

Placemaking at a time of changing port city relations

Hein, Carola; García-Esparza, Juan A.; Momirski, Lucija Ažman

DOI

[10.1163/9789004542389_006](https://doi.org/10.1163/9789004542389_006)

Publication date

2023

Document Version

Final published version

Published in

Placemaking in Practice Volume 1

Citation (APA)

Hein, C., García-Esparza, J. A., & Momirski, L. A. (2023). Placemaking at a time of changing port city relations. In C. Smaniotto Costa, J. A. García-Esparza, M. Fathi, A. Djuric, F. Rotondo, & C. Horan (Eds.), *Placemaking in Practice Volume 1: Experiences and Approaches from a Pan-European Perspective* (pp. 60-78). Brill. https://doi.org/10.1163/9789004542389_006

Important note

To cite this publication, please use the final published version (if applicable).
Please check the document version above.

Copyright

Other than for strictly personal use, it is not permitted to download, forward or distribute the text or part of it, without the consent of the author(s) and/or copyright holder(s), unless the work is under an open content license such as Creative Commons.

Takedown policy

Please contact us and provide details if you believe this document breaches copyrights.
We will remove access to the work immediately and investigate your claim.

Placemaking at a Time of Changing Port City Relations

Carola Hein | ORCID: 0000-0003-0551-5778
TU Delft, Delft, Netherlands
c.m.hein@tudelft.nl

Juan A. García-Esparza | ORCID: 0000-0001-5780-5502
Universitat Jaume I, Castellón de la Plana, Spain
juan.garcia@uji.es

Lucija Ažman Momirski | ORCID: 0000-0002-9244-3348
University of Ljubljana, Faculty of Architecture, Ljubljana, Slovenia
lucija.azman@fa.uni-lj.si

Abstract

Former port areas can host diverse urban uses, including maritime ones, providing space for new forms of placemaking at a time of multiple transitions (energy, digital, social) while paying homage to or even taking advantage of former maritime structures and historic access to the sea. This chapter argues for comprehensive approaches to heritage preservation and sustainable development in line with the UNESCO historic urban landscape (HUL) approach and its New Urban Agenda. It explores three examples of policy and design approaches to the preservation, transformation and adaptive reuse of historic water- and port-related structures in light of placemaking concepts at the edge of sea and land, between a working port and a living city. The three case studies explored here include Hamburg (Germany), Koper (Slovenia) and Valencia (Spain) and showcase, respectively, planning-led, urban design-inspired, and community-led approaches for heritage preservation as forms of ethical forms of placemaking. In conclusion, we point towards: (1) imagining how heritage practices that include urban scales in UNESCO heritage sites and other port cities allow us to develop sustainable futures in terms of the economy, the environment and society; (2) understanding that the dynamic relationship of ports and cities and the inherent risks in terms of preservation, reuse and sustainable development requires ethical forms of placemaking to accommodate the New Urban Agenda commitments and

the UN Sustainable Development Goals; and (3) emphasizing, selecting and designing equitable forms of transformation in port cities that embrace culture, the environment and the economy sustainably.

Keywords

adaptive reuse – port structures – port transformation – world heritage – historic urban landscape (HUL) approach

1 Introduction: The History of Waterfront Heritage

Cities around the world, from New York, to London and Hong Kong, lost much of their shipping functions within decades after the opening of new container terminals on their outskirts. Many port authorities and city governments adapted their ports rapidly to maintain their city's edge in a tight competition. Over the last five decades, as public and private decision-makers around the world built new ports and facilities for the increased transshipment of goods and people, responding to similar challenges and opportunities, developing new ports, dredging waterways, transforming storage and transshipment in response to changing ship sizes, new containers or new commodity flows, the old waterfronts in New York, Hamburg, Amsterdam, Philadelphia and Sydney lost their leadership function as global ports. They became ghost districts, challenges to urban development. Spaces that hosted port activities in the nineteenth and early twentieth centuries contain heritage buildings and industrial structures on a scale that can be repurposed for urban functions that are often well connected to urban sites and infrastructure. In recent decades these sites have become hubs of urban growth and tourism. Many cities had to develop new strategies for the inner-city ports that had fallen empty and for the large number of people who had lost their jobs in packaging, transportation and storage.

An extensive body of literature focuses on the planned revitalization of former seaports turned inner-city waterfronts in the United States and Europe (Baltimore, New York, Vancouver, Boston, Portland, Seattle, Miami, London, Hamburg, Barcelona, Genoa, Lisbon, Seville, Helsinki, Bilbao, Liverpool, Dublin, to mention just some) as well as in Asia (Shanghai, Sydney, Osaka, Melbourne) and occasionally on other continents that faced similar challenges of revitalization and transformation, so extensive that only a few

sources can be indicated here (e.g. Hein, 2011, 2016b, 2019). Researchers have studied Baltimore as the model for waterfront regeneration around the world; they have also considered its impact (or the lack thereof) on the city as a whole (Ward, 2006). The revitalization of the Docklands in London has similarly seen celebratory and critical scholarship (Brownill, 1994; Brownill, 1993; Edwards, 1992; Foster, 1999; Schubert, 1993, 2002). Scholars raise questions about the role of exhibitions in the redevelopment of waterfronts, such as in Seville, 1992, Barcelona (1992, 2004), Genoa (1992, 2004), Lisbon (1998) (Wilson & Huntton, 2001; Carnevali et al., 2003). Economic, social and cultural themes are often in the foreground, rather than environmental or ecological ones.

