Temporary Urbanism as a Strategic Tool
Master Thesis

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ABSTRACT

In this master thesis, temporary urbanism as a strategic tool in urban planning in Copenhagen is investigated. The results are based on empirical findings from literature investigating the phenomenon of temporary urbanism, publications by the Municipality of Copenhagen as well as supplementary interviews with selected actors in the field.

The findings are analyzed in two parts. The first part analyzes actors involved in creating temporary urbanism and their relations. The second part analyzes the influence temporary urbanism has on an urban space. For this, Henri Lefebvre’s concepts of representations of space and spatial practice are used as the theoretical basis. The analysis constitutes an understanding of how temporary urbanism can be a way of producing space and how it is used as a strategic tool in urban planning from the Municipality of Copenhagen’s perspective.

The results of this master thesis show that temporary urbanism can be a way of producing space if it is incorporated in the future development of the city and not incentivized by an economic gain. The thesis further concludes that temporary urbanism is used as a strategic tool by the Municipality of Copenhagen to reach its ambitions to became the most liveable city in the world, and at the same time be environmentally, socially and economically sustainable.

Keywords: Temporary urbanism, the Municipality of Copenhagen, the Production of Space, liveability.
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In a frequently changing world, where technical development and deindustrialization influences cities, urban planning becomes increasingly complex, and predicting the future becomes increasingly difficult. Subsequently, it is more important than ever to plan cities in a way that accommodates requirements made by citizens, world leaders, and futurologist. For many years, these requirements have largely been focused on economic and social growth. A city should be an interesting place to live in and work as an attractor of economic and social growth. A third aspect that has become important in the city to achieve an efficient city has lately been a focus on sustainability.

In the twenty-first century, it has become increasingly important that the social and economic growth is sustainable, and at the same time, a focus on having a sustainable environment has become equally important. All these aspects are important in maintaining a sustainable city, where social, economic, and environmental sustainability is present – thereby creating the foundation of an efficient city. Being environmentally, socially, and economically concerned, when developing and renewing cities is essential. It is not enough to have a healthy economy and social diversity, but the environment is likewise important. Sustainability in general, and a sustainable environment in particular, is expected to be on top of the agendas of urban planners, architects, and city authorities involved in planning cities. Reaching sustainability on all three parameters is often a long and complex process, and there is a risk that the demand from citizens is forgotten. And a focus on citizens is necessary to fulfill requirements to social sustainability. Compromising citizens satisfaction to achieve sustainability will not result in an efficient city. No city administration has interest in having a city, where no citizens wish to live.

Finding alternative ways of developing cities have therefore found urban planners’ interest. Making cities a more liveable place in the process of meeting requirements of a sustainable city, a different approach to urban planning has become popular in cities worldwide. A solution to alternative urban planning is temporary urbanism. Creating temporary urbanism in cities can be a way of approaching urban planning, where innovation and creativity can contribute to new ideas. Temporary urbanism is a growing phenomenon in urban planning, where city authorities wish to achieve creativity and innovation by cooperating with citizens in planning of a city’s urban space. By achieving creativity and innovation, temporary urbanism can even contribute to development of a sustainable and
efficient city.

One example of a city that have used temporary urbanism is the Municipality of Copenhagen. In 2009, the Technical and Environmental Administration of Copenhagen published a report describing how the Municipality of Copenhagen plans to reach a carbon neutral city by 2025, while at the same time publishing a vision to make Copenhagen the most liveable city in the world. Besides the goal to reach a CO₂-neutral city, the Municipality of Copenhagen has thereby put equal (if not more) emphasis on citizens wellbeing and happiness. “We will become the world’s most liveable city: a sustainable city with urban space inviting people to a unique and varied urban life. We will become a metropolis for people.” (Copenhagen Together 2009: 2). This is how the vision is described in the publication “A Metropolis for People”, and it is further explained how it can be achieved. The Municipality of Copenhagen’s wish to be a city for people, asks for innovation and creativity in urban planning. Temporary urbanism as a tool in urban planning is by the Municipality of Copenhagen emphasized as a way of making the city a more liveable place, by contributing to innovative and creative ideas.

1.2 Problem area

Creating temporary urbanism as a way of developing cities, where urban planners use it to create better urban spaces, Professor in Sociology Fran Tonkiss raises a question about planning temporary urbanism as being a contradiction (2013: 98). She understands temporary urbanism as an informal act, whereas planning often is connected with formality. Placing planning and temporary urbanism together is therefor in contradiction according to Tonkiss. While this is in principle true, temporary urbanism is to a large extend used in a formal setting today in the developed world. The question is if it is possible to maintain the creative and innovative character when used in a formal setting.

In exploring the field of work, Henri Lefebvre’s theory “The Production of Space” will be framing the investigation of temporary urbanism in the Municipality of Copenhagen (Lefebvre 1991). To investigate temporary urbanism as a planning tool in urban planning, an explorative qualitative approach has been taken, where the Municipality of Copenhagen is the case of study.

In connection to Tonkiss’ contradiction of planning temporary urbanism, it seems that when temporary urbanism is created as an approach to development, compromises in politics and legislations can occur. Working with temporary urbanism as a municipal authority, legislations, regulations etc. is thereby framing the possibilities of urban planning, and hence also temporary urbanism. Having a desire to create a more liveable city by using temporary urbanism and still have to follow legislations and regulations creates a concern. This concern has led to the following research question:

- How is temporary urbanism used as a strategic tool in urban planning in the Municipality of Copenhagen, and can temporary urbanism influence the production of space?

Temporary urbanism is a fairly newly discovered tool in urban planning, and hence, one might think that Copenhagen would have limited activities related to temporary urbanism. But investigating the field of temporary urbanism in the Municipality of Copenhagen shows the opposite. Temporary urbanism is widely used in developing Copenhagen, however to a large extent on an experimen-
tal basis where the final outcomes are still uncertain.

The Municipality of Copenhagen is still working on moderating legislations and regulations to make it convenient to create temporary urbanism in the city. To understand the popularity of temporary urbanism as alternative approach to urban planning, a general understanding how urban planning is conducted in the twenty-first century has been found relevant.

This thesis will be exploring the field of temporary urbanism in Copenhagen, specifically how the Municipality of Copenhagen approaches urban planning to make the city more liveable. To understand how temporary urbanism can be a way of making the city more liveable, it is found important to understand how urban space is created. This understanding will be based on Henri Lefebvre's theory on how space can be produced.

