

Lučka Ažman Momirski OBALNE PREOBRAZBE

WATERFRONT REDEVELOPMENT

POVZETEK

Obalni pas je izjemna lokacija, kjer se stikata dve prostorski prvini: kopno in vodna površina morja, reke ali jezera. Stik urbane strukture in vodne površine je rob ('... temeljna prvina, ki določi obliko celote ...' / Košir, 2006, str. 246/) in ločnica ('... ki določi prostor kot binom: znotraj in zunaj.' / Košir, 2006, str. 246/). Velik del svetovnega prebivalstva prebiva na obalnih območjih: v oddaljenosti 50 kilometrov od obale živi v Evropi 29,1% prebivalstva, v Aziji 27,1%, v Afriki 18,1%, v severni Ameriki 31,5%, v Južni Ameriki 24,4% in v Avstraliji z Oceanijo 79%. Preobrazbe obalnih ali rečnih robov so od leta 1980 dalje med najzanimivejšimi pojavi urbanih preobrazb. Odnos med pristaniščem in mestom, lociranim na obalnem pasu, se je postopoma spreminjal v nekaj fazah: najprej sta bila oba združena v celoto, kasneje sta se razdružila in sobivala drug ob drugem, v tretjem koraku je sledila funkcionalna in formalna ločitev obeh pojavov. V obdobju omrežij se ponovno združita. Pristaniško infrastrukturo, kot so pomoli in ladjedelnice, je potrebno prepoznati kot infrastrukturo, ki je neločljivo povezana z rabo in razvojem obalnih območij in ki bi jo bilo mogoče razvrstiti med območja imenovana bluefields. Razvoj, ki se nanaša, in ki povečuje od vode odvisne in zaradi vode okrepljene rabe, je mogoče obravnavati kot razvoj vodnih zemljišč. Pinch (2002) predlaga načrtovanje obalnih območij s stališča vodnih površin v nasprotju s prevladujočim kopenskim vidikom. Resnična preobrazba degradiranih urbanih obmorskih območij bo mogoča samo z medsebojnim delovanjem javnih in zasebnih vlaganj, kar postavlja pod vprašaj tudi prostorsko in programsko prevelike spremembe na obalnih območjih. Izboljšanje kakovosti javnega prostora in programi, pomembni za družbeno rast, kot so izobraževanje in raziskovanje, ustvarjajo priložnosti za nizkstroškovno industrijo, male podjetnike in za mlade ljudi, generatorji območja pa postanejo stanovalci, ki tu bivajo vse dni v letu. K inovativnim prostorskim rešitvam prispeva upoštevanje naravne in kulturne dediščine. Vzporedno in enakovredno z razvojnimi projekti se z naravovarstvenimi ukrepi ohranja celovitost morskega in obalnega ekosistema ter biotska raznovrstnost.

Strateška načela za razvoj nekdanjih pristaniških območij se lahko oblikujejo podobno kot v primeru severnega dela pristanišča v Københavnu na Danskem. Preobrazbo urbanega waterfronta pa je potrebno obravnavati kot del celotnega urbanega sestava in ne samo kot poudarek ali ločen razvojni pojav.

UPORABNOST REZULTATOV

Preobrazbe obalnih ali rečnih robov so med najbolj pomembnimi arhitekturnimi in urbanističnimi projekti konec 20. in v začetku 21. stoletja ter predstavljajo enega izmed osrednjih vprašanj evropske prostorske razvojne politike. S preučevanjem primerov obalnih območij so bile raziskane njihove prednosti in priložnosti ter ranljivosti in tveganja. Ugotovitve raziskave so izhodišča za poglobljeno, celovito in vsestransko predvidevanje obalnih preobrazb v prostoru severovzhodnega dela nekdanjega izolskega otoka. Lokacija, kjer so zavarovana območja naravne in kulturne dediščine ter deloma delujoča in deloma opuščena industrijska dejavnost,

SUMMARY

The coastal belt is an exceptional location, where two spatial elements come together: the mainland and the waters of the sea, rivers, or lakes. The contact between the urban structure and the water is an edge ('the basic element that defines the shape of the whole'; Košir 2006: 246) and a dividing line ('that defines a space as a binomial: outside and inside'; Košir 2006, 246). The majority of the world's population lives in coastal areas: in Europe, 29.1% of people live within 50 km of the coast, in Asia 27.1%, in Africa 18.1%, in North America 31.5%, in South America 24.4%, and in Australia and Oceania 79%. Coastal or river waterfront redevelopment has been among the most interesting features of urban renewal since 1980. The relationship between the ports and the cities located in the coastal belt gradually changed: at first both the port and the city were united into a whole, later they were separated and existed one next to the other, and in the third stage they were functionally and formally separated. They come together again in the network age. Port's infrastructure, such as piers and boatyards, need to be acknowledged as inextricably related to the use and development of waterfronts and could be reclassified as bluefield sites. The development which relates and enhances water-dependant and water-enhancing uses can be considered as a bluefield development. Pinch (2002) suggested planning of waterfronts from water based perspective in contrast to prevalent land based perspective. A true transformation of the degraded waterfront urban area is only possible through cooperation between public and private investors, which also brings into question the overly extensive changes in the former port's area in terms of space and the activities there. Improved quality of public space and activities important for social growth such as research and education create opportunities for low-cost industry, small business owners, and young people, and the year-round residents become the generators of the area's development. Taking into account natural and cultural heritage contributes to innovative spatial solutions. Through nature-conservation measures, the integrity of the marine and coastal ecosystems and biodiversity are preserved in parallel to and equally with the development projects. The strategic principles for the former ports area's development can be designed similarly to those in the northern part of the port of Copenhagen. The waterfront urban renewal should be treated as part of the entire urban composition and not only as a special feature or a separate development phenomenon.