Waterfront renewal in the proximity of historic cities has already seen many different approaches and development steps. New initiatives continue to emerge around the world. *Portus* recently published two special issues (numbers 37 and 38) showcasing contemporary waterfront renewal projects in Europe and the Americas with a focus on heritage (De Martino, Hein, & Russo, 2019; Hein, 2019). In recent years, city governments around the world have started to experiment with new approaches for inner city redevelopment, creating multifunctional and transitional spaces, and including a greater diversity among stakeholders. The success of the redevelopment depends largely on local governance and the relation between ports and cities. The ways in which historic and heritage structures are being reimagined and repurposed plays an important role in both redevelopment of the former maritime spaces and the development of urban sites.

2 The Role of Heritage

Professional and local presses have often touted the revitalization of local waterfronts, the commodification of historical heritage and the creation of new commercial interests – whether focused on business, leisure or multifunctional development – as models of urban renovation regeneration of brown-field areas, historic adaptation, and the creation of new urban districts that distinguish themselves for their traditional port heritage facilities and their water views. Recent research has focused on the role of these sites as hubs of maritime mindsets (Hein et al., 2021a, 2021b). Understanding, defining and reusing “port city heritage” has recently gained more scholarly and professional attention. Yet, many questions remain in terms of terminology, characteristics, constituents or applicability of such a group of heritage objects and their role in placemaking. A recent article (Dai et al., 2021) has pointed to the importance

of understanding and defining port city terms to better understand what citizens and institutions deem valuable and choose to preserve and use in everyday practices.

2.1 *Heritage, Ports and Placemaking*

The nature and extent of conservation and reuse of the port heritage and historic environment surrounding ports vary and depend on the historical connections between ports and cities. Listed buildings and other infrastructure that connect the port emotionally with the city tend to be significant assets (Giovanna, 2019). There are a series of strategies to revitalize connections between citizens and ports. Activities such as open access days, heritage walks and maritime museums stem from resolutions such as the Faro Convention (Council of Europe, 2005), which promotes “a new vision of the relationship between cultural heritage and the communities that preserve it” (Moretti, 2019). UNESCO enhanced the social character of heritage with the historic urban landscape (HUL) approach in 2011. The HUL approach aims to raise awareness of the role of heritage in sustainable development. It thus extends the relevance of a heritage building to its larger environment and connects to diverse local planning initiatives with the goal of strengthening the heritage component.

Today, the HUL approach supports the implementation of Sustainable Development Goals (SDGs) aimed at attaining more equilibrated, adaptable and inclusive developments in urban environments (UNESCO, 2015). In terms of the regeneration of the waterfront, including fishermen’s districts and related infrastructure, many strategies have followed the cultural-tourist model that focuses on consumption and is led by policymakers (Pinassi & Silenzi, 2019). Heritage-making practices have shifted towards developing knowledge frameworks and integrated systems with the HUL approach, as it put together conservation policies, the management of inhabited cities and cultural landscapes, values-based conservation and placemaking processes (Bandarin & Van Oers, 2012, 2015; De Rosa & Di Palma, 2013; Fusco Girard, 2013; HUL Forum, 2017; Potter, 2020; Colaviti & Usai, 2019). Such an approach requires awareness of water- and port-related activities, which are often future oriented and can conflict with heritage needs.

Connecting maritime and urban interest around shared heritage through placemaking can help facilitate sustainable development. UNESCO did it with the idea of considering the urban ensemble as a whole, including the surrounding territory looking at the conservation of an urban ecosystem, and understanding those zones as areas of ecological interest too (Airoldi et al.,

2016; Rey-Pérez & Pereira, 2020). Accordingly, heritage and culture are incorporated into urban governance processes that place society at the core of heritage-making and sustainable developments (UNESCO, 2011; Jones & Leech, 2015; ICCROM, 2015). The New Urban Agenda 2030 established the reasons for a new urban conservation approach in which conceptual transitions are still underway. Heritage is now perceived as a cultural ecosystem and as a system of values subject to be analysed by indicators linked to social, environmental and economic categories. However, the implications of this are not yet thoroughly investigated. They will mark the nature of heritage in the twenty-first century, particularly in cities where the critical drivers of development occur (Bandarin, 2019; García-Esparza & Altaba, 2020).

Labadi and Logan (2016) have exposed the need for heritage to reduce poverty, mitigate social inequalities and increase security and health. ICOMOS already endorsed this approach with the Valletta Principles for the Safeguarding and Management of Historic Cities, Towns and Urban Areas (ICOMOS, 2011) and the Florence Declaration on Heritage and Landscape as Human Values (ICOMOS, 2014). The Principles and the Declaration explicitly recommended linking heritage conservation and sustainable local socio-economic development by ensuring that heritage contributes to sustainable development objectives (ICOMOS, 2014, art. 4.3a; ICOMOS, 2019a, 2019b). Accordingly, both ICOMOS and the HUL approach by UNESCO lay responsibilities of implementation on local governments to lead the needed reform in urban governance. In similar terms, the New Urban Agenda focuses on concepts such as innovative governance and open cities. Port cities are places at the edge of the sea and the land and – not unlike industrial sites – they have long histories and extensive heritage. They provide a particular challenge and opportunity for ethical forms of placemaking. It means adhering to a consistent set of stakeholders' concerns that correspond with an agreed set of development objectives.

Three case studies of waterfront transformation and placemaking show the challenges and opportunities of redevelopment of social and urban-led transformations of former maritime sites towards forms of innovative governance and placemaking. The three case studies highlight the unique development of the three cities as port cities. They respectively show different ways of placemaking at the waterfront, focusing respectively on planning based multifunctional development in Hamburg that preceded the UNESCO World Heritage Site application, on urban design interventions in Koper aimed at connecting sea and land, and on an urban planning development contested by community-led struggle in a port neighbourhood of Valencia.