In a broader investigation of the Municipality of Copenhagen's approach to urban planning by using temporary urbanism, a qualitative explorative method of research has been chosen, where a document analysis supported by interviews conducted with actors in the field will be framing the understanding of temporary urbanism created in the Municipality of Copenhagen as a strategic approach to urban planning. Furthermore, it is found relevant to explore temporary urbanism in a context of sustainability, since the Municipality of Copenhagen desires a socially, environmentally, and economically sustainable city. In exploring temporary urbanism, two different examples will be used. The first one is the Urban Renewal Project in the South Harbour, and the second one is the company City and Port Development's work in Nordhavnen.

Finally, this thesis discusses temporary urbanism as a strategic tool in urban planning, how temporary urbanism can be an approach to develop the future of Copenhagen where economic, social, and environmental sustainability is important.
Lefebvre is critical towards everyday life. He understands space as a social construction, where a connection between the physical shaping of space, relations between humans and space, and users of space has an influence on how urban space is produced. He understands that every kind of space is influenced by human beings. In the 1960s, Lefebvre became critical towards the urbanization, and later on he became a critic towards the production of space (Larsen 2007: 47-8). Lefebvre created therefore a triad to understand the contradictions he found in urban space called The Spatial Triad. The spatial triad consists of three elements: Representations of space, spatial practice, and representational space.

To understand and analyze how temporary urbanism can serve as a strategic tool in urban planning in Copenhagen, it is essential to understand how space can be created as a product. In “The production of Space” (1991), Lefebvre forms this understanding, and the following chapter will define his perception of the production of space, which will be used throughout this thesis.

2.1 The Production of Space
To get an in depth understanding of the production of space, it is necessary to understand the concept of ‘production’ and ‘space’, respectively. Lefebvre claims that everything in the world is produced. The world is created and changed by human beings. Nature in its pure sense is the only thing that is not produced (Lefebvre 1991: 68-71). To make the term production concrete, the questions: “‘Who produces?’, ‘What?’, ‘How?’, ‘Why and for whom?’” should be asked (Lefebvre 1991: 69). Production of products (objects) cannot exist without citizens as citizens’ life influences the space around them, and because a space can change meaning depending upon citizens’ involvement (Lefebvre 1991: 34-5, 72). Hence, as Lefebvre states, “[...] social space ‘incorporates’ social actions” (Lefebvre 1991: 33). Social space consists both of a mental and physical space (Lefebvre 1991: 27). It contains reproduction (biological reproduction, working power, and social relations) and representations (symbolic) (Lefebvre 1991: 32-3). When studying space, it is important to understand the codes existing in space. To create a new space, the existing space should be decoded (Lefebvre 1991: 17).

If space is to be considered a product according to Lefebvre, then it is hidden behind a double illusion: The illusion of transparency (‘pure’ and neutral space) and the realistic illusion. The illusion of transparency is an understanding that nothing can hide in a space,
where everyone is free to act, and where the space is limited to what physically can be seen. The realistic illusion is an idea, that space do not need an explanation, it is simply the context in which life can exist. To understand space as a production, an awareness of actions in space as related to the physical space is necessary (Lefebvre 1991: 27-9).

To further understand ‘the production of space’, interrelations in space need to be taken into account. Objects existing in a space (natural and social) contains relations. It is the relations (their underpinning) that make space spatial. Every product is produced in a space, the two is inseparable (Lefebvre 1991: 77, 403-4).

When investigating space as a product, Lefebvre concludes “[...] no space disappears completely [...]. ‘Something’ always survives” (Lefebvre 1991: 403). Space has become an influential part of cities, it has an active role in bringing all elements together existing in cities (Lefebvre 1991: 410-11). Space has “[...] an increasingly important role in [...] ‘modern’ societies” (Lefebvre 1991: 412). The influence of space “[...] may be observed on all planes and in all the interconnections” (Lefebvre 1991: 412). Space is influenced by physical elements like mental thoughts.

The world today - the capitalistic and neo-capitalistic world - is dominated by the power of money. This world is producing abstract space, a space without nature and history (Lefebvre 1991: 53). But Lefebvre sees a shift from capitalism/domination (production of things in space) to public ownership of space/appropriation (the production of space) (Lefebvre 1991: 410). To avoid abstract spaces (domination) taking over, the world need class struggles (disruption of the power of money) (Lefebvre 1991: 55), which according to Lefebvre can be created using counter-spaces. Having projects or plans which run counter to existing strategies, can establish counter-spaces (Lefebvre 1991: 367, 382). Class struggles can for example be accomplished by temporary urbanism. Temporary urbanism as counter-spaces can disrupt the dominating way of planning. Lefebvre explains, “Only the class struggle has the capacity to differentiate, to generate differences which are not intrinsic to economic growth” (Lefebvre 1991: 55). Having described the concept behind ‘production’ and ‘space’, the following subsection will then describe The Spatial Triad.

2.2 Henri Lefebvre’s Triad

Henri Lefebvre is making the proposition that: “(Social) space is a (social) product” (Lefebvre 1991: 26). The space encourages certain thoughts and actions, and hence, Lefebvre perceives the production of space as a mean of control of power and domination. Space is a way of producing (or showing) power. Lefebvre describes that if space is a product, it requires a process (Lefebvre 1991: 34).

Lefebvre’s work has four implications that is necessary to understand and accept, if it should be the case that (social) space is a (social) product. He claims that nature, as it was created by mother nature, is disappearing. “True, nature is resistant, and infinite in its depth, but it has been defeated, and now waits only for its ultimate voidance and destruction.” (Lefebvre 1991: 31). This is the first implication Lefebvre has to his proposition.

The second implication is that every society produces its own space. Everything that is happening in the city will influence the city as it produces peculiar spaces (Lefebvre 1991: 31).

Thirdly, to make space a product, the process should include a shift,
where knowledge about a space can help to understand the process of production. The ‘object’ - also understood as things in space - must shift to the actual production of space (Lefebvre 1991: 37).

Fourthly, the history of space exists, which contains the forces and relations of production (Lefebvre 1991: 46).

To understand the production of space, Lefebvre has worked out The Spatial Triad which consists of three concepts, representations of space, spatial practice, and representational space:

\[ \text{Representations of space} \rightarrow \text{Spatial practice} \rightarrow \text{Representational space} \]

\[ \text{Conceived space} \rightarrow \text{Lived space} \rightarrow \text{Perceived space} \]

In producing space, the three concepts should be interconnected and are equally important, which figure 1 illustrates. If one or two of the concept is more dominating than the others, it can create a dysfunctional urban space. A city is first balanced when all three concepts exist equally. They do not necessarily need to act as a coherent whole, but it is important that they all are equally present (Lefebvre 1991: 40).

