra Djurgårdsstaden. Due to the large amount of material of each case study, I shall be straight to the point presenting the necessary data for further discussion and comparison. Consequently for each case I will present a brief introduction with the aims of the case study, moving forward to the location of the each development within its respective city, followed by its local history. Subsequently I will focus on the description of the project, showing its master plan goals, giving a picture of the envisaged typologies inside the area and its public spaces. In addition the provided and planned infrastructure for the areas will be discussed, following by the cultural projects and the presence of international famous architects in the project. I end each case providing a table summary of the respective development, its current status on March 2011 and a critical overview of it.

4.1 Hamburg HafenCity

Hamburg HafenCity124 is the biggest harbor development in Germany and undoubtedly one of the most ambitious in Europe. Since the fall of Berlin wall and the reunification of Germany, now Hamburg has to compete with other main cities within the country to attract investments and to keep its position as a leading industrial and media center.125 The city moreover competes with other major port cities in Europe as Rotterdam, Bremen and Antwerp. Therefore a development as HafenCity is foreseen by the authorities as a key tool to maintain Hamburg in its prominent position126. When completed the district will extended Hamburg area in 40%, hosting 12,000 residents and providing 40,000 jobs positions127, besides creating new green areas and leisure spots with the opening of its waterfront to Hamburg citizens.

i. Location

Hamburg is located in the north-west region of Germany in the strategically confluence of the rivers Elbe and Alsterand, being Hamburg one of the three city-states of the country, the other two are Bremen and Berlin (see Figure 4). With a population of 1.7 million128 it is one of the most significant cities in Germany, hosting innumerable media companies and industries plus being famous for its port. Nowadays the Hamburg port is located in the south bank of Elbe, covering an area of 7,399 hectares, and it is the second in freight volume in Europe129. The city of Hamburg spreads alongside the north bank of River Elbe and towards north around the lake Außenalster. HafenCity is part of the Mitteborough area, precisely the city center of Hamburg. It is bordered by the districts of Altstadt130, Neustadt131, Hammerbrook and Rothenburgsort. Altstadt and

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124 In English, ‘the Harbor City’
125 (HafenCity Hamburg GmbH, 2011b)
126 (HafenCity Hamburg GmbH, 2006)
127 (HafenCity Hamburg GmbH, 2011a)
128 (hamburg.de, 2009)
129 (Hafen Hamburg, 2010)
130 In English ‘Old City’
131 In English ‘New City’
Neustadt are both the core of the old historical city of Hamburg. Although the HafenCity is strategically located in the inner city, it is physically separated from the existing urban fabric by a canal, making it a distinct district within Hamburg (see Figure 5).

![Figure 4 - Location of Hamburg within Germany](http://en.wikipedia.org/wiki/File:Germany_location_map.svg)

**Figure 4 - Location of Hamburg within Germany**

![Figure 5 - In red the location of HafenCity within Hamburg](http://en.wikipedia.org/wiki/File:Germany_location_map.svg)

**Figure 5 - In red the location of HafenCity within Hamburg**

### ii. History

It is almost impossible to separate the foundation of Hamburg with the establishment of its port, both origins are completely interconnected. Since the medieval times the city has been an important trading post, being part of the Hanseatic League. Its harbor grew in importance over the centuries, connecting the low Elbe region to both the North Sea.

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133 Map designed by the author using Google Maps.
and the Baltic Sea\textsuperscript{134}. During the industrialization era in the nineteenth century, city authorities decided to modernize Hamburg port. Before there was not any separation between city and port, freight activities were alongside houses and docks. A true and probably confuse mixed use city. Therefore new quays were built together with new dockside storage sheds. The population had to be moved out from the area and moreover a canal was done separating for the first time the port from the city; thus authorities could implement a customs control. As a result Hamburg port grew exponential its activities during the late nineteenth century, attracting several industries to the area\textsuperscript{135}. Also the port became an important embarkation point for European migrants towards North and South America. In this way Hamburg entered the twentieth century as one of the leading ports in Europe\textsuperscript{136}.

However the situation changed drastically after the Second World War; the city was severly bombed by Allies and around 90\% of the harbor was completely destroyed. The port was partially reconstructed in the following years however due to the invention of the freight container it was necessary to build a new harbor in order to accommodate the new boats. Consequently Hamburg authorities decided to expand the freight activities in an empty site located in the south bank of Elbe, where the port has been situated since 1950s. The activities in the old port had started to decline from the 1950s until totally finished its freight activities in the 1990s.

In the 1990s Hamburg authorities decided to study the possibility of developing the old port as a new district within the city. The location is barely perfect: alongside the inner city and easy accessible by walking or biking. Also, the area contains few and important historical buildings\textsuperscript{137} and several empty sites, therefore it is the perfect location for an urban development. As a result city planners conducted a discrete study about the area potential in the mid-1990s, especially because the city of Hamburg did not own all the areas in the old port\textsuperscript{138}. After the city had acquired 100\% of the land, the mayor of Hamburg announced publicly the ‘Vision HafenCity’ project in the 1997. In 1999 the Hamburg municipality realized a competition to design the Master plan for the area and the winner was a Dutch-German team, Hamburgplan\textsuperscript{139}. Consequently the nineteenth century port became the basis for the harbor development which it will be analyzed further in this section.

\textbf{iii. Project}

The designed Master plan was approved by the Hamburg Senate and it has been used since 2000, even though some updates and amendments were made in 2006. The plan defined the desired urban typologies, the infrastructure provision and how it could be implemented (see Figure 6). Therefore the goals of the project include the achievement of a “fine-grained mix of uses, a lively atmosphere and innovative developments process, (…) also outstanding are the high quality of its architecture and open space.

\textsuperscript{134} (Clark, 2009) (HafenCity Hamburg GmbH, 2008)
\textsuperscript{135} (HafenCity Hamburg GmbH, 2008)
\textsuperscript{136} (Clark, 2009)
\textsuperscript{137} The Hamburg’s Speicherstadt (the warehouse district) was submitted to the UNESCO World Heritage Site in the 1999 and it has been under further analyzed since then. Retrieved on March 29\textsuperscript{th} 2011 from: http://whc.unesco.org/en/tentativelists/1367/
\textsuperscript{138} (HafenCity Hamburg GmbH, 2009a) (HafenCity Hamburg GmbH, 2009c)
\textsuperscript{139} (HafenCity Hamburg GmbH, 2009a)
“design.” Exactly what the contemporaneous urban trends advocates: a sustainable multifunctional compact and dense city where citizens do not need to commute long distances to shop or work. Also the municipality wants dwellers from different ages and social classes to live inside the area in order to ensure a complete combination of users within.

Figure 6 - HafenCity plan. In red are either complete buildings or under construction.

The HafenCity area is thus divided into nine neighborhoods: Am Sandtorkai/Dalmannkai, Am Sandtorpark/Grasbrook, Strandkai, Brooktorkai/Ericus, Strandkai, Überseequartier, Elbtorquartier, Am Lohsepark, Oberhafen, and Baakenhafen (see Figure 7). All these neighborhoods are planned to be mix used with residential and commercial functions altogether, sometimes in the same edifice, and additionally with local shops and services at the ground level. Most of the buildings are six to eight stores high and at Dalmankai district they have internal courtyards opened in one side towards the river. Few exceptions in high are consider for some offices buildings and cultural spots. Some of the districts have a predominance of dwellings units, as Am Sandtorkai/Dalmannkai, and others of offices and retail, as Brooktorkai/Ericus, however all keep the mix use pattern.

Moreover several open spaces were included in the project and there is a obsession from authorities to have a high architectural quality. Hence international competitions were realized and the first two were won by a team of Spanish Architects from Barcelona. All these small parks and promenades are spread along HafenCity, making them easily accessible by foot or bike for any citizen. In the central district of Am Lohsepark a vast green area is under construction, creating a kind of HafenCity “Central Park.”

Furthermore as authorities were worried in attracting citizens from all ages and classes, several community facilities were thus thought to be implemented inside the area. A primary school and daycare services are already in use and in the future a high school will be built according to the municipality plan. Another educational project is the

140 (HafenCity Hamburg GmbH, 2010, p. 4)
141 Plan image used with the permission of Hamburg HafenCity GmbH
142 Ibid. pp. 40-44
establishment of the HafenCity University. The new university will focus on Architecture, Urban Planning and related courses; it is another attempt to attract people from all ages and classes.

Since 2000 the area has been developed in phases, initially from West areas to East ones and from North towards South (see Figure 8). According to the last updated in March 2011, around 50% of all expected buildings in HafenCity are complete. The district is expected to be completed in 2025. Several historical protected structures are located within HafenCity, most of them at the north side of the area. The remaining of the quarter was empty by the authorities creating a true tabula rasa to be developed.

In terms of infrastructure and accessibility several bridges were built consequently expanding the links between HafenCity and the existing urban fabric. Furthermore new bridges and tunnels are expected to be constructed in the east area. Moreover the municipality encourages citizens to use bikes or to walk as the most of local shops are within walk-able distance. A new bus line was implemented, thus connecting the district to the city and employing biofuels instead of normal gas. However the main infrastructure project is the construction of the new metro line linking the HafenCity to Hamburg city center. The U-Bahn 4 or U4 is actually under construction and it is expected to be completed by fall 2012, providing the area with two new stops, Überseequartier and HafenCity University. In the future the site will also be connected by water when a new ferry line will be done.

Furthermore, the whole area of HafenCity can be occasionally affected by the high tide; hence all the new buildings and streets were built 7 to 8 meters high above the sea level. Some promenades and parks were kept in the original height of 4 to 5.5 meters above the sea, thus in the case of overflow these areas would work as a protection mitigating the flood effects.

All the new buildings follow the German building regulations for reducing energy consumption; however the HafenCity Hamburg GmbH created a special certification for

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143 Image used with the permission of Hamburg HafenCity GmbH
144 (HafenCity Hamburg GmbH, 2011a)
145 (HafenCity Hamburg GmbH, 2006)
146 (HafenCity Hamburg GmbH, 2010, pp. 47-50)
147 (HafenCity Hamburg GmbH, 2010, pp. 46-48)
buildings which surpass the standard regulations, the HafenCity Ecolabel. This certification is warranted for those constructions which reduce the water consumption, the energy consumption and employ eco-friendly materials. Around 240,000 m² of new buildings have been awarded with the label since its implementation in 2007. The municipality expects that a minimum of 30% of the new buildings in the east district of HafenCity will follow the EcoLabel standards\textsuperscript{148}.