3 Cases

3.1 *Hamburg (Germany)*

The case of Hamburg shows a situation where port and city have remained intertwined and have been governed together. Founded in the ninth century as a fortification, the Hammaburg, Hamburg has for most of its history been a port. For centuries, the city's long-distance waterway and major shipping lane was the Elbe River. Historical views of Hamburg, such as those by Georg Braun and Franz Hogenberg (1572) or that by E. Galli (1680) show ships occupying the foreground of a fortified city dominated by churches and houses. The harbour constituted a large portion of the entire city and influenced built form throughout the urban space. In the nineteenth century the traders adapted the port and its neighbouring areas to modern steamships. In order to set up a tax-free harbour (in what is today the Hafencity area), the city evicted some 24,000 people from the harbour zone of the Kehr wieder and Wandrahm islands and demolished both elite and workers' housing. The creation of the warehouse district as a new mono-functional unit signalled the creation of other single-function areas – an office district and new housing areas. As the city grew, so too did the port. In 1937, Hamburg incorporated the ports of Altona and Harburg to become a large urban port city region with shipping, port, and administrative capacities (Hein & Schubert, 2020a; 2020b).

3.1.1 Placemaking

To shore up its status as a leading European metropolis, Hamburg turned to other activities that are only partly linked to the port. Notably in the 1980s, the city established itself as Germany's leading media centre, home to publishing houses, newspapers and publicity firms (Kirsch & Schröder, 1994). Despite the overall detachment of port and city, the port remained symbolically connected to the identity of the city, through its economic power and financial importance, through harbour festivals and other events (including the fish market), and as an always-changing scene to be viewed during a promenade. As shipping companies abandoned their former warehouses and withdrew to the southern side of the Elbe in the 1990s, the city reclaimed the area along the waterfront for the creation of new multifunctional spaces for offices, housing, leisure and urban icons. Waterfront regeneration was already a well-established tool for the revitalization of urban centres, and Hamburg – eager to defend its spot as a leader among European regions and as an innovative growth centre – added its own version, reflecting waterfront revitalization in Baltimore, London, Rotterdam and Sydney, opting notably for a multifunctional redevelopment.

Under the slogan “Metropole Hamburg – wachsende Stadt” (“Hamburg Metropolis – growing city”), the city government decided to expand the city itself into its southern industrial and harbour areas beyond the Elbe River. This was a district that it had largely abandoned during the container revolution. Parts of this larger strategy are the reuse of the city’s landmark warehouse district, the Speicherstadt, and the transformation of a 157-hectare (388-acre) former harbour land area next to it into the HafenCity. Labelled Europe’s largest urban renewal project, the project has its roots in the 1990s. Following the fall of the Berlin Wall and the reopening of Hamburg’s traditional hinterland, the city leadership through the city-owned Hamburger Hafen und Lagerhausgesellschaft mbH (today HHLA Hafen und Logistik AG) purchased firms and lands in the area in view of its transformation as a central European node. Based on an international competition, the winning design by the Dutch-German team Hamburgplan with Kees Christiaanse | ASTOC became the basis for the master plan of 2000. In comparison to other waterfront redevelopment projects, the HafenCity district was designed to be multi-functional and socially integrative with office buildings, housing, educational and cultural facilities, and it was designed to include various income groups. Through extensive design competitions, city planners carefully monitored and controlled the area’s architectural and urban design. HafenCity has already become an attraction for citizens and tourists alike, earning it a review in the Travel Section of the New York Times (Williams, 2010). This has led to a certain control over the port’s space that has facilitated the heritage development (and UNESCO nomination) of the Speicherstadt and Kontorhausdistrikt next to the HafenCity.

3.1.2 Results and Added Value

Some of the warehouses are listed buildings in municipal or state ownership. These structures are difficult to reuse and preserve. In 2011, the free port status of the Speicherstadt ended under EU law. In 2014, the Chilehaus and the Kontorhausviertel historic office district were declared UNESCO World Heritage Sites. The heritage status of the UNESCO site is somewhat ironic, given that it is the result of the displacement of the former population. Step – by-step strategies for the preservation of the historic buildings and the sustainable development of the area need to go hand in hand. The case of the HafenCity Hamburg shows a careful plan-led restructuring with a meaningful reuse and adaptation of the historic buildings. The accommodation of cruise ships next to the HafenCity area allows tourists to access the district and contributes to its development. The construction of a new vertical cruise ship terminal with shore power connections is a major contribution to decarbonizing the port.



FIGURE 4.1 Historic warehouses and new additions in the Hafencity Hamburg
PHOTO: CAROLA HEIN

3.2 *Koper (Slovenia)*

Several well-secured harbours around the island of the medieval town of Koper enabled the city to hold the monopoly of a salt port under the auspices of the Republic of Venice from the twelfth century onwards. In the sixteenth century, Koper gradually began to lose its importance and central role and became more and more provincial as the political and economic power of Venice declined and large galleons and cargo ships could not enter the city without problems because of the low seabed (Ažman Momirski, 2021). Currently, Koper is part of the Slovenian coastal conurbation, together with Piran and Izola, and a centre of national importance because of the seaport. The port of Koper surrounds the north-east corner of the medieval town, while the cruise ship docking in the almost historical centre of Koper (the central northern part in front of the medieval town walls) has been the added value of a new, attractive and undiscovered tourist destination since 2005. The seaport is the physical, visual and programmatic landmark of the port city territory (Ažman Momirski, 2004), although it is spatially a closed and segregated part of the city. Several architectural and urban design proposals suggested permeable connections between the old town, the surrounding landscape and the port, some of which were included in the new port master plan (2011).