Representations of space are the verbal signs and plans. It is here the power is shown. Lefebvre describes this space as a conceived space. Conceived space is made by the specialist (scientists, planners, engineers etc.). The production of space should be formed by knowledge and ideology, which make the representations of space the dominating space (Lefebvre 1991: 38-50). Representations of space is about the plans for the space where temporary urbanism takes place. In this thesis, Lefebvre’s representations of space are understood as the physical space and how the specialist is influencing the city’s urban space by creation of temporary urbanism. In this thesis, the specialist is the Municipality of Copenhagen. Representations of space will be used to analyze how temporary urbanism is used as a strategic tool in urban planning, actors involved in creation of temporary urbanism in the Municipality of Copenhagen, and their relations.

Spatial practice is relations existing within society among citizens and urban space. Spatial practice creates continuity and cohesion between citizens and urban structures, which produce or reproduce urban space. From a view of neo-capitalism, this is the perceived space. The perceived space comprises urban reality (the infrastructure) and daily reality (the citizens routines) (Lefebvre 1991: 33, 38). In this thesis, spatial practice will be used to analyze how temporary urbanism can create a change in the urban area or how the urban area needs to change to support creation of temporary urbanism. Spatial practice is investigated from an urban planner’s point of view to understand how they experience the use of temporary urbanism as a way of changing the perceived space. The concept of spatial practice will be used to analyze how the Technical and Environmental Administration in Copenhagen, the Urban Renewal
Project in the South Harbour, and City and Port Development are using temporary urbanism in Copenhagen to influence the perception of an urban space. Specifically, it will be used to understand the realities connected to temporary urbanism based on the questions if temporary urbanism is creating or demanding changes in infrastructure and if it can change a perception of urban space.

Representational space is in contrary to representations of space the non-verbal symbolism. It is the details of space, the memories, and dreams. Also understood as lived space, i.e. how users are impacting urban space. This space is passive, and it is the users’ appropriation that produce the representational space. Representational space is manipulated by representations of space (Lefebvre 1991: 33-43, 59). That is to say that the physical objects in cities contain meanings, and without meanings, the space will not be interesting. It is important to understand the meanings people put into the space of study, the history behind the buildings, and the area it is placed in. Representational space is used to analyze the history of the area temporary urbanism is placed in. Questions if temporary urbanism exist due to lack of acquaintance, if temporary urbanism is making a new story, and what influence temporary urbanism has after its existence can be asked. If the representational space is only present when temporary urbanism exists, a revolution will not occur and a new space is not produced. If a new space is not produced, temporary urbanism will have had no influence, and in the understanding of the production of space, Lefebvre claims that it will be without meaning to even have existed:

“A revolution that does not produce a new space has not realized its full potential; indeed, it has failed in that it has not changed life itself, but has merely changed ideological superstructures, institutions or political apparatuses.” (Lefebvre 1991: 54).

Representational space can be used to understand if temporary urbanism can create a positive understanding of the area it is placed in, and if citizens experience it as an area they wish to visit or live in. Investigating citizens way of using temporary urbanism is not a focus in this thesis, therefore representational space is not investigated. This will be reflected upon in the discussion (7.4. Reflections on Findings).

From the understanding of Henri Lefebvre's critique towards urbanization where space is understood as a product, this thesis intends to clarify if temporary urbanism can be a way of contributing to a (social) production of (social) space. The production of space is not easy to understand. Different situations can have an influence on the production without making a clear sense of why. Lefebvre is pointing out, that:

“Even neocapitalism or ‘organized’ capitalism, even technocratic planners and programmers, cannot produce a space with a perfectly clear understanding of cause and effect, motive and implication.” (Lefebvre 1991: 37).

Sometimes the production of space is out of hands by the ones trying to understand what is going on.

Having defined the three concepts and raised the main questions to be debated, the analysis is aiming at answering the questions asked in this chapter. In the next chapter, the methodology to analyze how the field of temporary urbanism is approached is described.
In the following chapter, the methodological considerations will be set out, but firstly, the motivation to investigate temporary urbanism will be discussed. Afterwards, the main literature used in this thesis to describe the phenomenon temporary urbanism is presented and reflected on. Following this, reflections on choosing Henri Lefebvre’s definition of “space” and on the choice of the Municipality of Copenhagen as a case are presented. This leads to a description of the approach in conducting empirical material with the selection of informants and their background, as well as the chosen publications in the field of temporary urbanism. The chapter is ending with a reflection on validity, reliability, and generalization of the findings in this thesis.

### 3.1 Motivation

The inspiration to investigate temporary urbanism stems from an interest in creative, innovative, and underground movements. Investigating how a city can be an interesting place by creating odd or atypical things that stand out and are different than the industrialized identical structures, and how these can create identification and change the character of an area has been a starting point of this thesis. Along with a question of how solutions in cities created as experimental, non-permanent, and impulse initiatives can be beneficial to growth when regulations and laws are challenged by projects on the edge of what is legal.

Furthermore, inspiration for this thesis has been found in other reports describing and analyzing temporary urbanism. Searching and reading other studies analyzing the use of temporary urbanism, gives an insight in how it can be used and what it can contribute to in urban planning, and how others have been using temporary urbanism as a planning approach. The following section will describe the choice of the main literature used to understand temporary urbanism.

### 3.2 Choosing the Literature

This section will describe the choice of the main literature used to frame the understanding of temporary urbanism in the twenty-first century in this thesis.
3.2.1 Urban Catalyst

Urban Catalyst is a group engaged with temporary urbanism, that was formed in the late 1990s. They investigated temporary urbanism as a way of transforming cities between 2001 and 2003. Philipp Oswalt, Klaus Overmeyer, and Philipp Misselwitz is part of Urban Catalyst and in 2013, they published the book "Urban Catalyst: The Power of Temporary Use". Urban Catalyst was first researching the field of temporary urbanism as a potential tool in urban planning, and are arguing that urban planners should use temporary urbanism as a strategic tool. "Urban Catalyst advocates intelligent incorporation of temporary uses into a new form of urban planning based on the formalization of the informal and the informalization of the formal." (Oswalt, Overmeyer & Misselwitz 2013: 5-6). Oswalt, Overmeyer, and Misselwitz encourage, that temporary urbanism is used as a part of strategic planning of cities, and that one cannot necessarily distinguish between the formal and informal in urban planning. The book clarifies the potentials and importance of cities’ empty spaces, and have already had an influence on the use of temporary urbanism as a part of the strategic city planning. "Urban Catalyst: The Power of Temporary Use" will be used to get a deeper understanding of the way temporary urbanism can be carried out in cities as a part of the strategic planning, being the first to investigate the field of temporary urbanism as a strategic approach to urban planning.