Moving further, an important cultural project located in the area is the Hamburg’s Elbphilharmonie concert hall by the famous Swiss architects Herzog & de Meuron\textsuperscript{150} (see Figure 9). Placed in the western area of the district, the project re-uses an existing warehouse by inserting an extra translucent volume in the top of it. When completed it will not only host a concert hall but also a hotel, center of events, offices and luxurious apartments, thus it will expected to become a landmark and the main symbol of the HafenCity\textsuperscript{151}. Nevertheless the building was expected to be completed at fall 2010 and it was postponed to 2013 due to technical problems in its construction and as well the costs which arose from an original budget of 77 million euros to 323 million euros\textsuperscript{152}. Another incredible project inside the area is the Science Center designed by the Dutch

\begin{figure}[h]
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\includegraphics[width=\textwidth]{image8.jpg}
\caption{View of Am Sandtorkai district\textsuperscript{149}}
\end{figure}

\begin{footnotesize}
\begin{itemize}
\item \textsuperscript{148} Hamburg has been selected as the 2011 European Green Capital for its efforts in sustainability. See more in http://ec.europa.eu/environment/europeangreencapital/index\_en.htm
\item \textsuperscript{149} Image used with the permission of Hamburg HafenCity GmbH.
\item \textsuperscript{150} Among other works of Herzog & De Meuron are the Tate Modern Gallery in London, the Beijing Olympic Stadium in China, the Forum center in Barcelona and the Allianz Arena in Munich. In 2001 the Swiss Architects won the Pritzker Architecture Prize, an international award for excellence in Architecture. See more in http://www.pritzkerprize.com/.
\item \textsuperscript{151} (HafenCity Hamburg GmbH, 2010, pp. 34-35)
\item \textsuperscript{152} (Deutsche Welle, 2010)
\end{itemize}
\end{footnotesize}
Situated in the South part of the Überseequartier, it is an impressive ‘O’ shape designed building 70 meters high. However due to incredible costs in financing such project it has been postponed to an undefined date. Additionally the International Maritime Museum Hamburg is located in the area since 2008. An oldest warehouse was completed renovated and since then hosts a permanent exhibition about the maritime industry plus the history of the Port of Hamburg.

I visited HafenCity two times in the last years. My first visit was on spring 2007, during a weekend, and I was impressed by the number of people outside enjoying the public spaces alongside the waterfront. The number of constructions ongoing also astonished me. The second visit was on winter 2007 with a tour guide from the municipality, thus the guide could show us areas under construction which access is normally not allowed. Despite the bad weather I could witness certain movement of people returning from their jobs. It seemed to me that many citizens work outside the district.

iv. In sum

In sum the Hamburg HafenCity seems to be a successful case of redeveloping a former harbor site, since several international companies have chosen the district to host its

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153 Among other works of Rem Koolhaas together with OMA are the Casa da Música in Porto, Portugal, the CCTV Headquarter in Beijing, China, and the Seattle Central Library in USA. He is also a theorist with innumerous books published, including Delirious New York: A retroactive Manifesto for Manhattan (1978). In 2000 the Dutch architect won the Pritzker Architecture Prize. See more in http://www.oma.eu/.

154 (HafenCity Hamburg GmbH, 2010, p. 35)

155 Ibid. p.34

156 Image used with the permission of Hamburg HafenCity GmbH.
main headquarters for German speaking countries. Even with the 2008-2010 World Financial Crisis the rhythm of constructions just sloped down less than the expected, besides the postponing of the cultural projects. It was a good decision in developing the area in phases and with internal districts because it gives time and opportunities for planners to fix mistakes or control the rhythm of constructions. Loretta Lees, Professor of Human Geography at King’s College, University of London, considers HafenCity as a “21st century test case for planned urbanity”\textsuperscript{157}. Lees also stated that a weak point of the development is the issue of social class. However HafenCity do not include the poor sections of society within\textsuperscript{158}. For this case it should be necessary to review and create policies for building social housing inside the area. It can be a risk HafenCity becoming an area for high classes, promoting social inequalities before being ready. As pointed out by the Chief Executive Officer, “the advantage of taking up the challenge of urban renewal rather late was that lessons could be drawn from those previous developments”\textsuperscript{159}. As Hamburg HafenCity still has other 50% to be developed, therefore the development has enough time to change and be ready for future challenges.

Table 2 - Hamburg HafenCity in numbers

<table>
<thead>
<tr>
<th>Hamburg HafenCity in summary</th>
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<tr>
<td><strong>Area</strong></td>
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<tr>
<td><strong>Residents (expected)</strong></td>
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<td><strong>Job positions (expected)</strong></td>
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<td><strong>Construction Start</strong></td>
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<tr>
<td><strong>Conclusion (expected)</strong></td>
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<tr>
<td><strong>Actual status (March 2011)</strong></td>
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<tr>
<td><strong>Features</strong></td>
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<td><strong>New transportation infrastructure</strong></td>
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<td><strong>Internal Districts</strong></td>
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<td><strong>Development in phases</strong></td>
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<tr>
<td><strong>Sustainable goals</strong></td>
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<td><strong>New Cruise Terminal</strong></td>
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<td><strong>Internationally recognized Architects</strong></td>
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<td><strong>Culture projects</strong></td>
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\textsuperscript{157} (HafenCity Hamburg GmbH, 2011b, p. 2)  
\textsuperscript{158} Ibid.  
\textsuperscript{159} Ibid. p.1
4.2 Dublin Docklands

Dublin Docklands is not a simple harbor development project; it is an effort from the municipality to change the character of the city and also to promote the Irish capital internationally\textsuperscript{160}. Dublin is a very low density city; it covers an area equivalent to Paris and Barcelona, around 115km\textsuperscript{2}, although it is three times less populated than these two cities. The low density feature creates some troubles to the city including traffic jams and house provision. As most of the job positions and shops are located in the inner city, the majority of the inhabitants need to commute from the suburbs to the downtown and Dublin does not have enough mass transportation systems, only one commuter train line called DART and two tram lines called LUAS. Another characteristic of the city is the lack of wide avenues and highways, most of the roads are local with one or two lanes, the result is that you might take almost two hours to cross Dublin during the rush hour. Moreover Dublin has a lack of empty sites to be constructed and in the last fifteen years the Irish economy grew around 10\% per year\textsuperscript{161}, and also the population increased through migration\textsuperscript{162} putting pressure on the Dublin house provision. Thus private developers started to seek land outside the city, pushing the suburbs further far from the inner city. Dublin is encircled by the motorway M50 and to avoid that the city expands beyond its ring road and additionally to solve the house provision issue, Dublin planners decided therefore to promote the developing of areas within the city, promoting medium density and mixed use buildings. One of the first areas to be developed was Dublin 8 district. Once an old industrial area, it witnessed the rise of medium height mixed use buildings during the 2000s. Therefore Dublin Docklands with its empty sites and excellent location within the city became an important area not only to be developed but also to change Dublin.

i. Location

Dublin is the capital of the Republic of Ireland, and with a population of 1.1 million inhabitants it is the most important city inside the country\textsuperscript{163}. Located in the Irish east coast (see Figure 10), the city is cut by two by the River Liffey, spreading towards North alongside the coast and towards South surrounding the Killiney Hills, and overlooking the Dublin bay. Dublin is a city with incredible low density, mainly constituted by houses, with a discrete densification in the inner city. As situated on an island, the Dublin port plays a prominent role in connecting the country to the rest of Europe. Approximately 90\% of Ireland’s GDP is exported, 42\% of it through Dublin Port\textsuperscript{164}. The actual port is situated in the mouth of River Liffey, occupying both north and south banks of the river however most of its freight activities take place in the north side including the passengers cruise terminal. The Dublin Docklands development is located around 1km west from the actual port, surrounded by the city center. There is

\textsuperscript{160} (DDDA, 2008)
\textsuperscript{161} Between 1993 and 2000 the Irish Economy grew an average of 10\% per year. It was called ‘Celtic Tiger’ in a reference to the Asian countries which developed very fast in the 1990s. In the 2000s the economy continued growing in an average of 7\% per year until 2008 when it was badly affected by the 2008-2010 World Financial Crisis. Even though the Irish GDP shrank 14\% in 2010 and unemployment rate reached 13\%, the country is still ranked as 3\textsuperscript{rd} most rich by the GDP per capita relation (The Economist, 2011)
\textsuperscript{162} (CSO, 2010)
\textsuperscript{163} (Gray & Wallis, 2006)
\textsuperscript{164} (Dublin Port Company, 2010)
not a clear separation between Docklands and the existing urban fabric as in Hamburg HafenCity (see Figure 11). The Docklands covers an extensive zone in the north side of the river and another significant area in the south bank of Liffey. The River Liffey plays an important role in the city, it divides Dublin in two but it is also a unifying element in its urban landscape.

![Figure 10 - Location of Dublin within Ireland](http://en.wikipedia.org/wiki/File:Ireland_location_map.svg)

![Figure 11 - Location of Dublin Docklands within Dublin. In red are the main target areas](http://maps.google.com/)

### ii. Local History

The origin of Dublin is related to its port; during the Viking era in the ninth century the city was settled by Norsemen as a trading post. The original port was set in the south side near to the actual Christchurch Cathedral and the Dublin Castle, and stayed there.

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165 Map designed by the author. Source image retrieved from: http://en.wikipedia.org/wiki/File:Ireland_location_map.svg

166 Map designed by the author using Google Maps: http://maps.google.com/.
over the centuries\textsuperscript{167}. In the beginning of the eighteenth century with the industrialization era the flow of people and cargo between Ireland and England increased dramatically and its population doubled in a period of 15 years. The authorities decided thus to establish the Dublin Port Company in order to organize the freight activities\textsuperscript{168}. Due to the great amount of ships and cargo and also due to the severe weather conditions over the Dublin bay the authorities decided to undertake some modernizations in the port. They decided to move the harbor down the river, near to the mouth, building the new Custom House in the 1790s. A south breakwater was done to protect the ships in the 1750s, being complemented by another breakwater in the north shore in the 1840s. New warehouses and storage vaults were constructed near to the new Custom House in the nineteenth century. Also with the opening of the Grand Canal connecting Dublin to the River Shannon, warehouses were built in the south bank\textsuperscript{169}.