ISSUES AND THEIR SIGNIFICANCE

Waterfront redevelopment has been part of the most important architectural and urban-planning projects since the 1980s, representing a central issue in EU spatial-planning policy. Various coastal areas were studied in terms of their strengths, weaknesses, opportunities, and threats. The findings of this study provide the basis for detailed, comprehensive, and versatile prediction of coastal transformations in the northeastern part of what used to be Izola Island. The location—with its protected

je namreč pod velikim kapitalskim pritiskom. Slovenski in tuji vlagatelji si prizadevajo, da bi dobili dovoljenje za izgradnjo otokov v Viližanskem zalivu in velikega turističnega naselja na obalnem območju. Če bi načrt uresničili, bi Izola popolnoma spremenila podobo in postala največje slovensko obmorsko turistično središče.

KLJUČNE BESEDE

obalne preobrazbe, vodna zemljišča, razvoj vodnih zemljišč, pristanišče, mesto

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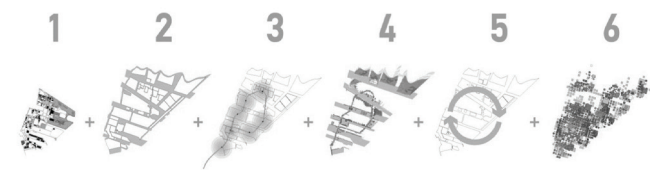
Slika 4: Območje severnega dela pristanišča (Nordhavn) v Københavnu, Danska (BY&HAVN).

Figure 4: The north area of the port (Nordhavn) in Copenhagen, Denmark (BY&HAVN).

natural and cultural heritage sites and industrial activity, some of which remains in operation and some partially abandoned—is under great capital pressure. Slovenian and foreign investors are seeking permission to build three islands in the Viližan Bay and a large tourist resort along the coast. If this plan were implemented, Izola would be entirely different; it would become the largest Slovenian seaside resort.

KEY WORDS

waterfront redevelopment, bluefields, bluefield development, port, city



Slika 3: Šest strateških principov za razvoj severnega dela pristanišča v Københavnu na Danskem: otoki in kanali, identiteta in zgodovinski razvoj, mesto 'petih minut', 'plavo' in 'zeleno' mesto, nizkoogljično mesto in pametna mreža (BY&HAVN).

Figure 3: Six strategic principles for the development of the north area of the port in Copenhagen, Denmark: islands, canals, identity and historic development, the 'five-minute city', 'blue' and 'green' city, low carbon city and intelligent grid (BY&HAVN).



Slika 5: Vizija mesta prihodnosti za 40.000 ljudi in 40.000 delovnih mest v severnem delu pristanišča v Københavnu, Danska (BY&HAVN).

Figure 5: The vision of the city in the future for 40.000 inhabitants providing jobs in the north area of the port in Copenhagen, Denmark (BY&HAVN).

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SREDOZEMSKA TERASIRANA POKRAJINA: SPREMEMBE V RABI TAL

POVZETEK

Doslej so bile objavljene številne razprave, ki obravnavajo spreminjanje rabe tal v zadnjih 200 letih na ozemlju srednje Evrope. Osnovni vir vseh teh študij je franciscejski kataster, ki je bil izdelan v prvi polovici 19. stoletja na območju nekdanjega Avstrijskega cesarstva. V nekaterih raziskavah je pregledno prikazano spreminjanje rabe tal na območju celotnih sedanjih držav ali regij, najpogosteje so bile obravnavane Češka, Slovenija in Avstrija. V pričujoči študiji so raziskani vzorčni primeri iz sredozemskih pokrajin, za katere so značilna terasirana pobočja, s terasami pa so povezani posebni dejavniki sprememb rabe tal. Kot vzorčen primer je izbrana tudi vas Ostrožno Brdo, ki leži že na prehodu med sredozemskim

MEDITERRANEAN TERRACED LANDSCAPES: LAND USE CHANGES

SUMMARY

A considerable number of papers have already been published on land use changes in the past 200 years on the territory of Central Europe. All these studies basically draw on the Franciscan Cadastre, made in the first half of the 19th century for the area of the then Austrian Empire. Some of them clearly present land use changes in the area of entire states or regions of today; the most often studied countries are Bohemia, Slovenia and Austria. Land use changes in the current research were studied on terraced terrains which predominantly mark the image of the Mediterranean landscape. Special factors of land-use changes are related exactly to terraces. The village Ostrožno Brdo,