3.2.2 Temporary Urban Space

In 2006, Florian Haydn and Robert Temel published their book "Temporary Urban Spaces: Concepts for the Use of City Space". Both are educated architects from Vienna. Their book is based on ten essays by experts and uses 35 projects from Europe and USA to give an overview of temporary urbanism created in cities as a strategic approach to urban planning. Haydn and Temel have found inspiration in the work of Urban Catalysts described above. "Temporary Urban Spaces: Concepts for the Use of City Space" will be the primary theory together with “The Temporary City" to understand and frame the increased use of temporary urbanism in urban planning in the twenty-first century.

3.2.3 The Temporary City

Peter Bishop and Lesley Williams published the book "The Temporary City" in 2012. Bishop is a town planner and William is town planner and environmental scientist, and both authors are from the United Kingdom. They are using case studies to explain temporary urbanism, and are aiming to address the changes they experience as drivers behind temporary urbanism. In their book, they try to clarify the questions, if temporary urbanism is an expression of a more dynamic, flexible, and adaptive way of planning cities, and if temporary urbanism can sustain the creativity it contains if planned by city authorities (Bishop & Williams 2012: 3-4). Bishop & Williams has found inspiration in the work of both the Urban Catalyst’s and Florian Haydn and Robert Temel. Together with "Temporary Urban Spaces: Concepts for the Use of City Space", "The Temporary City" will be framing the understanding in this thesis of temporary urbanism in the twenty-first century.
3.2.4 Cities by Design

To get an insight to city-making, understanding the process of urban planning, and what can influence urban space, Fran Tonkiss’s book “Cities by Design: The Social Life of Urban Form” from 2013 is used. Fran Tonkiss is an urban sociologist working in London, and understands temporary urbanism as informality. She is arguing how informality is a part of shaping cities, and experiences two kinds of informalities occurring in cities. The first one is created by citizens as bottom-up solutions to fulfill their basic everyday needs. The second one is created by ‘the urban rich’ (private investors, city planners, etc.) as a strategic decision to gain economic benefits. She represents the design view on city planning in this thesis, and her book is used to put temporary urbanism in the developed world in perspective.

Having described the main literature used in this thesis, reflections on the literature, as well as the considerations and arguments concerning the choice of the literature will follow.

3.2.5 Reflections on the Literature

Even though temporary urbanism is a newly discovered method in urban planning, it is broadly used and understood, and a wide range of literature is engaged with the phenomenon. The phenomenon can cover many types of activities carried out in cities worldwide, and it is therefore necessary to explain the reasoning for the literature selected in this thesis. In the selection of literature concerning temporary urbanism, it was found necessary to look into literature with a broader understanding and use than what is covered in this thesis. In this thesis, the term temporary urbanism will be used to describe activities, projects, or experiments not meant to be permanent, which are created in cities’ urban space as a strategic planning method to achieve innovation and creativity. Using literature with a broader understanding and use, was done to get a broader understanding of the change of use, from an illegal to a strategic approach.

First of all, the literature selected in this thesis have been found the most influential, based on the fact that it is the most referenced work in the field. Florian Haydn and Robert Temel’s and Peter Bishop and Lesley Williams’ understanding of temporary urbanism and Philipp Oswalt, Klaus Overmeyer, and Philipp Misselwitz’s experiments with temporary urbanism are forming the basis for much of the work in the field. Using temporary urbanism in city planning is generally understood as contributing to a positive development, but despite this, concerns about using temporary urbanism in urban planning exist.

When working with temporary urbanism, it is important to be aware of the criticism towards temporary urbanism as a tool in urban planning. Criticism of temporary urbanism is primarily linked to the risk that it can lose its originality of being something innovative and creative if used in formal urban planning. Originally, temporary urbanism was understood as being an informal act and thereby it was much easier to maintain the innovation and creativity of the activity. Hence, a question could then be if informal planning can work as an inspiration to the new and more formal way of creating temporary urbanism as a strategic tool in urban planning. If this can be the case, then the original creativity and innovation can still be preserved when creating temporary urbanism in a more
As mentioned, the literature about temporary urbanism is in general positive when it comes to the outcomes of temporary urbanism conducted in cities. Being aware that the underlying rationale for this literature very well could be to encourage the use of temporary urbanism is of course important when applying the take-aways in the analysis. It is furthermore crucially important to reflect about the downsides of temporary urbanism.

The main authors used in this thesis are all from Europe, and thereby they are researching from a perspective and understanding of Europe. Their literature does however reach further as several of the case studies applied are from both USA and Europe, and are both from rich and poor areas. Since the literature uses a wide-spread range of cases, it supports that temporary urbanism can be used in a broad setting, even though types of cities and political standpoints varies. Thereby, the concepts, conclusions, and findings from the literature can be used to analyze temporary urbanism in the Municipality of Copenhagen.

The understanding of temporary urbanism used in this thesis is quite broad, and can create confusion and a mix of different uses. It has however been found relevant to have a broad understanding, in order for an overall use of temporary urbanism in Copenhagen to be analyzed in connection to each other. The Municipality of Copenhagen is likewise using a wide understanding of the term temporary urbanism in their approach. The literature used in this thesis is therefore found relevant even though they are using different terms to describe the phenomenon. The following section will reflect on the choice of “The Production of Space”.

### 3.3 Reflections on The Production of Space

In investigating the influence of temporary urbanism in urban space, it is found relevant to use Henri Lefebvre’s criticism of social space. Specifically, Henri Lefebvre’s book “The Production of Space” is used to understand how the Municipality of Copenhagen is using temporary urbanism as a strategic tool. Especially Lefebvre’s Spatial Triad is relevant to understand the Municipality of Copenhagen’s work with temporary urbanism, and specifically how temporary urbanism can influence the production of space.