Different from Hamburg where a canal was built to separate the harbor from the city, in Dublin there was not any separation between them; everything was mixed up, residences, port and industries. Several workers of the harbor lived close to the area in cheap houses knew by their terrible hygienic conditions, truly slums. Moreover most of Dublin’s sewage was discharged directly into the river, and also smell from the gasworks and the fertilizer plants made the situation worst and totally unhealthy. During the nineteenth century the authorities underwent schemes to clean up the slums relocating the residents to the suburbs. Furthermore sewage treatment plants were introduced after the First World War improving the river conditions\textsuperscript{170}. The introduction of containers after the Second World War made unnecessary the storage facilities and warehouses. To improve Dublin port conditions in order to operate the containers, a new port was built 1km far west from the nineteenth century harbor. The result was similar to other port cities around Europe, a complete urban dereliction of the area. The first attempt to stop the decline of Docklands was the 1986 Custom House Docks Area Renewal Act\textsuperscript{171}, following by the recent Docklands development in the 1990s.

iii. Project

The Dublin Docklands covers an area of 526 hectares, the largest area among the other case studies. It did not only include unused sites but also a bunch of existing buildings, some are not being used in decades; some already occupied with several uses, and established neighborhoods (see Figure 13). In order to define how to develop and regenerate the area in 1997 the Dublin Docklands Development Authority – DDDA – was established with the task to prepare a Master Plan for the Docklands and the strategies to implement it. The first Master Plan was designed in 2003, being revised in 2008. Despite the plan covers 10 to 15 years of development, it needs to be revised each five years\textsuperscript{172}. Alongside with the Master Plan, some local Planning Schemes were developed for specific areas, including the Custom House vicinity, the Grand Canal

\addcontentsline{toc}{section}{\textsuperscript{167} Gray & Wallis, 2006}
\addcontentsline{toc}{section}{\textsuperscript{168} (DDDA, 2010a) (Clark, 2009, p. 122)}
\addcontentsline{toc}{section}{\textsuperscript{169} (DDDA, 2010a)}
\addcontentsline{toc}{section}{\textsuperscript{170} (DDDA, 2010a)}
\addcontentsline{toc}{section}{\textsuperscript{171} Ibid.}
\addcontentsline{toc}{section}{\textsuperscript{172} (DDDA, 2008)}
Dock, and the Docklands North Lotts. The aim of these specific plans is to give more precise parameters of development and design for these areas.

The general objective of the Master plan is to “secure the sustainable social and economic regeneration of the Area, with improvements to the physical environment being a vital ingredient”\(^\text{173}\). The Docklands was an area completed abandoned near to the city center, thus the term ‘regeneration’ altogether to ‘vital’ appear several times on the Master plan as a strong guideline. Different from the previous case study, DDDA is not the owner of the entire land. In this circumstance most of the investments are made by private partners and there is also the possibility to establish public-private partnerships to develop certain sites. Consequently the Docklands Master Plan expresses a generic view of how the area should be; setting some freedom for the developers, i.e. size of apartments or number of rooms. The plan foresees that Docklands should have citizens from all social classes and also mix types of dwellings. However most of the flats are two room’s apartments for high classes families and DDDA agreed that it is not what the Master Plan envisaged. The focus for the following years will be therefore one room and three room’s apartments\(^\text{174}\).

The envisaged typology in Docklands area varies conforming to the site, i.e. as closer to the river the buildings should not be tall enough therefore they do not block important views; or as near to the city center the edifices can be taller, it depends of the existing buildings. The context, the neighbors and the views play an important role to define the volumetric scale within Docklands. Most of the buildings are six to eight floors high, with small shops and restaurants in the ground level and internal courtyards. There are few exceptions regarding the height, as some skyscrapers including the planned U2 Tower (see Figure 12). Besides the intense investment in residential units, there is also the construction of retail and offices units within the area. Several international companies chose Docklands to be the site of their headquarters within Ireland, including Google Inc., PricewaterhouseCoopers, Commerzbank Europe, AIG, etc.\(^\text{175}\). Consequently the Master Plan gives an important attention in creating a mixed-use development in order to promote vitality and diversity in one area, and also reducing the use of car\(^\text{176}\). In order to guarantee a mix of social classes within, a minimum of 20% of the new houses must be social and affordable\(^\text{177}\). When a planning permit is requested the Dublin municipality can force private investors to finance or build social and/or affordable housing. According to the Annual Report and Accounts (2009) 388 social units were built in the Docklands area until 2009. In terms of urban design the plan keeps the original eighteenth century orthogonal grid of streets, proposing to refurbish the river waterfront and creating new public areas in the former train patios located within.

\(^{173}\) (DDDA, 2008, p. 16)
\(^{174}\) Ibid.
\(^{175}\) (DDDA, 2010c)
\(^{176}\) (DDDA, 2008, p. 163)
\(^{177}\) According to the Dublin City Council an Affordable House is “a scheme whereby new homes are sold at a reduced price to people who cannot afford to buy a property on their own. The properties offered by Dublin City Council can be purchased, by first time buyers, at prices that are significantly lower than the market value” (Dublin City Council, 2011). A Social Housing is “the rental of property owned by the local council or a voluntary housing association. It has traditionally been known as ‘Dublin Corporation housing’” (DDDA, 2010d).
In concerning the sustainability the Master Plan states that all the new buildings follow the minimum standards of building energy efficiency outlined by the EU Directive 2002/91/EC. Nevertheless the Master Plan suggests developing a new set of guidelines, a Sustainability Toolkit, to surpass the minimum standards and become a model not only for Ireland but for Europe\textsuperscript{178}. The plan cites the neighborhood of Hammarby Sjöstad in Stockholm as a perfect example of initiatives to be adopted in Docklands\textsuperscript{179}. Moreover there is a concern about the quality of the water presented at Docklands and how the buildings should manage the grey water and the waste water since Ireland adopted the European Water Framework Directive (2000/60/EC) as a national law\textsuperscript{180}.

There are five main areas of development inside Dublin Docklands: the \textit{Spencer Dock}, the \textit{Point Village}, the \textit{Grand Canal Dock}, the \textit{Britain Quay} and the \textit{Irish Glass Bottle site}. The first three areas are almost complete, and the last two are suspended for different reasons. The Britain Quay is also the site where it would be located the U2 Tower, a skyscraper financed by the Irish band U2 and designed by the famous British Architectural office Norman Foster & Partners\textsuperscript{181}. According to the project it would be the tallest structure in Ireland, between 120 to 180m high, becoming a landmark in the city. The tower would be mixed use, with mainly luxurious residential apartments, a five star hotel plus a new music studio at the top of the building. However due to the economic downturn in 2008-2009 all the plans to build the tower are postponed until 2012\textsuperscript{182}. The Irish Glass Bottle site was bought in 2006 by DDDA and two private partners to be developed in the near future. The area was sold by €412 million in the peak of Irish bubble property market, and due to the economic downturn the area has now a value of €60 million. The result is that DDDA was accused of paying an overpriced for the site, being on court for wasting public funds. All the developments plans for the site are on hold since then\textsuperscript{183}.

Moving further, the transportation infrastructure of the area has been largely updated over the last years. The Luas tram line was extended in 2009 from Busáras bus station until the Point Village, in the north area of Docklands, by the construction of new bridge above the Royal Canal, the ‘Spencer Dock Bridge’. This extension provided an excellent link for Docklands inhabitants to reach the city center and moreover the south of Dublin. Another bridge was also built over the River Liffey, connecting by car and by foot the North Side of Docklands to its South Side. The ‘Samuel Beckett Bridge’ was opened in December 2009 and it was designed by the internationally known Spanish Architect Santiago Calatrava\textsuperscript{184}.

\begin{thebibliography}{99}
\bibitem{178} DDDA, 2008, s. 161
\bibitem{179} DDDA, 2008, p. 162. The Hammarby Sjöstad development will be further discussed on the Stockholm Norra Djurgårdsstaden case.
\bibitem{180} Ibid. p.162
\bibitem{181} Among other works of Norman Foster & Partners are the Reichstag, the German Parliament in Berlin, the HSBC Headquarters in Hong Kong, the New London city hall, in England, the new Wembley Stadium in London and the city of Masdar, in Abu Dhabi. He also won the Pritzker Architecture Prize in 1999 for his work. See more on http://www.fosterandpartners.com/
\bibitem{182} DDDA, 2010b) (DDDA, 2010)
\bibitem{184} Santiago Calatrava is a Spanish Architect-Engineer famous for designing incredible and light structures. Among his works there are several bridges around the world and buildings as the Turning
\end{thebibliography}
Furthermore, a very important project which changed not only Docklands but all Dublin is the Dublin Port Tunnel. In the past the only access to the Dublin Port was through the city center, passing by the Docklands area, and the result was an unbelievable heavy traffic and intensive noise from the daily movement of truck within the city. In the mid of the 1990s the Irish government decided therefore to build a 5km tunnel connecting the Port directly to the ring road M50. After a delay caused by technical issues and costs overrun, the Dublin Port Tunnel was finally inaugurated in December 2006. Over the following months the municipality banned all circulation of heavy trucks inside Dublin, ending definitely the noise and heavy traffic. I was in Dublin during that time and personally witnessed the change in the city landscape without the trucks, it was indeed very significant. At last a new train station is planned to be built in the area, linking the Northern Railways to the Southern Railways, and 5 km of new bicycle lanes are going to be built in the next years.

Figure 12 - View of Dublin Docklands

Torso in Malmö, Sweden, the City of Science in Valencia, Spain, and the Milwaukee Art Museum in Milwaukee, USA. More info at: http://www.calatrava.com/

185 (Transroute, 2011)
186 (DDDA, 2008)
187 Photo courtesy of Lars Willuweit
In terms of cultural projects the Dublin Docklands area offers a plenty of options to bring the desirable ‘vitality’ to the area. At the Grand Canal Dock is located the Grand Canal Theater, projected by the American-Polish Architect Daniel Libeskind (see Figure 14). The theater is the biggest in Ireland and it was especially designed for dance spectacles including Ballet, Operas, and Concerts. Opened at March 2010 it is an unmistakable landmark inside the Grand Canal Square where it is also located the Grand Canal Square Hotel. Designed by the Portuguese Architect Aires Mateus, this luxury five stars hotel completes the major investment in the Grand Canal Dock.

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188 Plan imaged used with the permission of DDDA.
189 Daniel Libeskind is an America-Polish architect based on New York. Among his major works are the Jewish Museum in Berlin, Germany, the Holocaust Memorial in Berlin, Germany, and the Imperial War Museum in Manchester, England. In 2003 he won the Master Plan competition for rebuilding the World Trade Center in New York, United States. The new World Trade Center design is based on his project. See more in http://www.daniel-libeskind.com.
190 (DDDA, 2010f)
191 Manuel Aires Mateus is considered part of the new generation of Portuguese Architects according to Spanish Magazine El Croquis. Most of his works are located in Portugal and he was responsible for the Portugal exhibition at the 2010 Venice Biennale of Architecture. See more in http://www.airesmateus.pt/
However its investors announced in 2010 that the hotel will be sold due to the considerable financial loss they had it with the Irish economic downturn\textsuperscript{192}.

