



**DANURB+ DANube Urban Brand + Building Regional and Local  
Resilience through the Valorization of Danube's Cultural Heritage**

# **D+Atlas**

**ATLAS of Hidden Urban Values  
along the Danube**

**Editors // A. Djukić, B. Kádár, A. Stan, B. Antonić**



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**ATLAS**  
**of Hidden Urban Values**  
**along the Danube** — 2022

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DANube Urban Brand + Building Regional and Local Resilience through the Valorization of Danube's Cultural Heritage

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3.7

NEW POLES OF REURBANISATION  
// INTRODUCTION

Angelica Stan

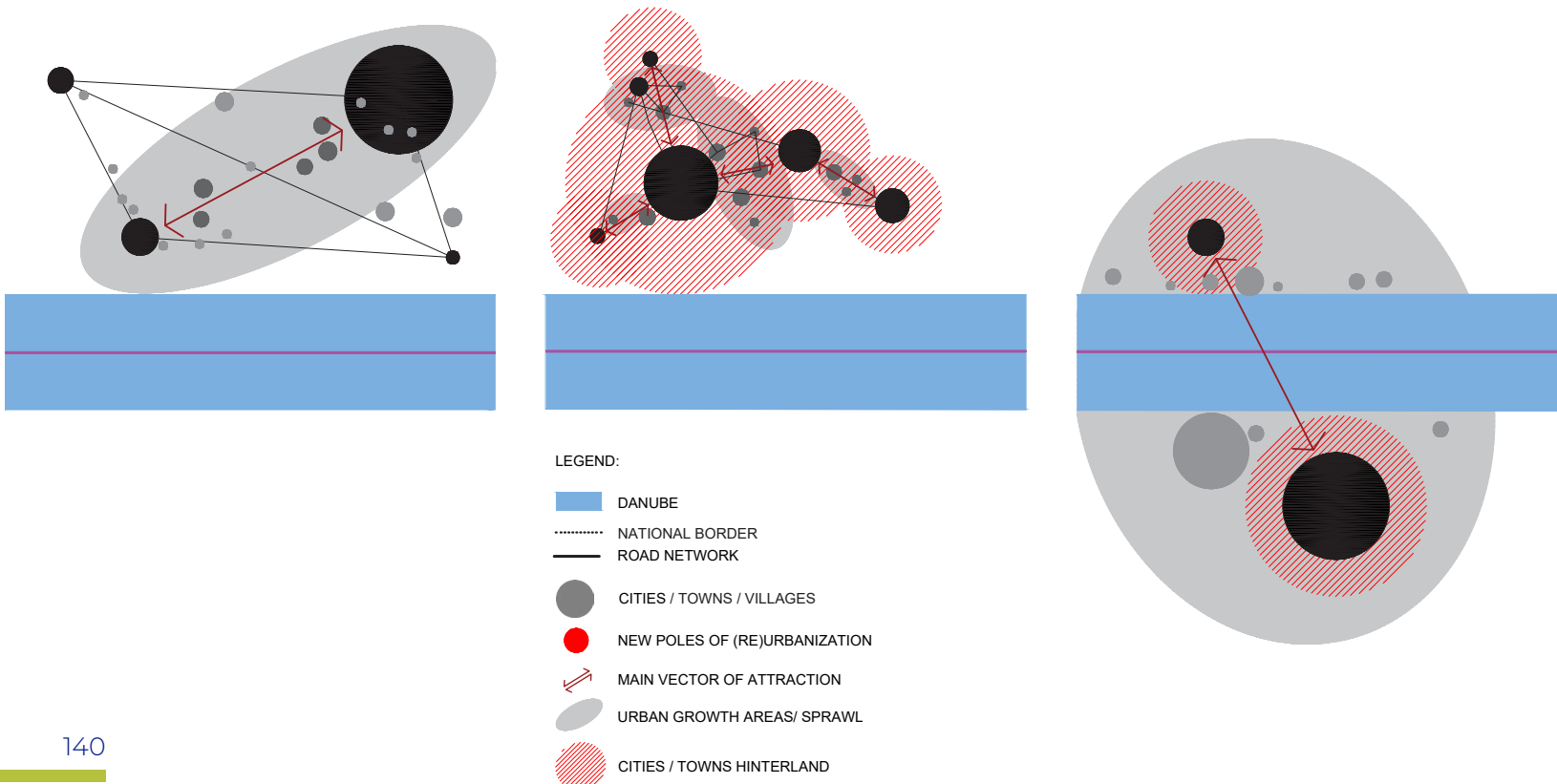
Most of the urban studies define reurbanisation as a distinctive qualitative change in local population structures, particularly in the inner neighbourhoods of cities (Haase et al, 2003), urban renewal (Bernt, 2009) or middle-class housing change and gentrification (Bridge, 2006). In the post-socialist countries, reurbanisation is very much expressed as a suburbanisation (Ouředníček & Šimon, 2015), while the process of deconcentration and decentralisation is clearly generated by the political, economic and societal changes occurred after 1990 (Stan, 2015).