Henri Lefebvre wrote “La Production de l’éspace” in 1974, the book used in this thesis is an English translation by Donald Nicholson-Smith. Using an older theory, it is important to understand, that the understanding of space was different, and that the historical situation was different. This can influence how Lefebvre is approaching production of space, compared to how urban space is understood today. Despite of this, arguments and conclusions of Lefebvre can still be used to analyze city planning today. First of all, he is basing his arguments on the fact that urban planning is dominated by specialists creating plans and strategies, which is still the case today. Secondly, as Lefebvre points out, space is formed by citizens living in cities and cities’ structures are forming citizens’ way of living. Furthermore, understanding economic growth as an essential part of city development is still the same as it was at the time Lefebvre wrote his book. By using Henri Lefebvre, a critical approach towards urban planning, and how the Municipality of Copenhagen are working with temporary urbanism has been taken.
Lefebvre is using Marxism to describe the social relationships in society and he experiences the world from an understanding that space is a production. In using Lefebvre’s spatial triad, space is understood as constructed by social relations. His use of representations of space, spatial practice, and representational space has formed an understanding of how space is produced by different interconnected elements. The spontaneity and temporality existing in temporary urbanism is not a part of Lefebvre’s understanding of space, which can be a limitation in concluding if temporary urbanism can be a way of producing space. However, the use of Lefebvre in this thesis is to understand how space can be produced, and afterwards investigate if temporary urbanism can be a way of influencing the production of space.

This thesis is focusing on the Municipality of Copenhagen and their approach to temporary urbanism as a part of their way of developing the city. The investigation of citizens’ understanding of urban space is beyond the scope of this thesis, and Lefebvre’s concept of representational space, the lived space, will therefore not be analyzed.

The following section will reflect on the publications used as empirical material.

### 3.4 Introduction to Documents

Different types of publications have been used in investigating the field of temporary urbanism in the Municipality of Copenhagen. The publications can be split in four overall categories: Sustainability, Municipal Plans and Strategies, Urban Planning, and Outside Copenhagen.

In understanding how temporary urbanism can be created in a sustainable matter and how the Municipality of Copenhagen is approaching creation of temporary urbanism as something contributing to sustainable development, publications by the Finance Administration in Copenhagen and by the Technical and Environmental Administration in Copenhagen has been used. A fundamental understanding of sustainability is adopted from publications by United Nations.

In the work with temporary urbanism in the Municipality of Copenhagen, Municipal Plans and Strategies reaching back to 2005 has been read. To understand how the Municipality of Copenhagen is understanding temporary urbanism and how they are approaching it in urban planning.

In general, publications and the official webpages concerned about urban planning in the Municipality are used to get an understanding of how temporary urbanism can contribute to liveability, creativity, and innovation. This includes publications about the Urban Renewal Project in the South Harbour and City and Port Developments.

For further inspiration to understand the Municipality of Copenhagen’s work and the incentives of the actors in the field, publications and articles in general about temporary urbanism used as a strategic tool in urban planning have been read.

### 3.5 Interviews

Copenhagen is the city of investigation in this thesis, where the Municipality is understood as the main actor in the field of temporary urbanism. The Municipality’s desire to create a city for its
citizens, and from its position of being the most populated city in Denmark, Copenhagen has potential to be a city where temporary urbanism can be created. The Municipality of Copenhagen has a vision of being the most liveable city in the world, and in reaching a more liveable city, temporary urbanism is widely used by the Municipality. The use of temporary urbanism as a strategic tool in urban planning to create innovation and creativity in Copenhagen is therefore investigated in this thesis.

To understand how temporary urbanism is used and what effects it has in Copenhagen, qualitative interviews have been conducted. The interviews will work as a supplement to publications by the administration in the Municipality of Copenhagen (See 3.4. Introduction to Documents). The interviews are conducted as semi structured interviews, as it was a conversation where meanings and the personal experiences of the informants are welcome (Kvale & Brinkmann 2015: 37). Furthermore, semi structured interviews offers the possibility to discuss more in depth to given answers, and thereby optimizing the use of knowledge of the informants (Kvale & Brinkmann 2015: 26). The interview questions were made out from the understanding of “The Production of Space”. Henri Lefebvre’s spatial triad is structuring the questions and making the framework of the interview guide. The questions were made as open questions encouraging longer answers and the use of examples in the explanations. After each interview, a reconsideration of the interview questions was made, where an altering of the questions was done, to limit confusing or possible misunderstandings existing in earlier conducted interviews, and furthermore to incorporate new information given in the conducted interviews. The following subsection will describe considerations when choosing the informants followed by reflection of the conducted interview.

3.5.1 Choosing the Informants

From the beginning, informants from different departments working with temporary urbanism in the Municipality of Copenhagen was of interest. From the view of employees in different departments, a more nuanced understanding of the Municipality’s work concerning temporary urbanism as a strategic tool in urban planning was achieved. In the report ”Mulighed for midlertidige an vendelser” (Potentials for Temporary Urbanism), the Technical and Environmental Administration points to the Technical and Environmental Administration, the Finance Administration, and the Culture and Leisure Administration as the main actors in the field of temporary urbanism in the Municipality of Copenhagen.

Contact was established with Emil Maj Christensen from the Finance Administration, whom did not consider his department as relevant to talk with. The Finance Administration has mainly the position as distributing and determining whether a temporary project should have financial support and if there is money in the budget to support temporary urbanism in the city. At the moment, the Finance Administration focuses mainly on temporary residential dwellings, which is not the kind of temporary urbanism this thesis is focusing on. Further investigation in the Finance Administration’s work with temporary urbanism is therefore not done.

An interview was conducted with Thomas Chapelle, strategic city planner from the Technical and Environmental Administration. Chapelle has contributed to an administrative view on creating temporary urbanism in Copenhagen. Chapelle made it clear, that
the Technical and Environmental Administration is the authority that approves temporary urbanism out from a legal point of view.

The Culture and Leisure Administration was never responding, therefore an interview with an employee from the Culture and Leisure Administration was not conducted. The work of the Culture and Leisure Administration in the field of temporary urbanism is mentioned by other informants, and publications has been used to understand the work of the Culture and Leisure Administration on temporary urbanism in Copenhagen.

Throughout the interview with Chapelle, he mentioned urban renewal projects and the work which City and Port Development is doing with temporary urbanism in the city. The first opportunity the Environmental and Technical Administration had to create temporary urbanism was by creating an urban renewal project. Due to the use of temporary urbanism in the process of renewing a district, the Urban Renewal Project in the South Harbour is found relevant to investigate, to understand the use of temporary urbanism in Copenhagen. Furthermore, the Urban Renewal Project in the South Harbour is in the middle of the renewal process, and they have been able to evaluate their work so far, but are still working on the final solutions, which have been found beneficial to get a realistic picture of how it is to work with temporary urbanism in Copenhagen. Additionally, a focus on citizens' involvement has been extremely important in the work of the Urban Renewal Project in the South Harbour (Københavns Kommune n.d. c). Renewing an area already existing in the city is however a completely different process than building a new area from the beginning. This is the case with a project that City and Port Development is doing in Nordhavnen. To have both approaches on how temporary urbanism is created in

the Municipality of Copenhagen, City and Port Development was selected as the second actor.