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{grand_canal_theater.jpg}
\caption{Grand Canal Theater\textsuperscript{193}}
\end{figure}

Furthermore in the North Docklands the O\textsubscript{2} venue opened 2008 in the site of the former Point Village Theater. The old theater was already a spot for several sorts of events however its infrastructure was considered outdated. The renovated theater became the biggest venue for international concerts in Ireland, attracting spectators from the countryside, thus boosting Docklands local economy and hotels occupation\textsuperscript{194}. The O\textsubscript{2} is easily reachable by the Luas tram line. Moreover the DDDA has promoted a series of events in the last years in order to attract citizens and tourists to the area, including Christmas Market, Oktoberfest, Docklands Maritime Festival, and Docklands Urban Beach. Those events attracted around 100,000 people each\textsuperscript{195}, being a success in bringing urban life to the area.

\textbf{iv. In sum}

In sum the Dublin Docklands can be seen as a successful case of revitalizing an abandoned harbor area however with tremendous financial costs. The DDDA spent large amounts of public money together to private investors and the scandal involving

\textsuperscript{192} (Fagan, 2011)
\textsuperscript{193} Photo courtesy of Lars Willuweit
\textsuperscript{194} (DDDA, 2009) (DDDA, 2010c)
\textsuperscript{195} (DDDA, 2009) (DDDA, 2010)
the buy of the Irish Glass Bottle put the Authority under investigation. Additionally in times of economic recession it was a major setback in the authorities plan to keep developing Docklands. Due to the economic downturn in 2009-2011 the rhythm of construction decreased intensely. For a matter of comparison in 2008 a total of 331 housing units were completed while in 2009 only 96 units were done\textsuperscript{196}. The number of received applications for new building permits declined from 78 in 2008 to 24 in 2009\textsuperscript{197}. The figures for 2010 have not been revealed yet indicating that the situation in the area can be worse than the expected. It might be a problem for Docklands to be an area half developed, however the three main sites, the Spencer Dock, the Point Village, the Grand Canal Dock, are almost complete and certain integrated to the city. Despite the municipality efforts to build social housing inside Docklands, the area still looks like a district for high classes of Irish society. The municipality recognized the issue and wanted to promote new types of flats within, however the economic downturn can be a severe obstacle. Furthermore Dublin municipality is now discussing its new Master Plan and a new issue rose to the planners, preliminary data from the new census showed a considerable decrease of net migration\textsuperscript{198}. It indicates that all the house provision built during the Irish economic miracle can be enough for actual population needs. Therefore Docklands does not require to be developed as fast as the last years. As stated in the beginning of the section Docklands goals aim to change Dublin characteristics, promoting developments within the city and thus increase its density. All these facts are a new challenge for the future development of the remaining areas of Dublin Docklands.

<table>
<thead>
<tr>
<th>Area</th>
<th>526 ha</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>6,516 units completed</td>
</tr>
<tr>
<td>Job positions</td>
<td>40,000</td>
</tr>
<tr>
<td>Construction Start</td>
<td>1997</td>
</tr>
<tr>
<td>Conclusion (expected)</td>
<td>not determined</td>
</tr>
<tr>
<td>Actual status (March 2011)</td>
<td>More than 50% is completed, however due to the economic recession innumerous projects are on hold</td>
</tr>
<tr>
<td>Features</td>
<td>Renovation of existing warehouses, mixed use buildings, renovation of river waterfront</td>
</tr>
<tr>
<td>New transportation infrastructure</td>
<td>Yes, extension of the tram line, several new bridges, new train station</td>
</tr>
<tr>
<td>Internal Districts</td>
<td>Yes, five (5)</td>
</tr>
<tr>
<td>Development in phases</td>
<td>Yes</td>
</tr>
<tr>
<td>Sustainable goals</td>
<td>Yes</td>
</tr>
<tr>
<td>New Cruise Terminal</td>
<td>No</td>
</tr>
<tr>
<td>Architects Internationally recognized</td>
<td>Yes</td>
</tr>
<tr>
<td>Culture projects</td>
<td>Yes, Grand Canal Theater, The O2 venue, promotion of seasonal events</td>
</tr>
</tbody>
</table>

\textsuperscript{196} (DDDA, 2009) (DDDA, 2010)  
\textsuperscript{197} Ibid.  
\textsuperscript{198} (Office of Research and Statistics, 2011)
4.3 Copenhagen Nordhavnen

Copenhagen Nordhavnen\(^{199}\) is not an original idea since it is not the first harbor development inside the city; the Danish state together with the city of Copenhagen have undertaken many other developments within over the last two decades. As Copenhagen population is expecting to increase around 50,000 inhabitants in the next 15 years therefore the city needs new homes and jobs to accommodate its future population. Some areas developed over the last years are the Sydhavnen\(^{200}\), which is mainly residential and small compared to other developments, and Ørestad, a vast area at Amager Island and which comprises residential, offices, and the Copenhagen University expansion. Also the Copenhagen inner waterfront was renovated and several new landmarks were built due to its valuable location within, e.g. the new Opera House, the new National Library, and the new Royal Theater. Additionally new buildings are planned to be built in the inner city, including the new Danish Architectural Center and the new National Archives\(^{201}\). Moreover in order to boost the region competitiveness in a European and Global scale improvements have also been done in infrastructure, expanding Copenhagen accessibility, i.e. the Copenhagen Kastrup airport was expanded in the 1990s, the Great Belt Fixed Link was built linking Copenhagen to Jutland, the Øresund Bridge connecting Denmark to Sweden, and now a third bridge or tunnel are under project to connect Copenhagen to Hamburg\(^{202}\). As Danish authorities have been put a lot of effort to promote their capital and to reach an excellence quality in their developments, in Nordhavnen would not be different. However the scale of the project makes it one of the most ambitious developments taken by Danish authorities.

i. Location

Copenhagen is the capital and largest city in Denmark. Located in the east of Denmark, separated from Sweden by the Øresund strait, the city spreads among the islands of Zealand and Amager (see Figure 15). Copenhagen metropolitan area has a population of 1.7 million people; however when combined to Malmö and the southern province of Skåne, in Sweden, it forms the Øresund Region, reaching a population of 2.8 million inhabitants\(^{203}\). Copenhagen is an important regional center, concentrating IT and pharmaceutical companies. Furthermore since the construction of the Øresund Bridge the city importance has boosted; according to the British Magazine Monocle Copenhagen has ranked as one of the most livable cities in the world\(^{204}\). The historical city core is divided by two, half at Amager Island and other half at Zealand Island. Separating both islands there is a canal where the old port was dispersed in many areas from North to South. Most of the Copenhagen is situated at Zealand Island, where the

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\(^{199}\) In English, ‘the North Harbor’

\(^{200}\) In English, ‘the South Harbor’

\(^{201}\) See more on Copenhagen X, a virtual exhibition of contemporaneous Danish Architecture in Copenhagen, [http://www.cphx.dk/](http://www.cphx.dk/)

\(^{202}\) Initially a bridge was proposed over the Fehmarn Belt strait however due to environmental groups’ pressure a bridge-tunnel combined solution as the Øresund Bridge was considered. The cost of building this proposal was equal to construct a tunnel, around 5.2 Billion Euros, thus now the tunnel solution was selected and it has been under project since 2010. All the construction costs will be covered by the Danish State. It is expected to be completed in 2020. See more in [http://www.femern.com/](http://www.femern.com/)

\(^{203}\) (Wonderful Copenhagen, 2010)

\(^{204}\) (Brûlé, 2009)
city extends along the commuter train lines following a ‘Finger Plan’\textsuperscript{205}. The Nordhavnen project is placed at the North Harbor, situated at the north mouth of the historical canal, less than 2km far from the historical inner city (see Figure 16).

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{Figure15}
\caption{Location of Copenhagen within Denmark\textsuperscript{206}}
\end{figure}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{Figure16}
\caption{In red the location of Nordhavnen within Copenhagen\textsuperscript{207}}
\end{figure}

\textsuperscript{205} In 1947 Copenhagen city planners developed the Finger Plan. The historical core would be the palm of the hand and the city would grow up along five commuter train lines, the fingers. Between them green corridors would be kept and preserved. Over years the ‘fingers’ developed in different ways, some extended more than others but the plan reconfigured the suburban structure of Copenhagen. Nowadays there is a discussion that Amager and Malmö due to the Oresund Bridge constitute a sixth extra finger. See more in (Vejre, Primdahl, & Brandt, 2007)

\textsuperscript{206} Map designed by the author. Source image retrieved from: http://en.wikipedia.org/wiki/File:Denmark\_location\_map.svg

\textsuperscript{207} Map designed by the author using Google Maps.
ii. **Local History**

The origin of Copenhagen and its harbor are totally related. The city was first mentioned around the eleventh century and its name derived from the Old Danish name *Køpmannahafn* which means merchant’s port. Situated in a strategically position within the trade route between the Baltic Sea and the North Sea, and moreover in-between Roskilde, seat of Danish Kings, and Lund, seat of the local bishop, the city grew-up in importance over the centuries until became the capital of Denmark in the fourteenth century. The original port was located in the inner city alongside the canal between Zealand and Amager islands, staying there over centuries. As similar to other European cities in the nineteenth century the shipping cargo volume increased and modernizations in Copenhagen harbor areas were necessary. New warehouses and docks areas were built in both the inner harbor and the south harbor.

The North Harbor started to be constructed in the 1880s when all the previous small harbors were concentrated in only one area. Between 1891 and 1894 the ‘modern’ *Frihavnen* was built in the North Harbor, in order to compete with Hamburg Port; both were free trade ports where taxes were not applied on goods since they did not enter the country. Thus the Frihavnen became a transit point for goods between the North Sea and the Baltic Sea. Over the years the port was expanded always towards to the sea through land filling until 1930s when the actual configuration was shaped. After the Second World War the port was modernized to deal with the containers and operations continued until the early 2000s. In 2001 the Øresund Bridge was inaugurated providing a physical link between Denmark and Sweden, connecting the metropolitan areas of Copenhagen and Malmö. Malmö however also has a port which competed with Copenhagen over years. Subsequently in 2001 both port companies decided to cooperate instead of compete, merging their freight activities and creating the Copenhagen Malmö Port – CMPort – one of the biggest harbors in the Nordic countries. The freight activities in the Danish side were transferred to the Swedish side, where the port is undertaking an expansion. The cruise and ferry activities remained in the Danish side, at the Frihavnen. In 2007 the Danish authorities decided to develop the area, following other urban developments inside the city.

iii. **Project**

The project was designed through an open international competition of ideas, realized in 2009. The jury selected the entry ‘Nordholmene – Urban Delta’ as the winner, designed by a team of three Danish architectural offices, COBE, SLETH and Rambøll (see Figures 17 and 18). For the task of development the area a state company was set up in 2007, the *By&Havn* or ‘CPH City & Port Development’ as appear in the English documents. This company is the result of merging two previous development state companies, Port of Copenhagen Ltd. and the Ørestad Development Corporation I/S. The By&Havn is thus owned by the City of Copenhagen (55%) and by the Danish State (45%) and it is not responsible only for the Nordhavnen project but also for all other urban development within the city, including Ørestad and Sydhavnen.