Fig. 210 / Schemes of the three new poles of reurbanisation in the Danube Region: left – Transportation-driven pole; middle – Capital-driven pole; right – Twin-cities-driven pole (Author: A. Stan, 2021).

Different approaches to the assessment of reurbanisation can be divided into three categories (Rérat, 2012): (1) reurbanisation as a quantitative stage of urban development, based on the settlement system change and expansion of urban fabric; (2) reurbanisation as an inner transformation process at social and spatial level; and (3) reurbanisation as policy changes through bottom-up interventions and community involvement.

Looking at the macro-territorial scale, reurbanisation of Danubian cities is underlined by several driving forces (Fig. 210): The first one

is local accessibility in relation to the major transport corridors, which bring greater economic interests and new centralities thereof; for example, Giurgiu, Komarom or Smederevo. A peculiar condition is the river accessibility, a founding element of these cities from ancient times, in close relationship with the contemporary port areas. The second force is represented by new centralities emerging on the intersection between cities' territories and the influence areas of larger cities or capitals: paradoxically, the overlapping of different ties of peripheral areas gives rise to new incipient centralities. The overlapping of





new residential areas or of various economic activities over the pre-existing rural zones determines a spat-functional reconsideration and often the former hearths of the villages become new representational centralities.

Regarding the third force, it should be emphasised that although often the border on the Danube separates cities, it also generates a development force, especially when it is crossed by bridge. The twin cities are the clearest expression of this centrality generated by both the border and the bridge. Even if they have developed very differently, becoming more and

more separated because of the political and socio-economic contexts, the Danube twin cities have kept prominent internal similarities. The border becomes a centre by potentiating the twin cities developed simultaneously and in similar conditions (Szabo et al, 2019).

It should be also noted that shrinkage is not just a statistical trend, but a qualitative phenomenon of a daily life whose physical and social features have been neglected. Therefore, its essential that reurbanisation starts exactly from that point (Stan, 2019).

## R

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- Stan, A. (2019). Sprawl & Shrinkage: A parallel. In: I. Păun Constantinescu (Ed.), *Shrinking Cities in Romania* (pp. 218-227). Berlin & Bucharest: MNAC.
- Szabo, J., Stan, A., Smatanova, J. & Simion, A. (2019). Danube Twin Cities. In: M. Benkő, M., P. Gregor, B. Kádár & L. Vitkova (Eds.), *Book on Unexplored Cultural Heritage in Communities by the Danube* (pp. 65-69). Prague: Gasset.

### 3.7.1

## CASE STUDY 1 // KOMÁRNO, SLOVAKIA

Lubica Vitková & Andrea Šeligová

**POPULATION:**  
1990: 37,346  
2000: 37,600  
2010: 35,688  
2016: 34,228

The new pole of (re)development in Komárno, as in most Slovak cities, is the area of large-capacity trade facilities on the outskirts of the city in the former warehouse-industrial zone. The problem of the new pole of development represents its monofunctionality and dependence on automobile transport. However, more sustainable development poles are mainly areas of unused cultural heritage, such as a fortification system, old industrial areas and a port, or functionally underused albeit well-maintained old city core (Fig. 211).

**Fig. 211 /** Komárno – well-maintained albeit functionally underused historic city core (Author: L. Vitková).



A special potential has the industrial heritage represented by the area of ammunition

plants, the port, the Old and New Shipyards (Fig. 212). Due to their location and the connections to the city centre and the rivers Váh and Danube, these areas fulfil an important prerequisite for a successful transformation. The decisive role is also played by the construction and technical condition of the buildings, the variability of their disposition, as well as the degree of preservation of the urban-architectural character of the localities. All the mentioned areas are extensive. Therefore, a conceptual approach involving many actors is necessary in their transformation. The framework concept of the transformation, as well as the functional and spatial solutions for the mentioned areas, are includ-