To get knowledge and insight into the Urban Renewal Project in the South Harbour an interview with Karin Dam Nordlund, project manager in the Urban Renewal Project in the South Harbour was conducted. Nordlund's statements has been used to understand how an urban renewal project has opportunity to use temporary urbanism as a strategic tool to renew an area in the Municipality of Copenhagen.

Contact was also established with Maria Kanstrup-Clausen, project leader in the department of Sustainability and Urban Development in City and Port Development, and an interview with her was conducted. Kanstrup-Clausen gave information about how temporary urbanism can be created in Copenhagen's publicly owned areas.

In contrast to the interview with Thomas Chapelle an interview with Peter Munthe-Kaas was conducted. Munthe-Kaas is a research worker in the field of temporary urbanism and has been working with the Technical and Environmental Administration as an external planner. To get an understanding of the work the Municipality of Copenhagen does with temporary urbanism, Munthe-Kaas' opinions are found relevant. Munthe-Kaas is working with temporary urbanism and experiments which can contribute to innovation and creativity in Copenhagen by among other things approaching urban planners in the Municipality. He is working with temporary urbanism from a city planner's perspective, to show the Municipality what benefits exist when working experimentally with city planning (Appendix 4: 6.25). Munthe-Kaas statements will mainly be used in the discussion, to get a secondary view on how the Municipality of Copenhagen is working with temporary urbanism as a
3.5.2 Reflections of the Interviews

In the process of creating an interview guide, the interviewer’s own background, biases, and preunderstandings often influence the questions. A wish to seek specific answers, can result in questions leading informants in the direction of the preferred answer, which is not necessarily the honest and correct answers. It is important to be aware of these situations. To limit this risk, the questions should be neutral and open, for the informants to give longer and more subjective answers. This is to the largest extent possible achieved in the conducted interviews. The informants’ statements can then have an underlying purpose of promoting specific opinions, or their answers can be out from repertoire or preparation. This is important to have in mind when analyzing the answers, and being critical towards the answers and be reflective on the way the questions are asked is key when using them in the analysis (Kvale & Brinkmann 2015: 201-2). In the beginning of the interview with Thomas Chapelle, he emphasizes that temporary urbanism can cover a wide range of activities and urban planning happening in the city. He explains that it can either be trendy things created by citizens, a way to achieve economic growth by urban planning, or a quick way of solving existing problems in the city. Having a broad understanding of temporary urbanism can create some confusion and contradictory statements. To limit further confusion, a use of examples when asking the questions was done.

In the interview with Karin Dam Nordlund, no such confusions occurred when talking in general about the Urban Renewal Project’s work with temporary urbanism. She had a clear understanding of temporary urbanism, which is confirmed by her having a clear understanding of when they in the Urban Renewal Project was talking about temporary urbanism and how it should be created. Despite this, she acknowledges that different definitions of temporary urbanism exist. Maria Kanstrup-Clausen is like Nordlund having a clear understanding of temporary urbanism.

Peter Munthe-Kaas is investigating the field of temporary urbanism and has created his own understanding of temporary urbanism (to be clarified in 7.1. A Strategic Tool in Urban Planning). Because Munthe-Kaas is working in the field of temporary urbanism as an external actor, he is critical towards the Municipality of Copenhagen’s work.

Thomas Chapelle is experiencing temporary urbanism as contributing to interesting projects in the city, and thinks there should be more of these kinds of projects in Copenhagen. His positive view can influence his statements and undermine the substance of the issues with temporary urbanism. Chapelle’s statements are characterized by his broad work with temporary urbanism and knowledge in the field, which contributes to a broad understanding of the work with temporary urbanism in the Municipality of Copenhagen. But because his department in the Technical and Environmental Administration do not create temporary urbanism, his view is strictly based on regulations and discussions him and his colleagues have had in the office.

Since all involved in the interviews are Danish speaking, the interviews have been conducted in Danish. Quotes used throughout this thesis have been translated by the author. It is important to have in mind that meanings can be altered when translated, and implicit understandings thereby can be lost. This is accounted for by elab-
orating the answers to offer the correct meaning of the statements.

3.6 Reliability, Validity, and Generalizability

Investigating the field of temporary urbanism requires an explorative qualitative research, because it is a field under constant development that contains a great portion of uncertainty towards the final outcome, and still is a newly discovered approach in strategic urban planning.

This thesis being a qualitative research, the reliability and validity of the research has a different understanding, and the generalizability will rarely be a possibility in qualitative research. The external validity is the degree of generalization. Alan Bryman uses the argument of LeCompte and Goetz, that “ [...] external validity represents a problem for qualitative researchers because of their tendency to employ case studies and small samples.” (Bryman 2008: 376). Because the results will be in a context of Copenhagen, and specifically how the Municipality of Copenhagen is creating temporary urbanism, it is not possible to generalize the results to another case.

The external reliability is the degree of replication (Bryman 2008: 376). In describing what methodological approach the investigation is taking, the research can be repeated. An interview guide was created to keep qualified interviews, where the purpose of each question was written down before the interviews was conducted. Knowing if the statements given in the interviews will be the same if asked by another person or in another setting can be supported by asking open questions, which makes the informants personalize the answers and use examples (Kvale & Brinkmann 2015).

The internal validity lays in the agreement of information gathered (Bryman 2008: 376). The informants’ statements can be validated by the used literature by having similar opinions towards the use of temporary urbanism. In general, experiencing temporary urbanism as something that can contribute to benefits in cities’ urban space exist both in the interviews and in the literature.

Furthermore, by making sure that what the methodology intends to investigate is actually investigated, the validity can exist (Kvale & Brinkmann 2015). In describing the methodology of how the empirical material is collected and afterwards being critical towards the gathered information, a validity of the empirical material will exist in this thesis. To make sure the empirical material can be validated, it is important to make sure that the material is analyzing temporary urbanism in the same context as what is the intent of this thesis. It is therefore questioned if the perspective of the empirical material is whether temporary urbanism can be used as a strategic tool. In validating the interviews, asking the informants questions closely in accordance to the interview guide, ensures the correct focus on temporary urbanism throughout the interviews, which further can support the validity of the research.
State of the Art: Understanding Temporary Urbanism

The following chapter will frame the history of temporary urbanism. When and how temporary urbanism started, when and why a use of temporary urbanism changed to become a more strategic approach took place, and finally how temporary urbanism is used today. This chapter will begin with a description of The Process of City-making. To understand temporary urbanism, it is necessary to understand the basics of city-making (i.e. urban planning). Afterwards, the beginning of temporary urbanism will be described in the section How Temporary Urbanism Began, and then, the understanding and use of temporary urbanism today will be explained in Temporary Urbanism: A Strategic Tool in Urban Planning.