Carola Hein, Juan A. García-Esparza, and Lucija Ažman Momirski -
9789004542389

Downloaded from Brill.com 09/18/2024 09:31:57AM
via Open Access. This is an open access article distributed under the terms
of the CC BY-NC-ND 4.0 license.
<https://creativecommons.org/licenses/by-nc-nd/4.0/>

3.2.1 Placemaking

The old town of Koper experienced a social and cultural process in the 1950s that stands in contrast to what we call placemaking (e.g. authenticity, quality, public participation, community engagement, etc.) today. “Destroy the old, build the new” was the motto of Yugoslav policy. In the name of building the new, the existing spirit of place and the heart of the city were destroyed in many places throughout Yugoslavia (Tahiri & Ažman Momirski, 2018). The demolitions in the old town of Koper had symbolic intentions: the erasure of the identity of the former city inhabitants (most of whom had emigrated) and the very rich historical multi-ethnic places in the town, as well as the construction of a new mono-national reality of a communist state (Čebren Lipovec, 2012). The north waterfront of the old town centre of Koper has undergone an intensive transformation since World War II, with large-scale spatial transformation processes taking place in a short period of time (Ažman Momirski, 2015). Historically, port and city were intertwined. Following the construction of the northern bypass around 2006, the port and the old town became clearly separated and the Koper old town started rediscovering its waterfront.

After 2006, the municipality used public urban and architectural competitions to find new spatial solutions for further developing Slovenia's only port and three adjacent squares (Vergerio Square, Museum Square and Nazor Square). These squares are still among the undervalued areas of the city, yet, they are key to urban identity. An integrated redevelopment of these squares could contribute to the integration of town and waterfront by creating attractive entrances to the city, emphasizing the guiding historical significance of Verdi Street and Belvedere Tower, and combining the design of buildings, landscapes and infrastructure in such a way that they turn into something new: the urban scene (fig. 2). Near Museum Square, where the museum, primary school, post office and residential tower blocks are located, archaeological excavations clearly highlight the presence of numerous stratigraphic layers of the city of Koper. In particular, a revitalized platform at Nazor Square with vantage points, rest areas and renovated square building sides could link the old town centre and the waterfront. The space of the square would remain introverted but would preserve the magnificent views of the port from the square platform.

3.2.2 Results and Added Value

The ideas and project proposals for redesigning the squares on the edge of the old town, directly on the waterfront, offer residents the opportunity to reflect on the quality of the spatial platforms, which today are mainly parking spaces

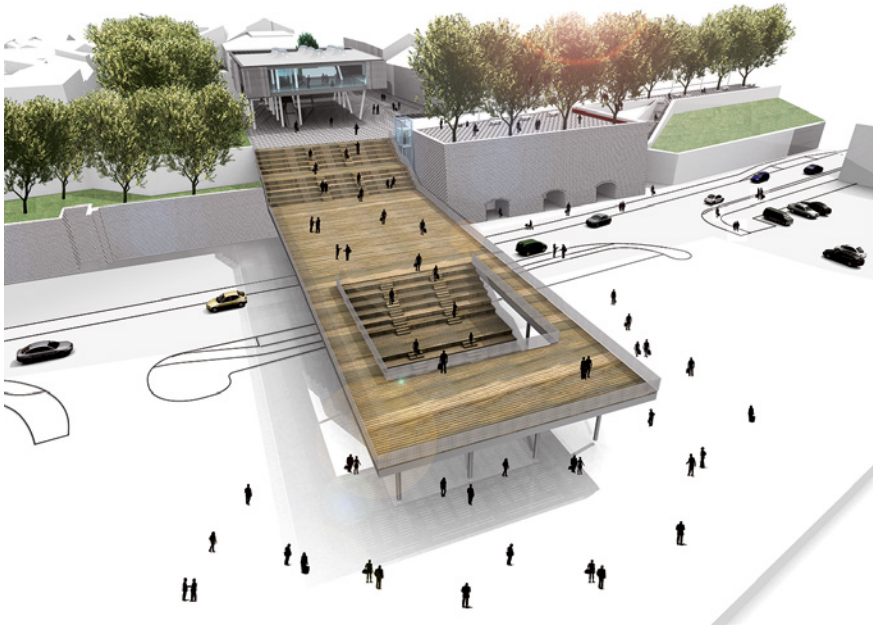


FIGURE 4.2 Vergerio Square provides an attractive entrance to the city. Verdi Street is connected to the waterfront via the Bastion building by a vertical link or via a representative staircase linking the city centre and the waterfront, which can be used as a passageway, a resting place or a summer theatre. Projects for renewal in 2007

SOURCE: LUČKA AŽMAN MOMIRSKI, MARCO VENTURI, CO-AUTHOR ROK TRILLER, PERSONAL ARCHIVE

for residents. The awareness of such improvements empowers residents and fosters democracy. There is a continuity of urban lab projects as experiments that bring the unheard voices of Koper's citizens into the public space. These voices are given the space to speak and reveal their relationship to the waterfront, the port and the city through a sound installation (The International Summer School Koper Informal City: Temporal-Autonomous Utopias). Active community participation generates new ideas on important urban development issues. Furthermore, the city administration, which changed a couple of years ago, is more attentive to citizens' efforts to improve urban spaces. It seems that years of collecting ideas have led to a kind of birth of circular thinking about the city: from visions to goals, citizen participation and implementation of projects. Citizens are waiting for the circle to close with an important development (like the Bonifika Central City Park in the south) also on the northern waterfront of Koper's old town.