**Fig. 212 /** Komárno – Potential for rehabilitation of waterfront (Author: L. Vitková).

**Fig. 214 /** Zoning plan of Komárno in 2020 (Author: A. Šeligová).

**LEGEND:**

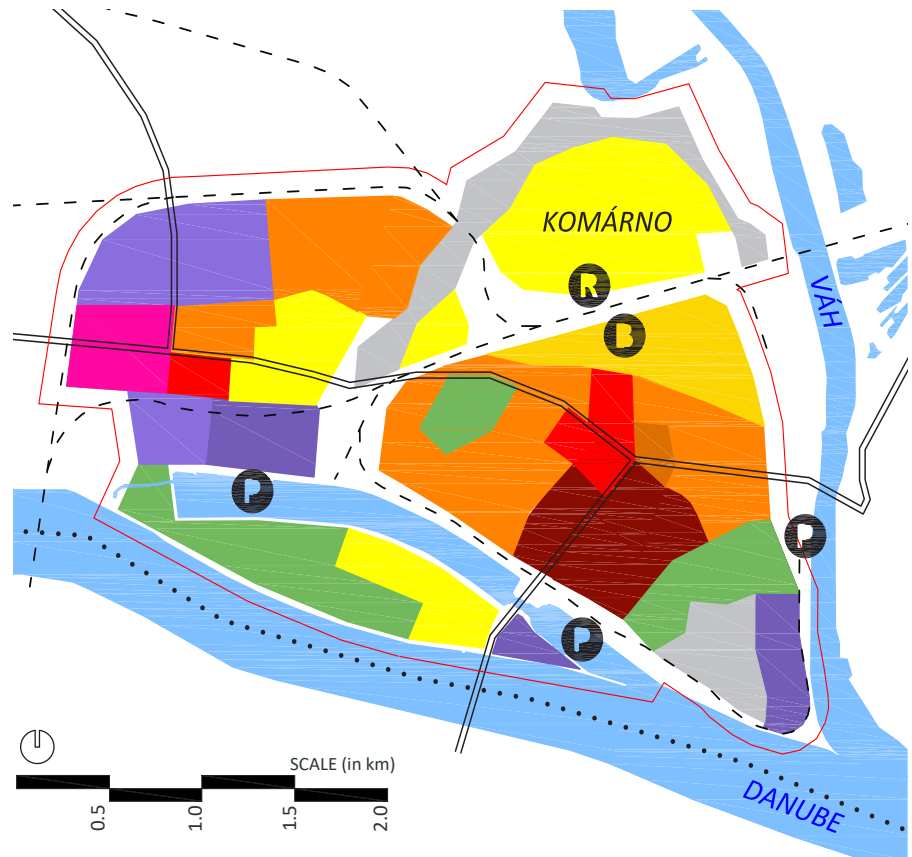
- ..... National border
- Urban zone - boundaries

**URBAN ZONES**

- Centres & Commercial zones**
  - Pre-socialist (-1945)
  - Socialist (1945-1991)
  - Post-socialist (1991-) - reuse
- Residential zones - Single-family**
  - Pre-socialist (-1945)
  - Socialist (1945-1991)
- Residential zones- Multi-family**
  - Socialist (1945-1991)
- Industrial and working zones**
  - Pre-socialist (-1945)
  - Socialist (1945-1991)
- Urban green zones**
  - Socialist (1945-1991)
- Fortifications**
  - Pre-socialist (-1945)

**OTHER ZONES & TRANSPORTATION**

- Unbuilt land - agriculture & nature
- Waterways
- Roads
- Rail
- Port, dock
- Railway station
- Bus station



ed in the Spatial Plan of the City of Komárno (Chudík, 2018). However, this plan also envisages a new economic development pole around the newly created port, which seems too ambitious and in conflict with the sustainable development of the city (Fig. 213).

Considering this situation, the essential elements of any future redevelopment strategy should be a functional flexibility, phasing, simple regulation and, especially, the application of sustainability principles (environmental, economic, social and cultural). In this context, multifunctional urban zones are a priority (Fig. 214). Moreover, all strategic projects have to take the Danube in account; for example, a promenade along the Danube and Váh embankments.



**Fig. 213 /** The possible poles of the redevelopment of Komárno: violet circles and lines imply indoor facilities, while green circles and lines imply outdoor/green places and corridors (Author: D. Podešva, 2021).

**R** · Chudík, M. (2018). Územný plán mesta Komárno: koncept riešenia / Territorial Plan of the City of Komárno: Solution Concept. Bratislava: AUREX.