Fran Tonkiss (2013) will be used throughout this chapter to explain city-making from a socio-spatial understanding that city-making is a social process where the social and physical elements in cities are interlinked. Peter Bishop and Lesley William (2012) and Florian Haydn and Robert Temel (2006) will be used to describe how temporary urbanism is understood in the twenty-first century. This will be supplemented by articles written in the field of temporary urbanism.

4.1 The Process of City-making

“Cities are an immense laboratory of trial and error, failure and success, in city building and city design. This is the laboratory in which city planning should have been learning and forming and testing its theories.” (Jacobs 2011: 9)

We live in a world where the boundaries in a city not only are the institutionalized boundaries, but where an understanding of boundaries can be influenced by citizens as well. Changes in cities are involving more actors than the obvious ones such as architects, planners, and engineers (Tonkiss 2013: 11). Fran Tonkiss explains cities as “A complex of things and activities connected over space and time, formed and managed by many different actors.” (2013: 14). Cities are a complex matter and different actors are involved in urban planning. City structures are as much influenced by people living in and using cities as it is influenced by architects, planners, and engineers. A shop owner putting out a showcase of groceries on the sidewalk, kids playing in the streets using two trees as a football goal, a house owner using the front garden as a flea market, or stu-
dents changing a parking space into a small garden. This is all part of making cities a place with personality and liveability.

Opportunities arising from globalization making the world smaller than ever before. What happens one place is easily known in another (Tonkiss 2013: 5). When it comes down to city-making, it is inevitable that cities are compared with one another. It is easier to advertise what is going on in cities, and where new things are happening, due to the media (Haydn & Temel 2006: 41; Dovey 2016: 237). Information and communication technology (ICT) is creating opportunities to share information, and thereby learn from one another. But even though sharing information is common, each city has its own culture and norms (Lydon & Garcia 2015: xiii).

Florian Haydn and Robert Temel explains that with a continued development, space has in most cities become a strategic resource (Haydn & Temel 2006: 51). A city is not only the physical elements, but are containing a psychological aspect as well. It is about the flows and patterns (i.e. the routines or movements and infrastructure), the buildings, and the history, stories and atmosphere existing in a city. The human being is as important in cities as the buildings. As Fran Tonkiss explains in her book “Cities by Design: The Social Life of Urban Form”: “[...] without the citizens, there will be no city” (2013: 6). If nobody wants to live in a city, the city is losing its value of being a city.

When planning a city, it is important that urban planners understand citizens’ needs and routines. Tonkiss explains, that city-making has the potential to create life in cities (2013: 8). The citizens’ daily routines, movements from a to b, the connections from work, home, and shopping should be efficient. In the late 1960s, an approach of participation by citizens and cooperation with them in cities under development started to spread as a resourceful tool (Finn 2014: 387). Today, citizens are still experienced as an important part of city planning. Peter Bishop and Lesley Williams explains, that in the twenty-first century, cooperating with citizens and making experiments in the urban realm is an inevitable part of urban planning in developed cities (Bishop & Williams 2012: 4).

To make the life of citizens easier, having set rules and structures is important. But creating experiments to develop cities is a way of challenging the usual rules and structures, and thereby accommodating the needs of citizens (Duany 2015: xii).

Tonkiss explains how cities are composed by stating that “Cities are composed of physical structures, but also by the patterning of urban life by social actors as this reproduces the city in built and unbuilt forms” (2013: 8). When making changes to cities’ urban space, it is therefore equally important to study the movements in cities as it is to study the physical structures. When relating physiological aspects to a city’s physical structures, it will be experienced that cities are under a constant process of change. Tonkiss explains that physical structures are not permanent elements in cities as they can always be moderated or changed (2013: 6). Designers (architects, engineers, and planners etc.) behind cities are making buildings, where a specific purpose is intended, but the purpose that was once made, can be used and experienced differently over time (Tonkiss 2013: 7). Keeping this in mind when studying cities, that it can and will be undergoing changes, is important.

Studying the physical structure in cities can reveal underlying historical situations. “A building can be taken as the tip of the design iceberg; [...] it can help us read the larger (socio-economic, political and legal) conditions that underlie it.” (Tonkiss 2013: 8). Change in
political understanding, wars, crisis, technology, financial situation, and so much more are influencing cities over time, but the physical structure can help reveal the original purpose and the conditions that impacted the city at the time of construction.

The constant change in the overall environment of a city means that urban problems can quickly occur, when a mismatch between the structure of a city and the needs of citizens. To solve these urban problems existing in a city, it is necessary to constantly renew cities. For this to happen, Henri Lefebvre states in his book “Writings on Cities” that existing dominant strategies and ideologies need to be defeated. How cities are planned is according to Lefebvre not beneficial when it comes to solving urban problems. A way of approaching city planning in another way is by involving citizens as they have the power to change cities (1996: 154). This new approach could be through temporary urbanism.

From the above, it is understood that cities are and need to be in a constant process of change. A city existing today, is the future of ‘yesterday’s city’. In Tonkiss’ view, one can only make mistakes if trying to plan the future of cities, and for that reason, planning a city is a constantly evolving process (2013: 92). New buildings are built, old ones are rebuilt or torn down - the future of cities are unpredictable as it will largely depend on the needs of citizens.

Different approaches to city planning, where citizens are part of developing cities has had political support in several years. John Pløger emphasizes the importance of creative and innovative citizens, as he describes it as a way to achieve economic growth (Pløger 2008: 53-4). Lefebvre explains that human beings need to use their energy on creativity and ‘play’ in cities (1996: 147). It is important to create urban space and activities in cities, where citizens can be involved in development and by that having an influence in parts of a city’s urban space. Having an efficient city and at the same time creating an environment that supports creativity and innovation is important in the aim of having a well-functioning and successful city where citizens has a desire to live. The desire to live in a city is what can drive economic growth in the future.