3.3 *Valencia (Spain)*

Valencia is one of the oldest cities in Spain. In medieval times, it was famous across the Mediterranean as a location for the importing and exporting of raw materials, as well as for its shipyards. The urban centre of Valencia, established along the Turia River, about 3 km from the coast, had a fluvial communication with the sea in the fourteenth century. The old port of the city is today La Marina de Valencia, a public space located next to the promenade of El Cabanyal Beach. La Marina has become an emerging sociocultural focus of the city where culture, training and entrepreneurship coexist with sports, tourism and gastronomy.

3.3.1 Placemaking

In the case of Valencia, there is a sociocultural phenomenon that is worth further description. In its recent history, Valencia has become a port city due to its enlargement. By the end of the twentieth century, the port area of El Cabanyal, a historic fishermen's district, was subject to a new development plan. According to a city council decision, the neighbourhood was to be divided because of the extension of one of the main avenues of the city. The intention behind this plan was to better connect the city with the sea.

In 1998, several entities created the *Salvem El Cabanyal* (Save El Cabanyal) platform. The project to extend Blasco Ibañez Avenue meant the demolition of 1,651 homes, destroying a great part of the urban fabric and dividing an area that had already been granted national protection as a Site of Cultural Interest. The platform was an open space where anyone who wanted to defend the integrity of the neighbourhood of El Cabanyal could participate (García-Esparza, 2011, 2019). The objective of the platform was, from the first moment, opposition to the municipal project. At the same time, it asked the city council for a revised plan that would allow a sustainable, rational and respectful development with human, social, historical and architectural characteristics. An area rehabilitation plan with real citizen participation was sought (Altaba & García-Esparza, 2021).

Salvem El Cabanyal began to organize annual open days to help make the case visible. Through a collective of artists who demonstrated their commitment and involvement in the struggle for the survival and development of the neighbourhood, the days consisted of two weeks in which the theatres and the most emblematic houses opened their doors. All kinds of artists participated, ready to demonstrate against the policy of generating new neighbourhoods and real estate speculation. Around 200 music, photography, plastic arts, performance, theatre and dance projects were carried out. It was a voluntary, spontaneous initiative financed by the residents themselves and it involved them opening up their own houses to visitors so they could discover

the neighbourhood and see for themselves how the locals lived and worked (García-Esparza & Altaba, 2018; 2020).

3.3.2 Results and Added Value

After almost 20 years of struggle, the Spanish Supreme Court rejected the last appeal filed by the city council and forced it to revise the El Cabanyal renovation project to respect the integrity of the neighbourhood. In Valencia, after the creation of Salvem El Cabanyal, other neighbourhood platforms emerged in response to the degradation of other districts. For example, the Salvem l'Horta platform arose specifically because of the expansion of port infrastructure over the fertile land surrounding the city. Currently, the El Cabanyal district is a focus of tourist and professional activities thanks to its proximity to the beach and thanks to the neighbourhood struggle. El Cabanyal today is highly valued for its quality of life, its special essence and its proximity to the beach and the sea. It is a charismatic and cosmopolitan neighbourhood in Valencia.

Today, heritage places such as Valencia and Koper suffer from several urban pressures. In the case of Hamburg, the city is large enough to benefit from tourists, such as ones coming from cruise ships. The historic character of these three port districts exposes them as places of cultural tourism. Social interaction happening in this kind of urban neighbourhood means that, despite historic areas remaining socially active, there are social and cultural unbalances



FIGURE 4.3 A street in the El Cabanyal district (2020)

SOURCE: JUAN A. GARCÍA ESPARZA

that need painstaking study. The analysis of imbalances between districts and cities might be useful to comprehend dynamics through which adapt them to new social, economic and mobility-related needs according to their character and local-based management. Contemporary tendencies associated with ports and cultural tourism, might dissociate culture and consumption from other essential aspects of neighbourhoods, separating them semantically and spatially from the surrounding setting.

4 Discussion and Lessons Learned

The New Urban Agenda focuses on innovative governance and open cities. At the same time, the HUL approach requires policymakers and planners to include diverse context factors that always influence the strategy implementation. In this regard, UNESCO and ICOMOS identify the elements and layers that enable policymakers and urban planners to outline processes of ethical placemaking when attending to a balanced set of stakeholders' interests that align with sustainable development objectives.

The case studies expose the dynamic relationship of ports and cities and their inherent risks in preservation, redevelopment, regeneration and sustainable development. It denotes how they require ethical forms of placemaking to accommodate the New Urban Agenda commitments and the Sustainable Development Goals (SDGs). In this line of thought, target 11.4 of the SDGs focuses on the cultural sustainability of the heritage of historic cities. SDG 11 was promulgated to make cities and human settlements inclusive, safe, resilient and sustainable, and target 11.4 is the only one that explicitly refers to the protection and safeguard of cultural and natural heritage. Moreover, the target unambiguously refers to the investment capacity of states in that task so that the accomplishment of the target touches the integration of the three dimensions of sustainable development: environmental, economic and societal or sociocultural.