### 3.7.2

## CASE STUDY 2 // RÁCKEVE, HUNGARY

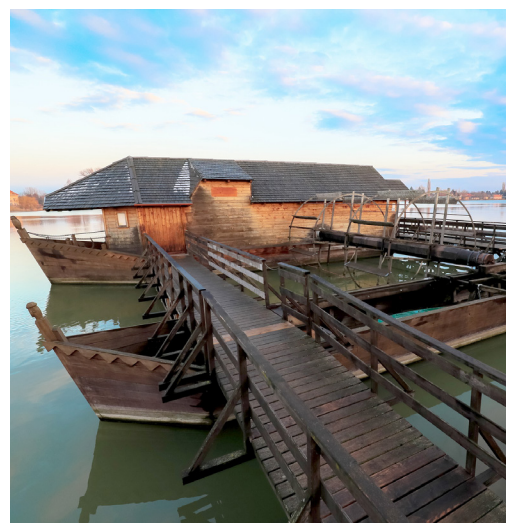
Árpád Szabó

**POPULATION:**  
1990: 8,091  
2001: 8,674  
2011: 9,755  
2016: 10,605

**Fig. 215/** Ráckeve from the eastern side of the Danube (Author: G. Török, 2018).



**Fig. 218 /** Refurbished boat mill in Ráckeve (Author: P. Wolf).

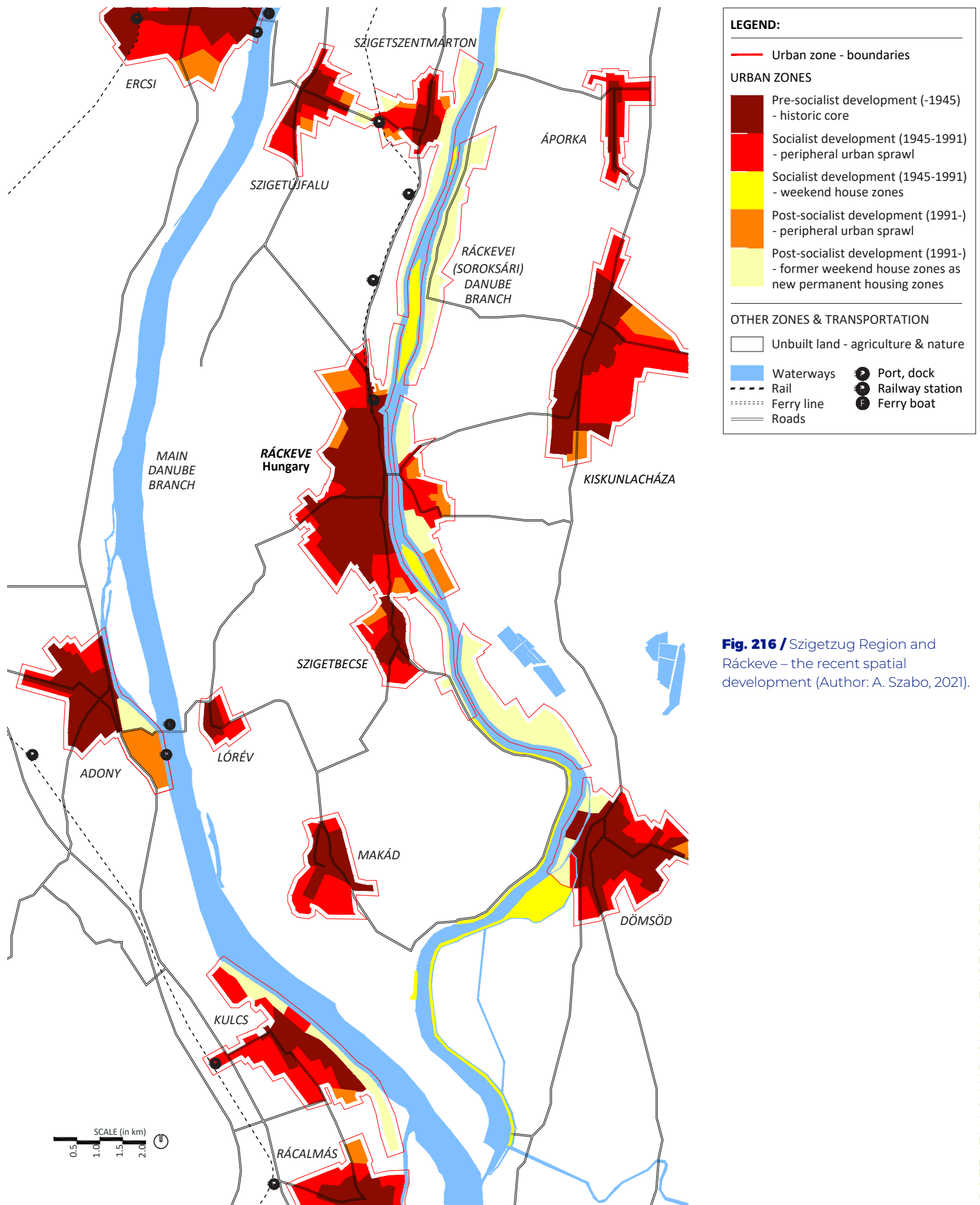


At the southern tip of the Csepel-Island, a 45 km long, natural island on the Danube, Ráckeve is at the internal periphery of Hungary. The town is connected by a bridge within the mainland on its east side (Fig. 215), while only a ferry at Lórév Village provides a vehicular connection towards the west (Fig. 216). The city's origin traces back to the early middle ages (1212), but its first boom started with the settlement of Serbs fleeing the Ottoman-Turkish troops from the Lower Danube region (1440). Ráckeve developed into an important centre of wine, fruits and industry organized into guilds in the 15<sup>th</sup> century. From the 18<sup>th</sup> century, catholic Germans, Calvinist Hungarians, and Greek Orthodox Serbs com-

prised the population, with a strong service industry based on agriculture and merchant activities. The built environment includes a significant number of protected buildings, with Serb Orthodox Church (1487) and Savoyai Castle (1702-1750) having particular importance. The Serb Orthodox Church (Fig. 217) is the only medieval orthodox church built in a gothic style all over the world. Nowadays, the gradually developing innovative heritage identity and the leisure and service economy also strengthen the local identity. New touristic and leisure attractions, e.g., Boat Market, Ship Mill (Fig. 218), boat archaeology, invite more and more visitors to the city. Nevertheless, due to its unfavourable

**Fig. 217 /** The Serb Orthodox Church in Ráckeve is the only medieval orthodox church built in a gothic style all over the world (Author: P. Wolf).