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208 (Wonderful Copenhagen, 2010)
209 In English, ‘The Free Port’
210 (By & Havn, 2010)
211 Ibid.
212 (CMPort, 2010)
The same strategy employed on Ørestad was decided to be applied here: the plots of land will be sold to private investors and the profit gain will finance the construction of the infrastructure, including roads, bike lanes and the new planned metro line. The new metro will be a ring line around the historical inner city, and it is expected to open in 2018\textsuperscript{213}. Nevertheless this line will not serve directly Nordhavnen; another line mentioned in the official documents should link the area to the ring line however any project has not been revealed yet\textsuperscript{214}. In taking this strategy the By&Havn can be exposed to the same risks when the first two metro lines were built. The construction of Ørestad financed both of them but their construction costs doubled over the years and the service has not yet became profitable, resulting in a considerable financial loss for the Danish state\textsuperscript{215}.

Moving further, the designed plan considers the Nordhavnen area as a *tabula rasa*, just respecting the protected structures within and some access roads. The winning team applied over the area a regular grid hence defining the scale of blocks and roads. A series of new canals were intentionally added to the area, making possible for its future inhabitants to be always nearby to the water. The waterfront will thus be an important public space in the Nordhavnen as the development is surrounded by water on the three sides. It is planned to host commercial and public facilities, swimming bath areas, artificial beaches, promenades and green areas. At the north side an ‘artificial’ delta is intended to be done.

Additionally the blocks are designed to be no more than six floors high, mixed-use, with small shops at the ground level. The streets will be narrow prioritizing the pedestrians and bikes over cars. A goal defined by planners is that Nordhavnen will be a five minute

\textsuperscript{213} (Copenhagen Metro, 2010)
\textsuperscript{214} (By & Havn, 2009, p. 7)
\textsuperscript{215} (Majoor, 2008)
\textsuperscript{216} Image used with the permission of By&Havn.
city; everything should be reachable in five minutes walking, something around 400m, i.e. shops, public transportation, residence. The municipality also defined that one third of all the transportation should be done by bike, another one third by public transportation, and the remaining one by cars. As stated by By&Havn the objective is that: “The urban space in Nordhavnen will resemble the ‘bro’-quarters (Østerbro, Nørrebro, Vesterbro) of central Copenhagen with dense, low buildings with a few taller, towering buildings” (see Figure 18). In terms of connecting Nordhavnen to the Copenhagen, the area will be served by the near existing commuter S-train station of Nordhavn. New bridges are planned to improve the accessibility of the area, connecting it to the adjacent O2 motorway.

Furthermore sustainability is a key term in all the documents reviewed; Nordhavnen should be an ‘eco-friendly’ city through renewable energies, saving resources, and employing new construction techniques. Other related key terms in the reports and plans are ‘dynamic’, ‘vibrant’ and ‘mobility’. These are the goals that planners want to achieve in the project.

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217 (By & Havn, 2011c)  
218 (By & Havn, 2011b)  
219 Image used with the permission of By&Havn.
According to the Nordhavnen schedule in 2011 the first works are expected to start, beginning with soil remediation and infrastructure. The first inhabitants are estimated to move within in 2012. In the first phase the area called Århusgade near to the Nordhavn Station will be developed, where 2,000 dwellings are planned to be built\textsuperscript{220}. The second phase is schedule to start at 2018. Also the project of the new cruise terminal was revealed last year and it is expected to be concluded in 2013\textsuperscript{221}.

**iv. In sum**

Copenhagen Nordhavnen is in summary a very ambitious and large project to be developed over the next 40 years. Considering that the area is still under project consequently it is hard to tell what could be wrong within. In all the plans, reports and documents, the area is always envisaged as the ‘sustainable city of future’ without any problems. Nordhavnen follows perfectly all the contemporaneous urban trends discussed in the theoretical section. In a future scenario exercise it is right to say that planners and authorities might have learned from the previous developments inside the city. One of the possible Nordhavnen issues is that the area could compete with other urban development sites inside Copenhagen, as some of them are still under construction and more new places are going to be developed at the same time in the following years, some of them nearby to Nordhavnen\textsuperscript{222}. Ørestad should be seen as the main competitor due to its large scale project and ambitious. However Ørestad presents a series of problems in terms of design, finance, and political forces, which could result in another study for this area\textsuperscript{223}. Ørestad is besides far from the inner city, only close to Kastrup Airport, while Nordhavnen has the advantaged to be next to the inner city. A good feature of Nordhavnen is the long time span for being developed, around 40 years. This fact could give enough time and increase the chances of Copenhagen to absorb all the future dwellings. Nordhavnen has all the opportunities to be a successful urban development, even though does not present any new ideas in urban development.

\textsuperscript{220} (By & Havn, 2011b)
\textsuperscript{221} (By & Havn, 2011d)
\textsuperscript{222} Besides Nordhavnen, other major developments inside Copenhagen are Marmormolen area, Ørestad (which is divided in four major areas: Ørestad Nord, Amager Faelled, Ørestad City and Ørestad Syd), Tegholmen, Sydhavnen, Margretheholm, Amerika Plads, and Carlsberg Brewery area.
\textsuperscript{223} See more in (Majoor, 2008) (Jordan, 2002)
Table 4 - Copenhagen Nordhavnen in numbers

<table>
<thead>
<tr>
<th>Copenhagen Nordhavnen in summary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Area</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Residents (expected)</strong></td>
</tr>
<tr>
<td><strong>Job positions (expected)</strong></td>
</tr>
<tr>
<td><strong>Construction Start</strong></td>
</tr>
<tr>
<td><strong>Conclusion (expected)</strong></td>
</tr>
<tr>
<td><strong>Actual status (March 2011)</strong></td>
</tr>
<tr>
<td><strong>Features</strong></td>
</tr>
<tr>
<td><strong>New transportation infrastructure</strong></td>
</tr>
<tr>
<td><strong>Internal Districts</strong></td>
</tr>
<tr>
<td><strong>Development in phases</strong></td>
</tr>
<tr>
<td><strong>Sustainable goals</strong></td>
</tr>
<tr>
<td><strong>New Cruise Terminal</strong></td>
</tr>
<tr>
<td><strong>Architects Internationally recognized</strong></td>
</tr>
<tr>
<td><strong>Culture projects</strong></td>
</tr>
</tbody>
</table>

### 4.4 Stockholm Norra Djurgårdsstaden

Similar to Copenhagen, Stockholm Norra Djurgårdsstaden\(^{224}\) harbor development is not the first venture within the city, as Hammarby Sjöstad has been developed in a former industrial site located in the south of Stockholm since the mid-1990s. It could be included as one the case studies in this thesis, however most of the area was a previous industrial site with a small harbor and the development is almost completed. Hammarby Sjöstad became a finest example of sustainable urban development not only for Sweden but for the rest of the world, receiving visitors for several countries which are interested in the solutions employed there\(^{225}\). Norra Djurgårdsstaden project has thus great expectations in surpassing Hammarby sustainable goals and also became a world environmental model.

Moreover Stockholm is a city without free space to grown; at some edges the city joins together with its neighbors making an urban conurbation, at other peripheries Stockholm is surrounded by protected green areas. The result is that the city needs to redevelop areas within as previous industrial sites, rail yards or the harbors. Furthermore the Stockholm-Mälar Region is expected to reach 3.5 million inhabitants by 2030\(^{226}\) and as well as the region wants to keep its global competitiveness it is necessary to offer new urban development where international companies can be settled, offering new job positions and new homes to its future inhabitants. According to the Stockholm Municipality\(^{227}\) around 30 projects are under developing or being planned within the city, including major infrastructure works and redeveloping of brown-field sites. Norra Djurgårdsstaden is probably one of the most ambitious and vast areas to be developed inside the city in the following years.

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\(^{224}\) In English, ‘the Royal Sea Port’

\(^{225}\) See more on http://www.hammarbysjostad.se/  

\(^{226}\) (Stockholm Stad, 2007)  

\(^{227}\) (Stockholm Stad, 2011)
i. Location

Stockholm is the capital of Sweden and it is located in the mid-east region of the country, between the Baltic Sea and the Lake Mälaren (see Figure 19). With a population of 814,418 residents, its metropolitan area however hosts almost 2,000,000 people, making it the most populated region within Nordic Countries\textsuperscript{228} (Copenhagen Region only is bigger than Stockholm Region when Malmö, in Sweden, is considered as part of it). Stockholm is settled among fourteen islands, on which \textit{Gamla Stan} is the historical settlement of the city. From this island the city spreads towards South on \textit{Södermalm} Island and beyond, towards Northwest on \textit{Kungsholmen} Island and towards North and Northeast to \textit{Norrmalm} and \textit{Östermalm} districts. Norra Djurgårdsstaden is located at Östermalm district, on the East side after \textit{Gärdet} neighborhood and moreover bordering the Djurgårdsstaden Park on South and the Norra Djurgårdsstaden Park on North. Both parks are part of the \textit{Kungliga Nationalstadsparken}\textsuperscript{229}. The site is just 5km far from the city center (see Figure 20). On the other side of the canal it is located the \textit{Lidingö} island, part of another municipality.

\begin{figure}[h]
\centering
\includegraphics[width=0.5\textwidth]{sweden_location_map.png}
\caption{Location of Stockholm within Sweden\textsuperscript{230}}
\end{figure}

\textsuperscript{228} (Stockholm Stad, 2009a)
\textsuperscript{229} In English, ‘The Royal National City Park’
\textsuperscript{230} Map designed by the author. Source image retrieved from: http://en.wikipedia.org/wiki/File:Sweden_location_map.svg
Figure 20 – In red the location of Norra Djurgårdsstaden within Stockholm 231

ii. Local History

As similar to the other case studies the origin of Stockholm coincides with its harbor activities. Around the thirteenth century a small settlement located in an island was first mentioned in official documents and so did its name, Stockholm. Nowadays the island is called Gamla Stan, or in English ‘Old Town’. Due to its strategic location between the Baltic Sea and the Lake Mälaren the city of Stockholm grew up in importance, becoming an in-between trade post connecting Sweden’s countryside to the German merchants of the Hanseatic League. In the sixteenth century Sweden turned out to be independent from Denmark and Stockholm became its capital 232. In the late nineteenth century the industrialization process occurred intensively in Stockholm and several industries emerged in the city alongside with harbor facilities to export goods abroad. At the Hjorthagen area a commercial port was first established in 1890s alongside with the energy gasworks plants.