Based on the cases under study, ports and cities have individually shown an interest in rethinking space, the economy and the environment. Nonetheless, boundaries between ports and cities, and the conservation policies that lay in between, fail to interact with and consider the interests of several stakeholders: citizens, companies, local municipalities and minority groups. These stakeholder groups desire more people-based solutions that are rooted in an ethical form of placemaking towards a spatial, institutional and socially integrated development of what at present can seem disjointed strategies for port city territories. The disassociated evolution of ports and their surrounding environment has prevented their common interests from tackling socio-economic,

spatial, and environment strategic development. This situation is an issue to tackle with new technology-enabled placemaking processes and hybrid forms of connecting indicators, interests and real challenges.

4.1 *Lessons Learned from the Hamburg Case*

Comprehensive spatial planning can provide the foundation for ethical placemaking. Spatial planning for the Hafencity redevelopment in Hamburg relied on master planning and competitions and has included diverse functions. The harbour, relocated to the southern side of the Elbe, no longer provides large amounts of manual labour. Nonetheless, the relation between port and city development remains alive; the port needs the city and its citizens' support. As a scenic view from across the Elbe from other offices, houses and restaurants, and even from an old-age home in the former Union-Cooling storage building (Union-Kühlhaus) in Hamburg-Ottensen (Neumühlen), it is part of the local mental image or imaginary. For ongoing and possibly increased harbour transformation and expansion that might destroy environmentally sensitive areas, for the dredging of the Elbe, and for other port-related developments, the port authority will need the support of citizens and local institutions. The port's image is thus essential to the future of the port.

4.2 *Lessons Learned from the Koper Case*

The expression of public interest enabled ethical placemaking activities in Koper connected with tight ecological planning conditions stipulated for the area around the north part of the port. Ethical placemaking included a "responsibility to put an end to conditions of deprivation [...] and replace them [...] with conditions of plenitude, ecological flourishing, and resilience" (Eckenwiler, 2013). Several detailed ideas for spatial interventions were ready for use in Koper, such as those in the Pier III port area. A proposal existed, where port activities and public urban uses (sports, leisure and nautical activities) would be intertwined with the partial preservation of coastal wetlands and shell dunes and the construction of a green embankment (Ažman Momirski, 2015). An attitude of empathy and solidarity towards the port city territory community and their existential places can be seen (at least) on the surface of the relations between the actors, but it is not self-evident. Recognition of local people remains difficult in the case of Koper and harmonious integration of the urban whole has failed so far.

4.3 *Lessons Learned from the Valencia Case*

Placemaking activities in the El Cabanyal district raised a contestation process that lasted several years. As a result, plans for reinvigorating the port-city relationship lacked a consensus precisely because it dismissed the principal

actors. The political process failed to meet stakeholders' interests and appropriately address the relationship between the port area and the surrounding neighbourhood. The urban development process assumed inherent risks when avoiding population. Place attachment, social engagement, identity and a sense of belonging were underestimated. Therefore, the process lacked an ethical placemaking appraisal that inhabitants demanded. The case demonstrates the extent to which the neighbourhood appeals to psychological comfort that revolves around the intellectual and emotional appropriation of spaces and, subsequently, to recognize a common cultural form of habitation that works on integrating, appropriating and providing meaning to the place.

5 Conclusions

This chapter has presented three distinct, but complementary, forms of placemaking. The pioneering work presented in the case studies – respectively, planning-led, design-inspired and community-based – can serve as international paradigms. Heritage protection, adaptive reuse and sustainable development are an essential ingredient to realizing the UN SDGs and the New Urban Agenda. The three cases show how both professionals and administrations intervene in the city from a more comprehensive, inclusive and participatory logic. The redevelopment of former port spaces is a global phenomenon that can serve as a foundation for connecting and sharing experiences across sea and land. As spaces of heritage and often future-oriented development, these territories at the edge of sea and land can provide a model for overcoming passive preservation through adaptive reuse and the dynamism of heritage sites. Placemaking makes it possible to influence methodological models and provide tools that enable decision-makers, professionals and citizens to acquire greater control over the places they inhabit and, at the same time, ensure that public spaces can have character, environmental quality, comfort, diversity and activity. The chapter demonstrates how it is possible to design and rethink transformation processes from different perspectives, starting from port-related structures, consolidated design and neighbourhoods.

Acknowledgement

Funding details: The case of Valencia, Spain, received funds from MCIN/AEI/10.13039/501100011033, grant no. PID2019-105197RA-I00.