**Fig. 216 /** Szigetzug Region and Ráckeve – the recent spatial development (Author: A. Szabo, 2021).

location, Ráckeve could preserve its attractive status. Nevertheless, with the improved suburban railway line connecting to Budapest, its relative accessibility is good today, while real estate prices are still low. Since the early 2000s, the population has been permanent-

ly growing because of the internal migration from the capital and other Hungarian regions. Hence, the town's pleasant environment, natural features, cultural heritage and waterfront location make it attractive for families and the elderly alike.

### 3.7.3

## CASE STUDY 3 // GOLUBAC, SERBIA

Nikola Mitrović

**POPULATION:**  
1991: 3,082  
2002: 2,821  
2011: 2,581

*\* Golubac Urban Area includes four settlements: Golubac, Radoševac, Usije and Vinci*

The post-socialist period in the case of the Federal Republic of Yugoslavia (1992-2006) encompasses the Yugoslavian Crisis in the 1990s. This challenging period included international isolation and embargo for the country, which reflected deeply on urban development. In the case of the Town of Golubac, its peripheral position to Romania and the downturn of relatively small local industry made a strong negative impact on the local socio-demographic trends. Moreover, local tourist demand, very important during the late socialism, crushed with the sudden decline of the middle class in Serbia. The urban area started to depopulate. Consequently, Golubac lost 1/6 of population during the period 1991-2011.

**Fig. 219/** Golubac Fortress during reconstruction in 2017 (Author: B. AntoniĆ, 2017).



**Fig. 220 /** New pedestrian-cyclist path along the Danube in Golubac Centre (Author: B. AntoniĆ, 2018).



The winds of changes began in the late 2000s, with the rise of the awareness about local cultural heritage and the potentials of (cultural) tourism at the national level. First, Golubac Municipality was supported by national and international organisations to develop planning and strategic base for new plans and projects, which were enacted in the forthcoming years (Djukić et al, 2018). The critical element was the reconstruction of Golubac Fortress, the national monument of culture of an extraordinary significance, completed in 2019 (Fig. 219). The fortress has recently become a ‘tourist magnet’ for both local and international visitors. Golubac Town has got several other important investments, such as a 4-km long pedestrian-cyclist path along the Danube Riverside (Fig. 220) or the redesign of the main town square (Vukmirović et al, 2018). Many old houses in the town historic centre have been refurbished during the last years, as well as newer houses in nearby weekend zones. The most of them were transformed into new facilities for fast developing tourism: cafes, restaurants or guesthouses. Some projects are in progress or planned for the near future, such as new town marina and a new big hotel. Interestingly, the urban area has not grown significantly – it seems that this revitalisation of Golubac was mainly focused on urban regeneration and urban reuse as an additional quality of this development (Fig. 221).