After expanding the existing ports located in Södermalm and in Skeppsbron in the early twentieth century, the authorities decided to construct a new ‘modern’ port in the Northeast fringe of Stockholm. The Frihamnen 233 was built in the 1920s as a free port trade where the goods did not pay taxes if they did not enter the country. Over the years the port was gradually extended, new warehouses and other storage facilities were built and the peaks of its activities were in-between the 1950s to 1960s. In the mid-1960s a new container area was developed in the south of the port and the sea bottom deepened to receive large boats. At last in the 1980s a new passenger terminal was built connecting Sweden to the Baltic States 234. The cargo activities are still working on the actual Frihamnen however they are going to be moved in a near future to a new port.

231 Map designed by the author using Google Maps.
232 (Stockholm Stad, 2009b)
233 In English, ‘the Free Port’
234 (Stockholms Hamn AB, 2010)
located at Nynäshamn, 50km south of Stockholm\textsuperscript{235}. The cruise ships will remain in Frihamnen where a new terminal is planned to be built.

iii. Project

The area where Norra Djurgårdsstaden will be developed is not a completely empty site as industrial and freight activities are still ongoing there. Moreover there is actually around 2,200 inhabitants living inside the Hjorthagen quarter\textsuperscript{236} plus the area is neighbor to the residential Gärdet district (see Figure 21 and 23). Thus the development focuses in creating a new area by changing the actual industrial characteristics presented there to a more mixing use one, keeping part of the industrial and freighting activities and adding residential and offices features within. It is clearly stated in official documents that the development of Norra Djurgårdsstaden is based on the Hammarby Sjöstad. Besides the sustainable environment efforts established by Hammarby the new area will also share similar design and typologies with its model.

Additionally, the new blocks will be mixed use, medium dense and around six floors high (see Figure 21 and 23). The scale of the blocks and roads will be similar to what it was set on its role model, which actually is analogous to the existing Stockholm urban fabric scale. The proposed buildings will hold local shops on the ground level, offices and homes on the upper levels. Public open spaces are planned to be done in the internal courtyards. Likewise the planners intend that the area will be a new financial district in Stockholm; Nasdaq OMX a North-American financial firm is already settled on the area.

\begin{figure}
\centering
\includegraphics[width=\textwidth]{figure21}
\caption{Aerial view of Hjorthagen, the first district to be developed within Norra Djurgårdsstaden\textsuperscript{237}}
\end{figure}

\textsuperscript{235} (Stockholms Hamn AB, 2010)  
\textsuperscript{236} (Office of Research and Statistics, 2011)  
\textsuperscript{237} Image retrieved from (Stockholm Royal Seaport, 2010)
Moreover, the gasworks buildings in the area will be preserved and refurbished, one of them is planned to be converted for a cultural venue to host major dancing performances. Nearby the gasworks site a skyscraper will be done and the building was designed by the Swiss Architects Herzog & De Meuron\textsuperscript{238} (see Figure 22). Besides, a new ferry terminal is going to be built at Värtahamn pier; the project was defined by an international competition won by the Danish Architecture office C.F. Möller\textsuperscript{239}.

Furthermore, Norra Djurgårdsstaden will be built up in phases; the first area to be developed is the Hjorthagen district, following by the Värtahamnen and Frihamnen-Loudden. Thus the constructions will start up from North sites towards South ones. The status on March 2011 indicates that the construction has already started, first with soil remediation and some initial infrastructure works. The first residents are expected to move in on 2012.

![Figure 22 - Skyscraper designed by Herzog & DeMeuron\textsuperscript{240}](image)

In terms of transportation infrastructure the area is already served by the existing metro, the red line number 13 which ends at the Ropsten station located at the edge of Hjorthagen. From this same station in addition departs the Lidingöbanan, a light rail that links Stockholm to the Lidingö municipality. Furthermore to improve the region accessibility a new tram line is foreseen to be constructed, the Spårväg City\textsuperscript{241}. The tramlines will departure from Ropsten station towards South, attending also the Värtahamnen and Frihamnen-Loudden quarters. Afterwards the line turns west going towards the inner city and beyond, ending at the Horsnbergs strand at Kungsholmen Island. The Spårväg City line is part of the municipality efforts to reduce the car use in the neighborhood, as well as promoting the use of bikes by its future inhabitants. Additionally Norra Djurgårdsstaden will be connected to the metropolitan region by the motorway E4/E20 when the Norra länken, a complex of new roads and tunnels, be completed.

\textsuperscript{238} The same Architectural office involved in the project of Hamburg’s Elbphilharmonic Concert hall. See more on note 150.  
\textsuperscript{239} See more on http://www.cfmoller.com/.  
\textsuperscript{240} Image retrieved from (Stockholm Royal Seaport, 2010)  
\textsuperscript{241} (SL, 2010)
Finally, the sustainable goals of Norra Djurgårdsstaden are very determined to be as good as Hammarby Sjöstad or even better. Besides the transportation aspects in reducing car use, it was determined three major goals: (i) be prepared for future climate change, (ii) by 2020 reach a level of CO2 emissions of 1.5 tons per resident, (iii) by 2030 all the area should be free of fossil fuels. All the buses circulating inside are expected to be either by biogas or by biofuels. The owners of cars within the district will be besides encouraged to acquire newly hybrid models which pollute considerably less than fossil models.

Figure 23 - Volumetric view of Norra Djurgårdsstaden

iv. In sum

Stockholm Norra Djurgårdsstaden as its counterparts follows all the contemporaneous urban trends, which it might be consider a sign of its future success. Any new ideas were not introduced in this development, and the urban design presented is rather conventional in form. In the official documents the sustainable issue is a strong concern. It is clear stated that Norra Djurgårdsstaden “will be a global showcase for sustainable urban construction and design, where innovative environmental technology and creative solutions are developed, tested and presented”. In doing so, it seems the Swedish authorities are more worried in having another sustainable example in their portfolio. To achieve this position the redevelopment was renamed to ‘Stockholm Royal Sea Port’ in all official documents in English.

Additionally key terms as ‘sustainable’, ‘attractive’, ‘dynamic’ and ‘unique’ are spread all over the texts, indicating possible goals in the urban development. Stockholm, different from its main Nordic competitor Copenhagen, does not have several previous developments within as a model, only Hammarby Sjöstad. Hopefully Stockholm

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242 (Stockholm Stad, 2010a)
243 Image retrieved from (Stockholm Royal Seaport, 2010)
244 (Stockholm Stad, 2010c)
planners could learn from Hammarby mistakes\textsuperscript{245} and from other developments abroad in order to not repeat them. Its time span of development, 20 years, is considerable, but it is good to remember that there are several other redevelopments being planned within Stockholm and its metropolitan region. Thus Norra Djurgårdsstaden could face some competition from these other areas in order to attract residents. There is also the possibility that the area could become a high class fancy district, considering the financial and insurance companies which already manifested their intentions to move within.

Table 5 - Norra Djurgårdsstaden in numbers

<table>
<thead>
<tr>
<th></th>
<th>Stockholm</th>
<th>Norra Djurgårdsstaden in summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>236 ha</td>
<td></td>
</tr>
<tr>
<td>Residents (expected)</td>
<td></td>
<td>10,000 dwellings</td>
</tr>
<tr>
<td>Job positions (expected)</td>
<td></td>
<td>30,000</td>
</tr>
<tr>
<td>Construction Start</td>
<td></td>
<td>2010</td>
</tr>
<tr>
<td>Conclusion (expected)</td>
<td></td>
<td>2030</td>
</tr>
<tr>
<td>Actual status (March 2011)</td>
<td></td>
<td>initial infrastructure work, soil remediation</td>
</tr>
<tr>
<td>Features</td>
<td></td>
<td>Mixed use buildings, medium density, renovation of existing industrial buildings</td>
</tr>
<tr>
<td>New transportation infrastructure</td>
<td>Yes, tram line</td>
<td></td>
</tr>
<tr>
<td>Internal Districts</td>
<td></td>
<td>Yes, three (3)</td>
</tr>
<tr>
<td>Development in phases</td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>Sustainable goals</td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>New Cruise Terminal</td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>Architects Internationally recognized</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Culture projects</td>
<td></td>
<td>Yes, renovation of one gasworks buildings into Ballet/Opera theater</td>
</tr>
</tbody>
</table>

\textsuperscript{245} One of the main issues in Hammarby Sjöstad was the choice of social class to live within. Initially the area was planned for mid-age couples already established financially with no kids. However several new formed couples with babies moved within, and a day care center was necessary to be build. As well one not originally planned primary school was done for the population needs (Bylund, 2006).
<table>
<thead>
<tr>
<th></th>
<th>Hamburg HafenCity</th>
<th>Dublin Docklands</th>
<th>Copenhagen Nordhavnen</th>
<th>Stockholm Norra Djurgårdsstaden</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Area</strong></td>
<td>157 ha</td>
<td>526 ha</td>
<td>200 ha (actual)</td>
<td>236 ha</td>
</tr>
<tr>
<td><strong>Residents</strong></td>
<td>12,000 (expected)</td>
<td>6,516 units (completed)</td>
<td>40,000 (expected)</td>
<td>10,000 (dwellings)</td>
</tr>
<tr>
<td><strong>Job positions (expected)</strong></td>
<td>40,000</td>
<td>40,000</td>
<td>40,000</td>
<td>30,000</td>
</tr>
<tr>
<td><strong>Construction Start</strong></td>
<td>2000</td>
<td>1997</td>
<td>2011</td>
<td>2010</td>
</tr>
<tr>
<td><strong>Conclusion (expected)</strong></td>
<td>2025</td>
<td>not determined</td>
<td>2050</td>
<td>2030</td>
</tr>
<tr>
<td><strong>Actual status</strong></td>
<td>50% completed</td>
<td>more than 50% completed, however due to the economic recession, innumerous projects are on hold</td>
<td>Initial infrastructure work, soil remediation</td>
<td>Initial infrastructure work, soil remediation</td>
</tr>
<tr>
<td><strong>Features</strong></td>
<td>Mixed use buildings, medium density, narrow streets, small public spaces, renovation of existing warehouses</td>
<td>Mixed use buildings, renovation of existing warehouses, renovation of river waterfront</td>
<td>Mixed use buildings, medium density, narrow streets, small public spaces, artificial beaches and canals</td>
<td>Mixed use buildings, medium density, renovation of existing industrial buildings</td>
</tr>
<tr>
<td><strong>New transportation infrastructure</strong></td>
<td>Yes, metro line under construction and several new bridges</td>
<td>Yes, extension of the tram line, new bridges, new train station</td>
<td>Yes, a metro line and bridges are forecasted</td>
<td>Yes, tram line</td>
</tr>
<tr>
<td><strong>Internal Districts</strong></td>
<td>Yes, nine (9)</td>
<td>Yes, five (5)</td>
<td>Yes</td>
<td>Yes, three (3)</td>
</tr>
<tr>
<td><strong>Development in phases</strong></td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Sustainable goals</strong></td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>New Cruise Terminal</strong></td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Internationally recognized Architect</strong></td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Culture projects</strong></td>
<td>Yes, Concert Hall, Science Center, Maritime Museum, promotion of seasonal events</td>
<td>Yes, Grand Canal Theater, The O2 Venue, promoting of seasonal events</td>
<td>Not revealed yet</td>
<td>Yes, renovation of one gasworks buildings into Ballet/Opera theater</td>
</tr>
</tbody>
</table>

Table 6 - A summary of all case-studies presented
5. Discussion and Conclusion

5.1 Main Findings: Similar or not?

At this point of the paper the reader have already had an overall picture of the four case-studies previously described and certainly came up with your own findings. In showing up the empirical data of these selected harbor development I attempt to answer my research question: why these developments look similar in terms of urban design and planning. Although all the cases are spread in several countries, they indicated analogous patterns within them.