References

- Airoidi, L., Ponti, M., & Abbiati, M. (2016). Conservation challenges in human dominated seascapes: The harbour and coast of Ravenna. *Regional Studies in Marine Sciences*, 8, 208–318.
- Altaba, P., & García-Esparza, J. A. (2021). A practical vision of heritage tourism in low-population-density areas: The Spanish Mediterranean as a case study. *Sustainability*, 13(9), 5144.
- Ažman Momirski, L. (2004). The port of Koper: The youngest modern north Adriatic port. *Portus*, 7, 70–75.
- Ažman Momirski, L. (2015). Urbani obalni prostori Kopra: primerjava prostorskih prvin pristanišča v Kopru v prvotnih in sodobnih načrtih. *Annales: anali za istrske in mediteranske študije, Series historia et sociologia*, 25(1), 19–32.
- Ažman Momirski, L. (2021). The resilience of the port cities of Trieste, Rijeka, and Koper. *Journal of Urban History*, 47(2), 293–316. <https://doi.org/10.1177/0096144220926600>.
- Bandarin, F. (2019). Reshaping urban conservation. In A. Pereira & F. Bandarin (Eds.), *Reshaping urban conservation: The historic urban landscape approach in action* (pp. 3–20). Springer.
- Bandarin, F., & Van Oers, R. (2012). *The historical urban landscape: Managing heritage in an urban century*. Wiley-Blackwell.
- Bandarin, F., & Van Oers, R. (2015). *Reconnecting the city: The historic urban landscape approach and the future of urban heritage*. Wiley-Blackwell.
- Brownill, S. (1993). *Developing London's Docklands: Another great planning disaster?* Paul Chapman Publishing.
- Brownill, S. (1994). Selling the inner city: Regeneration and place marketing in London's Docklands. In J. R. Gold & S. V. Ward (Eds.), *Place promotion: The use of publicity and marketing to sell towns and regions* (pp. 133–151). Wiley.
- Carnevali, G., Delbene, G., & Patteeuw, V. (Eds.). (2003). *GENO(V)A: Developing and rebooting a waterfront city*. NAI Publishers.
- Čebtron Lipovec, N. (2012). Arhitekturni pomniki izgradnje Kopra po drugi svetovni vojni. *Annales: anali za istrske in mediteranske študije, Series historia et sociologia*, 22(1), 211–232.
- Colaviti, A. M., & Usai, A. (2019). Applying the HUL approach to walled towns of Mediterranean seaport cities: Lessons and guidelines through the experience of four UNESCO walled towns. *Journal of Place Management and Development*, 12(3), 338–364.
- Council of Europe. (2005). *Council of Europe framework convention on the value of cultural heritage for society*. Faro, 27.X.2005. <https://rm.coe.int/1680083746> [Faro convention.]

- Dai, T., Hein, C., & Baciu, D. (2021). Heritage words: Exploring port city terms. *European Journal of Creative Practices in Cities and Landscapes*, 4(2). <https://doi.org/10.6092/issn.2612-0496/12149>.
- De Martino, P., Hein, C., & Russo, M. (2019). Naples Beyond Oil: New Design Approaches in the Era of Retiring Landscapes. *Portus* 37. [https://Naples Beyond Oil: New Design Approaches in the Era of Retiring Landscapes – PORTUS \(portusonline.org\)](https://Naples Beyond Oil: New Design Approaches in the Era of Retiring Landscapes – PORTUS (portusonline.org)).
- De Rosa, F., & Di Palma, M. (2013). Historic urban landscape approach and port cities regeneration: Naples between identity and outlook. *Sustainability*, 5(10), 4268–4287.
- Eckewiler, L. (2013). Ecological selves as citizens and governance as ethical place-making. *Minding Nature*, 6(2), 18–25. https://www.humansandnature.org/filebin/pdf/minding_nature/may_2013/Ecological_Selves_as_Citizens.pdf.
- Edwards, B. (1992). *London Docklands: Urban design in an age of deregulation*. Butterworth Architecture.
- Foster, J. (1999). *Docklands: Cultures in conflict, worlds in collision*. UCL Press.
- Fusco Girard, L. (2013). Toward a smart sustainable development of port cities/areas: The role of the historic urban landscape approach. *Sustainability*, 5(10), 4329–4348.
- García-Esparza, J. A. (2011). Barracas on the Mediterranean coast. *International Journal of Architectural Heritage*, 5(1), 27–47.
- García-Esparza, J. A. (2019). Beyond the intangible/tangible binary: An analysis of historic built environments in Valencia, Spain. *International Journal of Intangible Heritage* 14(1), 123–137. <https://www.ijih.org/volumes/article/842>.
- García-Esparza, J. A., & Altaba, P. (2018). Time, cognition and approach: Sustainable strategies for abandoned vernacular landscapes. *Sustainability*, 10(8), 2712–2733.
- García-Esparza, J. A., & Altaba, P. (2020). A GIS-based methodology for the appraisal of historical, architectural and social values in historic urban cores. *Frontiers of Architectural Research*, 9(4), 900–913.
- Giovanna, P. (2019, May 25). Preservation and reuse of port heritage: The UK and Ireland. *Portus* 37. <https://portusonline.org/preservation-and-reuse-of-port-heritage-the-uk-and-ireland/>.
- Hein, C. (2011). Hamburg's port cityscape. Large-scale urban transformation and the exchange of planning ideas. In C. Hein (Ed.), *Port cities: Dynamic landscapes and global networks* (pp. 177–197). Routledge.
- Hein, C. (2016a). Port cities and urban waterfronts: How localized planning ignores water as a connector. *WIRES Water*, 3, 419–438.
- Hein, C. (2016b). Port cityscapes: Conference and research contributions on port cities. *Planning Perspectives*, 31(2), 313–326.
- Hein, C. (Ed.). (2019). *Adaptive strategies for water heritage: Past, present and future*. Springer.
- Hein, C., & Schubert, D. (2020a). Resilience and path dependence: A comparative study of the port cities of London, Hamburg and Philadelphia. *Journal of Urban History*, 47(2) 389–419.