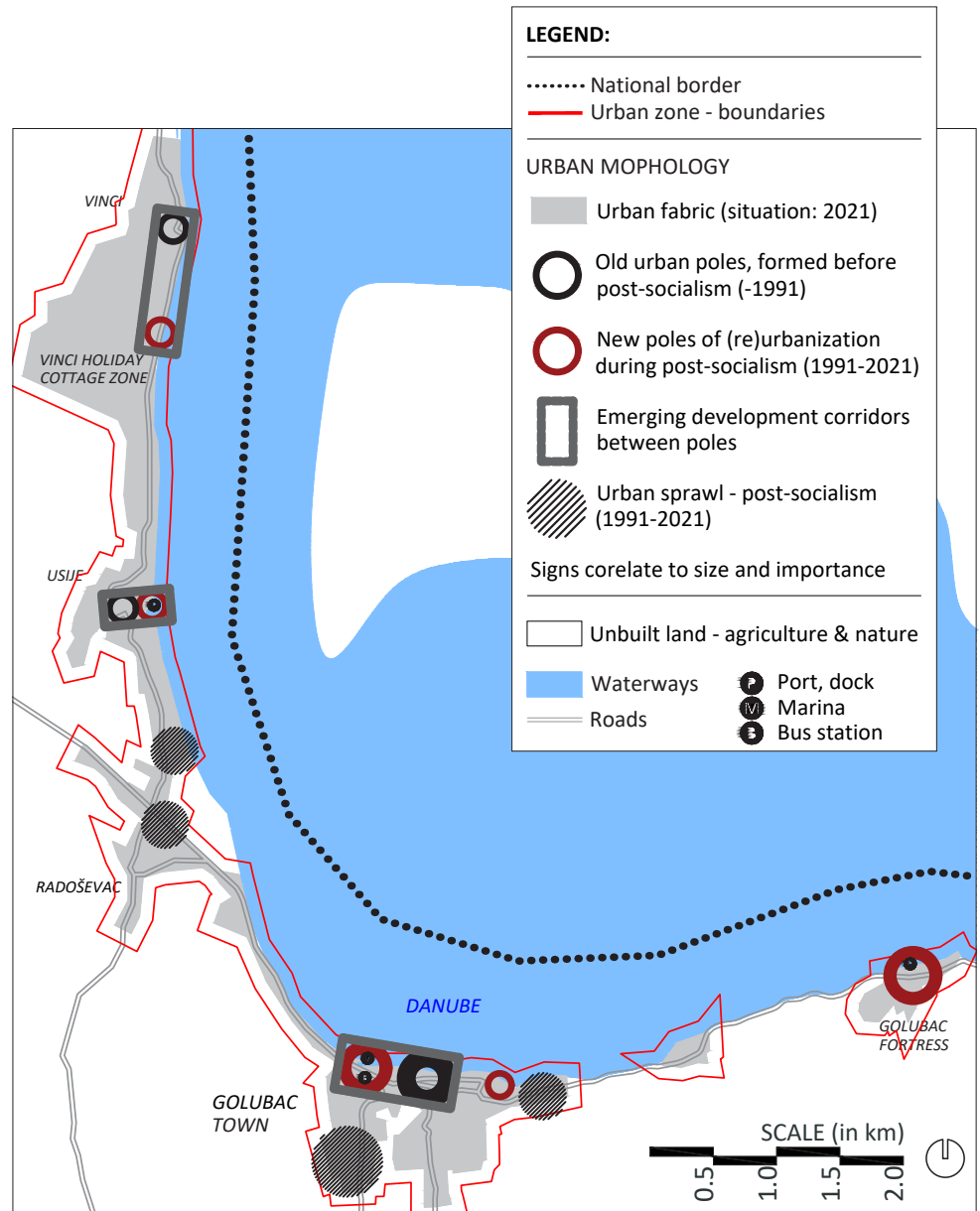


Fig. 221 / Golubac Urban Area today: Situation in 2021 (Author: N.Mitrović).

R

- Djukić, A., Djokić, V. & Antonić B. (2018). Chapter 6: Territorial Planning as a Creative Tool for the Upgrading of Cultural Tourism. In: T. Ohnmacht, J. Priskin & J. Stettler (Eds.), Contemporary Challenges of Climate Change, Sustainable Tourism Consumption, and Destination Competitiveness: Advances in Culture, Tourism and Hospitality Research, Volume 15 (pp. 101-122). Howard House, UK: Emerald Group Publishing. DOI: 10.1108/S1871-317320180000015011.
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### 3.7.4

## CASE STUDY 4 // DROBETA TURNU SEVERIN, ROMANIA

Mihai Danciu

**POPULATION:**  
1992: 115,259  
2002: 104,557  
2011: 92,617

Although Drobeta Turnu Severin has the ancient and medieval historical layers of exceptional value, the history of the current city begins in 1833 with the opening of trade relations on the Danube following the Adrianople Pact (1829). The formation of the modern city in the first half of the 19<sup>th</sup> century followed a precedent set in time a century ago, when this territory was to be regulated by the Habsburg Empire.

The early 20<sup>th</sup> century was the period of the highest cultural flourishing, the intense industrialisation and urbanisation of Drobeta Turnu Severin. The industrialisation and urbanisation of the city continued during the socialist period with the extension of an orthogonal street network through new neighbourhoods and the concentration of the compact industrial and port areas along the river. In fact, the 20<sup>th</sup> century managed to implement the street plot, planned by Xavier Villacrosse and Moritz von Ott – at the command of General Pavel Kiseleff a century ago, and develop it to north, towards the areas with the best opportunities for development.

Contrary to declining demographic indicators and the degradation of the city centre (Fig. 222), the sprawl of peri-urban areas in all possible directions has appeared after 1990. This suburbanisation has led to the imbalance of areas of interest, especially the south-north axis in city centre. The main criterion for this expansion is the accessibility to the main road corridor DN6 through the city or Craiova-Timisoara Express Road.



**Fig. 222 /** Two historic layers in degradation: pre-war townhouse and the socialist “Traian” Hotel (Author: M. Danciu, 2021).