In elaborating a review of the theories that shaped our cities in the twentieth century, it is possible to answer both the first two aim questions, what is the origin of the harbor developments and the theories behind such type of developments. The concept behind the harbor developments is linked to the Contemporaneous City model, which derives from the Post-Modernist theories. Even though there is not a unified model for both theories, the all four case-studies shared a coherent discourse when describing their developments. One key point is the frequent presence of certain terms in all documents revised, e.g. urban life, vibrant, vitality, active, diversity, sustainability, identity, eco-friendly, integration, renewable, compact, energy saving, mobility.

These terms indicated the achievements that planners have for such areas, even that their definitions are not always clear, e.g. ‘vital’, ‘integration’ and ‘sustainable’ can have different meanings in the urban planning discourse. Hence they help planners to create a ‘story’ or to present an urban ‘ideal’ about the development. These expressed terms are thus a sort of established norms of how the contemporaneous city should be. Although the contemporaneous city does not have a true guideline, the planners are aware about its trends. Jacobs’ work should not be seen as a complete guide, even that her work is the origin of contemporaneous planning, because Jacobs stated that there is nothing wrong with the traditional city. However there is a myriad of traditional cities working fine, in which one should planners base their work? In my opinion they should contemplate their own cities, as Barcelona’s planners did for the Olympic Games.

Going further, the incredible physical similarity in the constructed and planned developments cannot be ignored. Although planning ideas have been moving from country to country since the early Modernist times, the local context should have an impact in those new developments. The Post-Modernist theories praise the importance of the past and the current environment. In all case-studies the urban design proposals remind existing parts of their own cities, e.g. the clearest case being Nordhavnen where is specified in the official documents that the new district will reassemble the ‘Bro’ quarters within Copenhagen. Moving forward, the case-studies are also related because they all located in Northern European cities. Due to its proximity and commercial links

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246 (Tunström, 2007)
247 The Death and Life of Great American Cities (1961)
248 See the Contemporaneous City section.
249 (Ward, 2002)
since medieval ages, their traditional urban fabrics are alike. This shall be one relevant point why those new developments are similar.

The evaluation of built typologies in HafenCity and Dublin Docklands confirms their correspondence. The blocks do not contain high buildings, they are all around six to eight floors, in such way that they do not differ greatly from the historically urban fabric nearby. The blocks are aligned to the streets, which are normally narrow and therefore car use is depreciated. It is also favored the ‘possess’ of the road by its inhabitants, when the street is considered an extension of their backyards. Local shops are always presented in the ground level and there is an incentive for small and medium enterprises to open within. In Dublin Docklands, e.g., several new restaurants have opened in the last years, and now the neighborhood is known for its food variety. This fact helped the Irish district to attract customers from other parts of the city, bringing the so desired ‘vitality’. In addition, there is a will to promote public spaces since they are the key tools to bring urban life. Both have been investing in doing temporary public events, consequently their inhabitants can use the space, meet their neighbors, and create links to its neighborhoods. Since their proximity to the water, there is also an outstanding attention in renovating their waterfronts. Meanwhile, Nordhavnen and Norra Djurgårdsstaden are foreseen to implement the same type of urban typology. Besides having a shared discourse regarding the envisaged urban planning, HafenCity and Dublin Docklands did not make any mention to previous empirical models, while Norra Djurgårdsstaden and Nordhavnen mentioned previous developments within their cities.

Moreover the Architectural style is rather similar between the case-studies. Frampton (2007) pointed out that one of the contemporaneous architecture’s trends is the ‘Habitat’ or the residential buildings. Its origins were attributed by Frampton in the residential architectural style developed by Austrian and German Architects in the late 1990s. Mainly is a style simple in form, related to the existing context, and with a great appreciation for the small details within and the use of materials. It shall be remembered that nowadays ideas spread fast through internet and also several local architectural magazines include now texts sections in English. Therefore it is great the possibility of witness the raise of another International Architectural Style in these harbor developments.

5.2 How Sustainable are they?

Moving forward, other similarities are also found in the case-studies. Sustainable is an important theme in all cases however its degree of implementation varies according to the case. Norra Djurgårdsstaden and HafenCity give incredible consideration to the sustainable physical aspects, i.e. how to save energy in their buildings, and promoting the use of public transportation besides walking and/or biking. So does Nordhavnen, where the promotion of bike use will be even strong since Copenhagen wants to surpass Amsterdam in terms of cycling. Meanwhile Dublin Docklands recognized it should be more effective in developing its sustainable goals. Its buildings follow the national

Clark divides the historical European urban system in four: Mediterranean, Western Europe, Eastern Europe and Outer Northern Europe (Clark, 2009, pp. 4-5).

See more on the note 96.

(Frampton, 2007)

One example is the magazine A10, it is a periodical dedicated to exhibit the ’new European Architecture’. It’ is focused on young Architectural Offices. See more on http://www.a10.eu/.
regulations in sustainable, while the previous case-studies created new standards in order to become role models within their countries.

However, Dublin municipality is investing to be social sustainable, an established policy in sponsoring social and affordable houses has had being in practice over the last decades. It seems that not all case-studies are really investing in be social sustainable, or at least to gather all the social classes within. In Norra Djurgårdsstaden papers is briefly commented that student accommodations will be done. A lot of money has been invested in these areas, e.g. in soil remediation and in new infrastructure, and thus they need to be profitable. The result is that only middle and upper classes are the main targets to be within, as well as IT companies and investment banks. Even Docklands does not reach it goals in social and affordable housing, only 16% of the new house units are of this type while the aim is to reach a minimum of 20%. In acting this way, the case-studies are not promoting a true ‘diversity’ as envisaged in their documents. Mix-used buildings do not only mean local shops on ground and apartments or offices bellow, a range of options within constructions can bring a positive ‘diversity’ of customers and inhabitants also.

Sustainability is also related in how to connect those developments to the existing urban fabric and moreover promoting the Compact city model. Therefore public transportation plays an important role to reach this goal and all case-studies are investing on it. Metro, tram and buses are the preferable options. Although very expensive, Hamburg is expanding its metro system to reach HafenCity. Most of the case-studies preferred to implement trams, as Dublin Docklands did and Norra Djurgårdsstaden will do. Nordhavnen will initially invest in buses; however a metro is foreseen to be implemented within. Most probably Danish authorities will build a ‘light’ metro system as it was done in Ørestad; not so many wagons as a normal metro, not short as a tram, an in-between solution. Furthermore, all case-studies advocate the bike use inside their districts, besides walking. As they are planned to be compact, the distances to go from home to a local retail or metro/bus stop are reasonable. It also involves the depreciation of car use and in doing so, polluting less and reaching all their sustainable goals.

5.3 City Publicity in Global times

Another similarity found on the cases is their common desire in attracting high class companies, since all developments are very keen in promoting their cities internationally. Since Saskia Sassen formulate the Global City concept in her work *The Global City* (1991), several cities decided also to be part of this global elite. In sum Sassen defined a global city as an important node in the global economic network system and thus attracting international companies together to high class workers, and tourists. The criteria might varies from economic, political, cultural or infrastructure points. The four cases are already important nodes within Europe but they visualize their developments as a strategy to keep and improve their prominent roles. In attracting investors and publicity, at least three of the cases employ the Star Architect city model within.

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254 (DDDA, 2010)
255 A good example came from Copenhagen, where the recently inaugurated ‘8-House’ building encompasses 125 diverse flats design within. Therefore offering apartments with different sizes and rooms, the architects involved want to create ‘diversity’ of inhabitants within (BIG, 2011).
HafenCity and Dublin Docklands have already been investing in spectacular buildings, where the construction of the Elbphilharmonie Concert Hall in Hamburg is witnessing some of the problems previously discussed in hiring that type of marketing. In the last account the city of Hamburg wants to sue the construction company involved for not respecting the deadline and the estimate budget. Meanwhile, in Dublin Docklands all private investors postponed their magnificent new projects due to the economic downturn. Moving forward, Norra Djurgårdsstaden revealed a project within by Herzog & De Meuron, the same Architectural office which designed the Elbphilharmonie in HafenCity. It is only a ‘simple’ skyscraper nearby the gasworks site however it includes the brand of a famous Architect. Additionally, Nordhavnen will expose the final project of Århusgade in the next months, the first district to be developed within. It should be expected that the name of some international offices will be revealed together. Finally, in hiring a Star Architect is not a guarantee to have successful publicity. Especially when so many cities around the world are investing in the same strategy, in doing so this approach has become overexploited and the expected advertisement disappears quickly. However cultural projects should not be forget inside the developments, since they can act as significant nodes within, bringing around persons in different times of the day. Those projects can thus bring the desirable ‘vitality’. Also it is convenient to remember that high architectural quality is not linked to high costs, good buildings respecting their budgets can show better creative ways in solve issues.

5.4 Implementation strategy or controlling their future

Furthermore, the manner of the developments are and will be implemented is very similar also. In three of the cases the State is the owner of the sites and thus it decides how much parcel of land should be sold to private investors. In doing so, the authorities can control the construction rhythm of new buildings. Docklands is the only case where the municipality is not the landowner of the entire area, however it possesses strategic sites to be developed, i.e. the Irish Glass Bottle industry. Therefore in regulating the developments time, the cities can avoid a real state bubble market and the subsequent depreciation of flats’ price. Moreover, city planners can control the house provision within their cities, which is particularly positive in Copenhagen and Stockholm cases where several other developments are going on inside both cities.