- Hein, C., & Schubert, D. (2020b). Resilience, disaster and rebuilding in modern port cities. *Journal of Urban History*, 47(2), 235–249.
- Hein, C., & Van de Laar, P. T. (2020). The separation of ports from cities: The case of Rotterdam. In A. Carpenter and R. Lozano (Eds.), *European port cities in transition: Strategies for sustainability* (pp. 265–286). Springer.
- Hein, C., & Van Mil, Y. (2019). Towards a comparative spatial analysis for port city regions based on historical geo-spatial mapping. *PortusPlus*, 8, 1–18.
- Hein, C., & Van Mil, Y. (2020). Mapping as gap-finder: Geddes, Tyrwhitt, and the Comparative spatial analysis of port city regions. *Urban Planning*, 5(2), 152–166.
- Hein, C., Luning, S., & Van de Laar, P. (Eds.). (2021a). Port city cultures, values, or maritime mindsets: How to define and assess what makes port cities special. Special issue of *European Journal of Creative Practices in Cities and Landscapes*, 4(1). <https://doi.org/10.6092/issn.2612-0496/13378>.
- Hein, C., Luning, S., & Van de Laar, P. (Eds.). (2021b). Port city cultures, values, or maritime mindsets: Part 2: Studying and shaping cultures in port city territories. *European Journal of Creative Practices in Cities and Landscapes*, 4(2). <https://doi.org/10.6092/issn.2612-0496/v4-n2-2021>.
- HUL Forum. (2017). Historic Urban Landscape Forum. 21 and 22 March 2017, the Bartlett School of Architecture, UCL Institute for Sustainable Heritage, Historic Urban Landscape Forum – UNESCO World Heritage Centre, accessed October 3, 2022.
- ICCROM. (2015). *People-centred approaches to the conservation of cultural heritage: Living heritage*. International Centre for the Study of the Preservation and Restoration of Cultural Property.
- ICOMOS. (2011). *The Valletta principles for the safeguarding and management of historic cities, towns and urban areas*. International Council on Monuments and Sites. https://www.icomos.org/Paris2011/GA2011_CIVVIH_text_EN_FR_final_20120110.pdf.
- ICOMOS. (2014). *The Florence declaration on heritage and landscape as human values: Declaration on the principles and recommendations on the value of cultural heritage and landscapes for promoting peaceful and democratic societies*. International Council on Monuments and Sites. https://www.icomos.org/images/DOCUMENTS/Secretariat/2015/GA_2014_results/GA2014_Symposium_FlorenceDeclaration_EN_final_20150318.pdf.
- ICOMOS. (2019a). *Concept Note: Producing the “ICOMOS Policy Guidance on Cultural Heritage for the Sustainable Development Goals”*. International Council on Monuments and Sites. https://www.icomos.org/images/PG_Concept_Note_Eng.pdf.
- ICOMOS. (2019b). *The future of our pasts: Engaging cultural heritage in climate action*. International Council on Monuments and Sites. <https://indd.adobe.com/view/a9a551e3-3b23-4127-99fd-a7a80d91a29e>.

- Jones, S., & Leech, S. (2015). *Valuing the historic environment: A critical review of existing approaches to social value*. AHRC Cultural Value Project Report. University of Manchester.
- Kirsch, T., & Schröder, H.-D. (1994). *Medienplatz Hamburg. Entwicklungen, Strukturen und Perspektiven der Medienwirtschaft in Hamburg*. Verlag Kammerer und Unverzagt.
- Labadi, S., & Logan, W. (Eds.), (2016). *Urban heritage, development and sustainability. International frameworks, national and local governance*. Routledge.
- Lafrenz, J. (Ed.). (2001). *Hamburg und seine Partnerstädte. Sankt Petersburg-Marseille-Shanghai-Dresden-Osaka-Léon-Prag-Chicago*. Institut für Geographie der Universität Hamburg.
- Moretti, M. (2019). Heritage walks as a tool for promoting the value of the cultural heritage for the society. *Portus* 37. <https://portusonline.org/heritage-walks-as-a-tool-for-promoting-the-value-of-the-cultural-heritage-for-the-society/>.
- Pinassi, A., & Silenzi, D. V. (2019). (Re)construct the cultural heritage: From dock port to tourist-recreational place. *Ateliê Geográfico*, 13(2), 30–50.
- Potter, E. (2020). Contesting imaginaries in the Australian city: Urban planning, public storytelling and the implications for climate change. *Urban Studies*, 57(7), 1536–1552.
- Rey-Pérez, J., & Pereira, A. (2020). Historic urban landscape: A systematic review, eight years after the adoption of the HUL approach. *Journal of Cultural Heritage Management and Sustainable Development*, 10(3), 233–258.
- Schubert, D. (1993). Stadtplanung ohne “Planung” – Die Docklands in London und die Aushebelung des englischen Planungssystems als neue “Planungskultur”. In J. Brech (Ed.), *Neue Wege der Planungskultur* (pp. 289–296). Wohnbund.
- Schubert, D. (2002). Vom Traum zum Alptraum? Von den Docks zu den Docklands – Strukturwandel und Umbau der ehemaligen Hafengebiete in London. In D. Schubert (Ed.), *Hafen- und Uferzonen im Wandel. Analysen und Planungen zur Revitalisierung der Waterfront in Hafenstädten* (pp. 195–218). Leue.
- Tahiri, A., & Ažman Momirski, L. (2018). Assessing the sustainability principles of Prishtina, Kosovo. *10P conference series, Materials science and engineering*, 603, 052057.
- UNESCO. (2011). *Recommendation on the historic urban landscape*. United Nations Educational, Scientific and Cultural Organization. <http://whc.unesco.org/en/activities/638>.
- Ward, S. V. (2006). “Cities are fun!”: Inventing and spreading the Baltimore model of cultural urbanism. In F. J. Monclus & M. Guardia (Eds.), *Culture, Urbanism and Planning*, 271–285. Aldershot: Ashgate.
- Williams, G. (2010, July 15). A new face for Hamburg’s harborfront. *New York Times*. <https://www.nytimes.com/2010/07/18/travel/18Next.html>.
- Wilson, M., & Huntoon, L. (2001). World’s fairs and urban development: Lisbon and Expo ’98. In J. Williams & R. Stimson (Eds.), *International Urban Planning Settings: Lessons of Success* (pp. 371–393). Emerald.