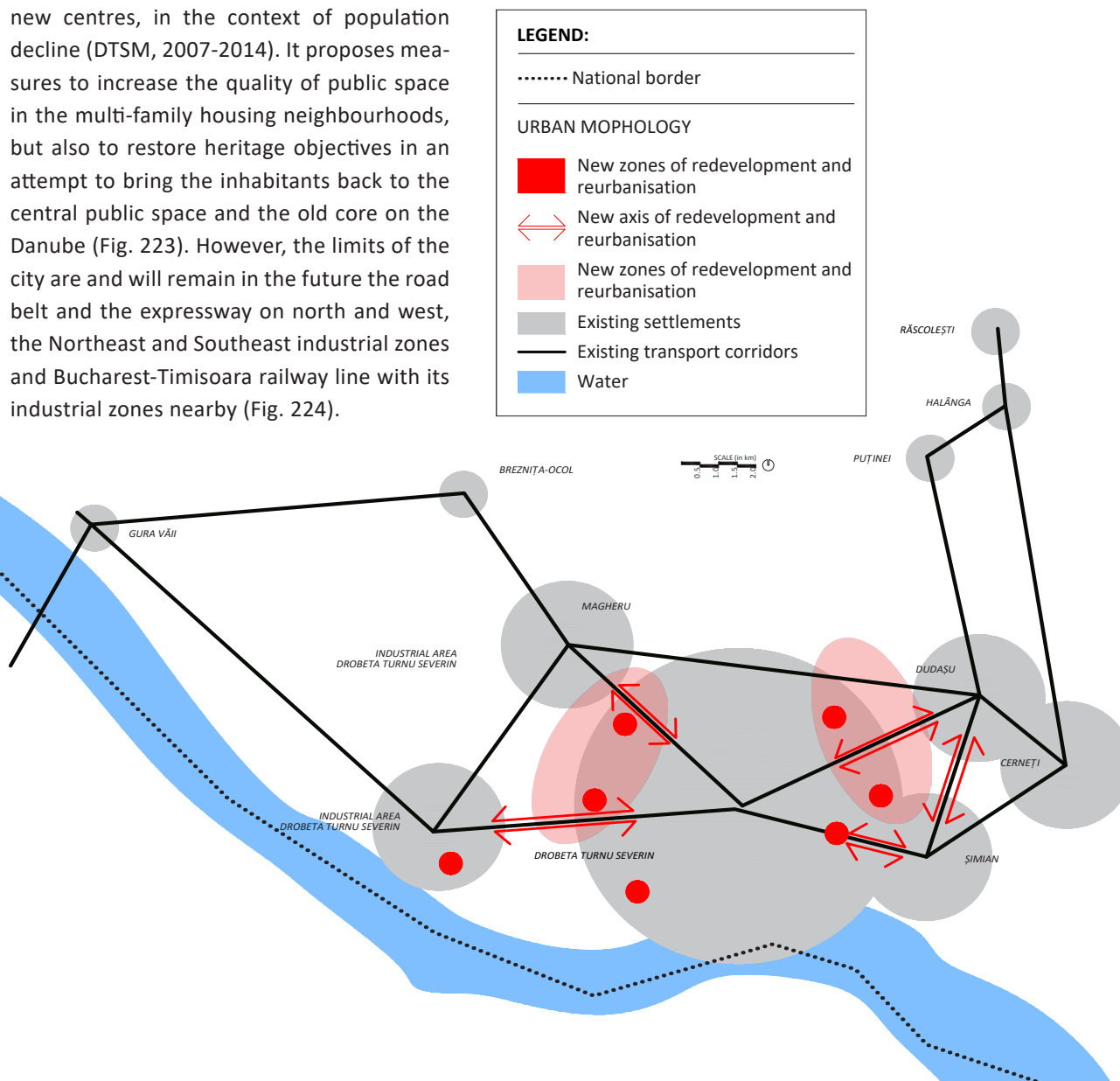
**Fig. 223 /** View on the historic core of Drobeta Turnu Severin (Author: A. Radulescu, 2022).





The sustainable development strategies of Drobeta Turnu Severin, drawn up after 2007, highlight this paradox of expansion without new centres, in the context of population decline (DTSM, 2007-2014). It proposes measures to increase the quality of public space in the multi-family housing neighbourhoods, but also to restore heritage objectives in an attempt to bring the inhabitants back to the central public space and the old core on the Danube (Fig. 223). However, the limits of the city are and will remain in the future the road belt and the expressway on north and west, the Northeast and Southeast industrial zones and Bucharest-Timisoara railway line with its industrial zones nearby (Fig. 224).

**Fig. 224 /** Drobeta Turnu Severin: polycentric development today (Author: M. Danciu, 2022).



**R**

- Drobeta Turnu Severin Municipality – DTSM (2007-2014). Integrated Strategy for the Municipal Urban Development between 2007-2013, 2014-2020. Retrieved from <https://docplayer.fr/86707796-Strategia-integrata-de-dezvoltare-urbana-a-municipiului-pentru-perioada-municipiul-drobeta-turnu-severin.html>.
- Ministry of Transport – MT (2016). General Transport Master Plan. Available at: <http://www.mt.gov.ro/web14/strategia-in-transporturi/master-plan-general-transport/documente-master-plan/1379-master-planul-general-de-transport>.
- Gheorghiu, T.O. (2001). Drobeta-Turnu Severin. Ipoteză de evoluție urbanistică / Drobeta-Turnu Severin. Hypothesis about Urban Evolution. *Historia Urbana*, 10(1+2): 145-154. Retrieved from <https://www.ceeol.com/search/article-detail?id=216268>.

### 3.7.5

## CASE STUDY 5 // GIURGIU, ROMANIA

Angelica Stan & Sorin Manea

1992: 74,191  
2002: 69,345  
2011: 61,353  
2021: 55,700

The post-socialist development of Giurgiu is not based on major restructuring or revitalisation projects, but has followed a gradual evolution through small interventions within the urban fabric and few new insertions related to local industry, retail and small residential areas. After 1990, the rapid process of economic restructuring begins with the emergence of private sector, by decreasing the heavy industry and increasing of services and small production. The service economy is dominant today, supplanting production sector – heavy industries which are depleted and the large industrial areas in the city west and south outskirts remains abandoned.