The future of the case-studies is not bright to all. The 2008-2010 World Financial Crisis affected badly Dublin Docklands: all the future developments within are simply on hold. In 2010 Ireland received a bailout from the European Union and the International

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256 Just to remind the reader that the estimate costs of 77 million euros are now in 323 million euros (Deutsche Welle, 2010).
257 A good example is the new Oslo Opera House, designed by the Norwegian architectural office Snøhetta. The project was selected through an international competition and the construction not only respected the schedule as well as it cost 350 million NOK under its estimated budget of 4 billion NOK (Morrison, 2008). The square and the building roof are interconnected through a masterful ramp, creating a spectacular new open space to the city. Thus the roof is always fulfilled with people wandering or enjoying the landscape or watching concerts there. The Opera main concert hall is located bellow the ‘roof-ramp’ therefore the public space became more important than the building itself. See more on http://www.snoarc.no/
Monetary Fund on its expense-account of doing major cuts in investments\textsuperscript{258}. Therefore the budget for the Dublin Docklands Development Authority was severely reduced. Moreover the purchase of the overpriced Irish Glass Bottle site made the situation worst, since the Docklands is now being sued for misusing public money. Dublin Docklands is in danger to become half-developed; since the built areas are the ones close to the inner city and therefore the most valuable sites. The remained plots are located near to the mouth of River Liffey and to the Dublin Port. They are naturally more risky to be developed and to create links to the existing urban fabric.

Also HafenCity reaches now a turning point in its implementation, the area is now 50% completed and the HafenCity GmbH is building the Am Lohsepark, and this park will divide exactly the area in two. The neighborhoods situated east from the park are the best-located ones since they are nearby to the inner city. Those areas are almost completed and in process of consolidation. The challenge for HafenCity will be the neighborhoods west from the park, not so well-located and moreover those sites border the existing railway tracks. Although Germany economy is recovering steadily from the financial crisis, the detailed project of the west areas has not been revealed yet. It is a sign that Hamburg authorities might wait the total consolidation of half HafenCity and also expect the market to absorb all the flats and offices under construction.

On the other hand it is not easy to predict what might happen to Nordhavnen and Norra Djurgårdsstaden. Both cases have already had experience with previous developments inside both cities. Therefore a point which calls attention is the number of other developments happening at same time. Copenhagen municipality is still struggling to consolidate areas constructed in the previous decade, while Stockholm city lists around 30 areas to be developed in the next years in terms of infrastructure and mix-used districts. These facts cannot be ignored, both harbor developments could face internal competition within their cities and abroad; Malmö is developing the vast Hyllie district nearby to the Ørestad bridge and consequently to Copenhagen, while Solna and other cities in the great Stockholm area revealed plans to redevelop sites within. However, both Nordhavnen and Norra Djurgårdsstaden are the darling areas of both municipalities, and therefore it should be expected that both cities will put a lot of efforts within.

5.5 A Generic Harbor City

Four case-studies, two half-completed, two planned ones, are similar in terms of policy discourse, urban form and implementation strategy. Shall we foresee the raise of a generic harbor city? Or it is true when Koolhaas\textsuperscript{259} stated that the contemporaneous cities are alike the airports, all equally the same? In returning to the theory, Shaw\textsuperscript{260} had traced the origins of the harbors developments back to Boston and Baltimore, later evolved in London Docklands and Barcelona, until reached the vast third generation where the concepts were generally accepted. Therefore after a cycle of 30 years, it should be time to witness the fourth generation of developments, where the concepts would be questioned and from the critic evolve to new theories. However, the ideas are still widely accepted and copied around by the cities. While the discourse slightly

\textsuperscript{258} (The Economist, 2011)
\textsuperscript{259} (Koolhaas, 1997)
\textsuperscript{260} (Shaw, 2001)
changed and it incorporates new terms in it, e.g. compact city and sustainability, the results are relatively similar. In true the actual harbor developments are a generation in-between, rather as a third and half. Furthermore the present Architecture style in the case-studies is quite alike as well, making the generic harbor city more real to exist.

The appearance of such Generic Harbor City can be rather linked to the Global City concept. Nowadays the main global companies have their business very dispersed around the globe and the tasks to manage and coordinate them became very complex. The result is the establishment of large headquarters to deal with these intricate tasks. Altogether a myriad of service companies are located nearby the global firms to supply them. In European cities normally the inner city is an established area where it is not possible to erect new buildings, or at least not possible to build the necessary office space for all those linked companies. Consequently, new vast areas should be developed within cities to place the global firms and their workers. Those sites are often settled on the edges of the cities, i.e. Kista Center in Stockholm or La Defense in Paris, or in brownfield lands, i.e. industrial sites and the old harbors.

A negative effect of these developments is the social and spatial inequalities they can bring about. As it was reviewed before, the case-studies are not investing in to be real social diverse despite their common discourse of ‘diversity’ and ‘vitality’. The international companies settled in the case-studies normally require high-level professionals, which are not easily to hire. Therefore many of these workers are high-skills migrants. In a hypothetical situation, it is possible to imagine a professional working in an investment bank at Dublin Docklands, taking his flight to Hamburg where he or she would have a meeting in the headquarters placed at HafenCity. The aim of the summit is to discuss where the new office for Nordic countries should be implemented, or rather Copenhagen Nordhavnen or Stockholm Norra Djurgårdsstaden. This high-level professional lives and works in a transnational space with his colleagues and neighbors. Such space is apart from the rest of the city and therefore it can increase the social inequalities.

The Generic Harbor City should not be consider as negative, it is recognized that transnational spaces promote a dynamic exchange of ideas in terms of culture, social, political and technology. Its similarity also can give certain comfort to its international inhabitants.

5.6 What lessons can be learned from the case-studies

At moment Rio de Janeiro and Porto Alegre, both in Brazil, are in their planning phases of redeveloping their harbor areas. Both projects made their references to European cases, especially to Barcelona due to the cultural and language proximities between Spain and Brazil. However, I personally believe that certain lessons can be learned from the Northern European case-studies in this paper presented.

The strategy of implementation is one; in developing the areas in phases therefore the municipality gives time to the market to absorb the new dwellings and offices and

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261 (Sassen, 2000)
262 (Sassen, 2000)
263 Ibid.
additionally an important consolidation period for those developments. The city and its inhabitants need certain time to consider new areas really part of the city. Moreover, developing small districts instead of the entire area at the same it can be a safe strategy in case of a financial downturn as experimented by Dublin Docklands. Even though the investments are almost frozen in the Irish development, the neighborhoods within are in the late phases of their consolidation process, they look like to be part of the city and not individual islands within.

Transportation is another exemplar lesson to be transferred to Brazilian cases. All case-studies invested heavily on this issue, especially because those old harbors were not well linked to the city before. Although metro is the faster and most efficient solution, it is also the most expensive and most complicated to build. Rightly three of the case-studies invested in electrical tramlines, which do not pollute and can carry six times more passengers than local buses. Several cities in Brazil are discussing ways to implement tramlines within for the next World Cup264.

Sustainability is an additional example for Brazil. Here I am not talking about way to save energy, since cooling is the issue to be solved by Architects located bellow the Equator line. All the other aspects of sustainability, as social and economic, should be addressed by Brazilian planners. Mixed-used buildings with local shops and different flats within are a good example of typology to be implemented. However the initial plans revealed for both harbor developments in Brazil indicated a similar issue to the European ones, those areas are going to be planned to attract international companies. The social inequality will be present since residential flats are also going to be luxurious ones.

Notwithstanding Brazilian context is rather diverse from Northern European one, these exemplar lessons presented can be adapted and integrated in future harbor developments. Planners cannot simply copy and paste solutions tried before without consider the preexisting context, in doing so, there is a great risk of development failure and to have a pastiche collage of solutions within cities.

5.7 In closing

This thesis sought to contribute to a better understand of contemporary urban trends and therefore further comprehend modern-day urban theory. The similarities of the selected harbor developments indicated a common background among them, and investigating them very close and carefully it was possible to determine a shared discourse and possible theory behind them. Moreover potential tendencies were expected to be foreseen when compared case-studies from different generations. Although, even separated 10 years from their early stages of planning, this paper indicated that nothing new has evolved between the case-studies. Additionally, their similarities are not limited to discourse since the developments are also alike in urban design and form.

In answering the research questions and achieve the aim of this paper, the literature reviewed was of the extreme importance. It was possible to understand that the contemporary urban trends derived from the critics to the Modernist City. Moreover, there is still wide discussion in academia concerning the failures of Modernist planning

264 (Rolnik, 2010)
and its subsequent segregation caused by. In seeking for solutions the planners took a look in the parts of the city that work quite fine, the nineteenth century dense industrial cities. In some way the harbor developments originated from them, although architectural style is not identical. However the blocks scale, typologies, and mixed-use functions are rather the same to existing districts, the planners are trying to recreate artificially historical sections of the cities. The discourse is contemporaneous, the form is not. Because these harbor developments are mostly successful, their solutions have been copied endless times creating this Harbor Generic City. Not that it is negative, but planners and architects involved could be more creative instead of choosing convenient solutions.

Going further, these developments face international competition among them to attract investments. In seeking for differentiation there is the common feature in hiring famous architects to create masterpieces and thus advertisement for the areas, even in this strategy the developments are equal. In doing so such approach, it was reviewed that the costs are tremendous and these investments could be better used within, i.e. in promoting true social diversity. Renewing those areas are very expensive and thereby these developments focus on bringing in global companies and high classes to pay the investments made within. Therefore there is a great risk in increase social and spatial inequality between the new districts and the existing cities. Municipalities should be more engaged in promote social and affordable housing inside the harbor developments. This would enhance the true social diversity so envisaged by the planners.

In selecting two cases which are more than 50% completed and two cases which are in early phases of implementation, it was a very fortunate decision once it was possible to gather an overall picture of harbor developments. Hamburg HafenCity and Dublin Docklands gave important insights to this thesis, while Copenhagen Nordhavnen and Stockholm Norra Djurgårdstaden proved their value in showing how the developments are similar between generations.

The author also recognizes the advantages and difficulties in doing a research overseas. Internet allows having access to official documents and gathering images of the developments, thus permitting the researcher to be anywhere. However an even more consistent work could be achieved if it was possible to meet and interview planners involved in the developments. Nevertheless the amount of documents reviewed contributed to reach the aim of the thesis, and more extra information could be redundant.

Finally, this thesis aims to stimulate further discussions in contemporary urban trends since it seemed that some state-of-art in urban planning was reached. Nothing new has evolved from different generations of harbor development and in terms of theory. It would be interesting to go further and analyze developments in different cities in the globe. Although Europe is always a cited reference for oversea planners, cases with diverse background should present different challenges and solutions. Simply copy would not be enough, words as ‘local context’ and ‘adaptation’ shall be included in planning vocabulary. In this context, it will be incalculable addition in order to enrich contemporaneous urban planning.
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