Most part of new constructions are the private ones. Public investments from local or external funds are rare and oriented on some key city issues: infrastructure, public facilities, green and leisure spaces. Furthermore, not all of the designed public projects have been implemented. The interventions that stand out to be the most necessary from the point of view of population and urban planners are those related to the historic heritage under the threat to be lost. The large part of central Giurgiu is listed as a protected architectural-heritage site with monuments of different degree of importance, archaeological areas, including Mircea cel Batran Fortress (Fig. 225).



**Fig. 227** / North railway station in Giurgiu – abandoned heritage (Author: C. Vărzaru)



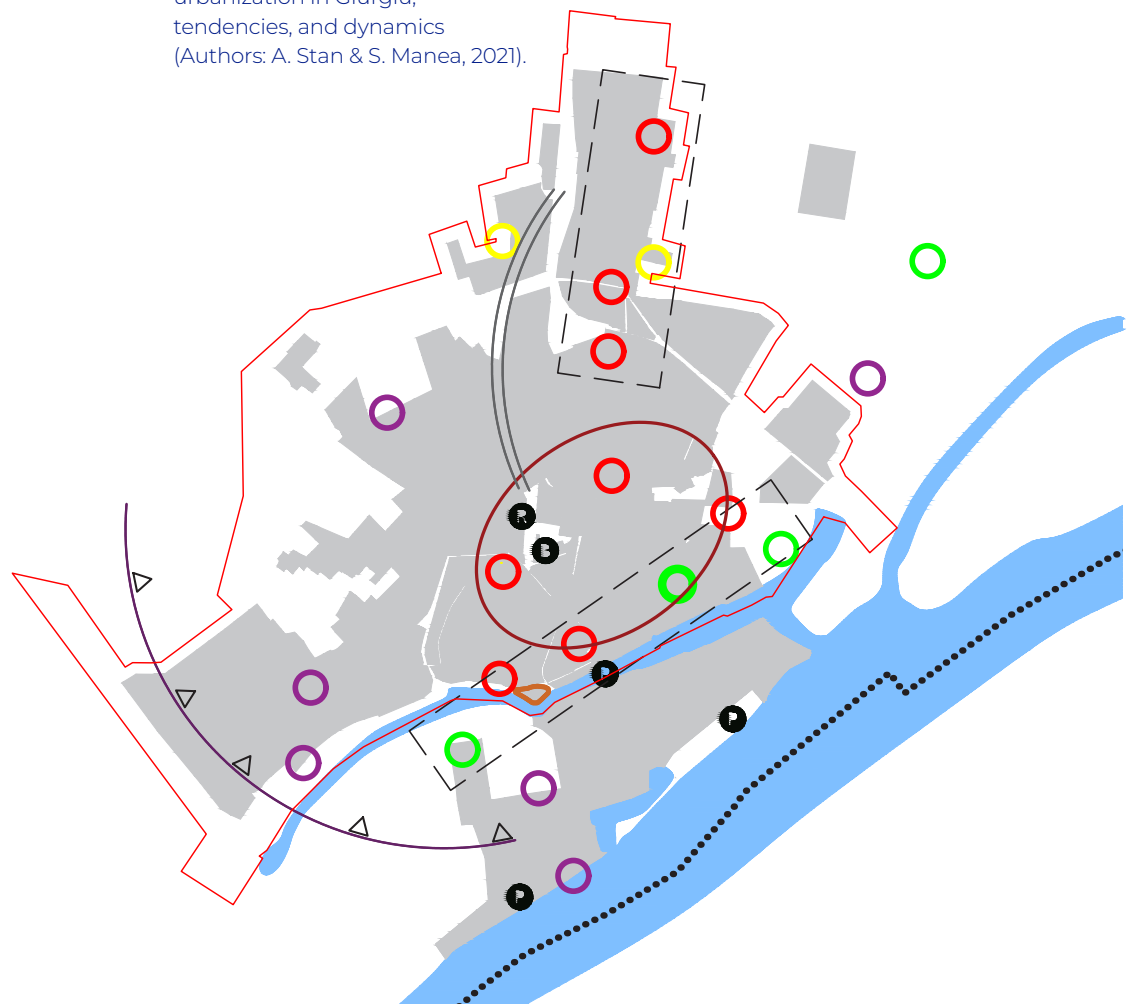
**Fig. 228** / Interior of North railway station in Giurgiu – abandoned heritage (Author: C. Vărzaru)

**Fig. 225 /** Archaeological site of Mircea cel Batran Fortress in Giurgiu (Author: C. Vărzaru)

Another aspect reported by the population and put on the agenda of the local authorities is the development for leisure, walking, sports of riverfront area, especially in the south and east part of the city, related to Danube Ostroves and Cama canals (Fig. 226). Besides disaffected industrial sites and unused railroads and railway stations (Fig. 227-228) with a real conversion/regeneration potential, there are also sites which are susceptible to new developments, with real-estate potential: places where the community develops specific local activities, such as fishing, spontaneous leisure or fairs, then, unused private land inside of some big former industrial estates, as well as not finished or abandoned built structures.



**Fig. 226 /** New poles of urbanization in Giurgiu, tendencies, and dynamics (Authors: A. Stan & S. Manea, 2021).



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