Involving citizens in urban planning is something temporary urbanism can contribute to. Recently, temporary urbanism has become a phenomenon of interest by urban planners, and part of an urban planning strategy (Haydn & Temel 2006: 19; Dovey 2016: 236). Cities need temporary urbanism because it is challenging the usual way of city-making and can create urban spaces where innovation and creativity can grow (Dovey 2016: 241; Larsen 2012: 158; Oswalt, Overmeyer & Misselwitz 2013: 11; Pløger 2008: 53). As described in the quote by Jane Jacobs, cities are places where ideas should be tested. Creating innovation, creativity, and the desired liveability through experiments is among other things what temporary urbanism can contribute to in city-making. The following section is describing how temporary urbanism became a part of cities’ urban planning.

4.2 HOW TEMPORARY URBANISM BEGAN

Temporary urbanism is not a new phenomenon. As long as humanity has existed, so has temporariness. It is part of the urban culture and have been so for a long time (Bishop & Williams 2012: 6-7). Studying cities of today reveals that temporary urbanism has a
significant influence on city structures and urban economies. Fran Tonkiss is describing temporary urbanism as “ [...] the major plot-line in the big story of contemporary urbanization” (2013: 93). Temporary urbanism has become an influential part of urban planning, and are influencing both city structures and economy. Tonkiss explains that temporary urbanism has a significant influence on the way cities are structured in the twenty-first century as well as on the city economy, by saying that “In terms of both the material making of cities and the social organization of urban economies, most of the rapid urban growth of the early twenty-first century is happening informally” (2013: 93). Given the large influence temporary urbanism is having in cities, events as the postwar period, transitions in the economy, natural disasters, and changes in urban structures have all caused temporary urbanism to flourish (Oswalt, Overmeyer & Misselwitz 2013: 9; Wesener 2015: 406-7).

Temporary urbanism as a strategic tool can be dated back to Berlin. In the time after second world war, the potential of temporary urbanism was discovered as a part of a strategic rebuild of Berlin, where plenty of empty space was ready to be developed, but no money to rebuild the city was available (Bishop & Williams 2012: 4; Oswalt, Overmeyer & Misselwitz 2013: 7). In Berlin, temporary urbanism is still a popular tool, and city planners today are using temporary urbanism as a part of a strategic planning of the city to achieve economic growth (Louekari 2007: 465, 477). In the late 1950s, approximately at the same time as in Berlin, a group of political activist in Paris, called the Situationist International, criticized the system of capitalism by making urban space a product of social activities. They wanted to live in a city, where the constructed environment is related to the life in the city. The Situationists took action by themselves and preformed temporary urbanism without political support (Haydn & Temel 2006: 47-8). Henri Lefebvre was in close contact with the Situationist and his concept of ‘the right to the city’ is often linked to temporary urbanism. The philosophy that everyone has the right to change the city was later on revived by Professor of Anthropology and Geography David Harvey and is today used as a justification to further support creation of temporary urbanism (Dovey 2016: 244; Finn 2014: 386; Haydn & Temel 2006: 48).

Tonkiss is arguing, that a new kind of temporary urbanism is present today. It has changed from being understood as illegal things happening in cities, to a strategic planning tool in achieving urban growth (Tonkiss 2013: 93-4). Peter Bishop and Lesley Williams emphasize that temporary urbanism as a strategic tool in urban planning is a phenomenon existing in developed cities, and not a global phenomenon (2012: 6). Kim Dovey explains the increased use of temporary urbanism:

“There is a range of economic, technological and social forces that has led to an expansion of temporary urbanism: spatial vacuums are produced by the downturn of investment cycles; new social media create marketing opportunities for pop-up events; flexible work patterns and community activism produce a more adaptive and opportunist urban life” (Dovey 2016: 237).

By that, Dovey concludes that both the overall macro-economic conditions, new digital solutions, and a change in behavior of citizens are influencing temporary urbanism. Temporary urbanism as a strategic approach in urban planning will be elaborated further in the following section.
4.3 Temporary Urbanism: A Strategic Tool in Urban Planning

Temporary urbanism has earlier been understood as a part of developing cities of the world where slums and squatters are experienced as having a negative influence on the remaining city. Hence, it is important to differentiate between temporary urbanism in developed and developing cities. As mentioned previously, it is in developed cities that temporary urbanism is now used as a strategic tool in urban planning. Concerning research about temporary urbanism, it is still in an early phase as a strategic phenomenon in urban planning (Bishop & Williams 2012: 4). Nevertheless, theorists predict it to be the influential part of the twenty-first century’s urban planning (Bishop & Williams 2012; Tonkiss 2013; Duany 2015: xi).

Based on the benefits and an ambiguity existing when using temporary urbanism as a strategic tool in urban planning, this section will describe reasons why temporary urbanism is used as a strategic tool in urban planning in the developed world.

4.3.1 Benefits: Why Temporary Urbanism is a Desired Approach

“Cities need big plans but also small tactics.” (Lydon & Garcia 2015: xvii).

A new approach to city planning is necessary if cities should continue its growth as described in 4.1. The Process of City-making. Florian Haydn and Robert Temel points out that a new approach to city planning is essential for cities to continue its evolution, and temporary urbanism can be this new approach to city planning (2006: 19). Temporary urbanism can create growth by creating urban space where innovative and creative ideas can be developed. Kim Dovey explains that temporary urbanism can create creativity and innovation by being a way of testing ideas.

“Temporary/tactical urbanism enables a much higher level of creativity and innovation in urban design, because it turns the city into a testing ground where new forms of thinking can be implemented without the danger of permanent failure” (Dovey 2016: 241).

As the quote by Jane Jacobs is stating in the beginning of this chapter, urban space in cities should be laboratories to test ideas. Being a way of testing ideas in cities is what temporary urbanism as a strategic tool in urban planning can be used to. Temporary urbanism is a trial-and-error approach which provides an opportunity to learn from experiences. Furthermore, temporary urbanism gives creators more freedom. Kim Dovey explains that by using temporary urbanism as an experimental approach to urban planning it can speed up a learning process and tolerate failures. Working with temporary urbanism creates a freedom of experimenting because it is not meant to be permanent (Dovey 2016: 241). The benefit of working with a shorter timeframe gives freedom and also a reduced risk. Working with and investing in temporary urbanism comes at a reduced risk, because it is temporary (Bishop & Williams 2012: 3). Not having long-term consequences is experienced by urban planners as a benefit, that gives the creators of temporary urbanism an opportunity to explore new ideas. Temporary urbanism being a trial-and-error approach can furthermore be a way of changing plan-
ning approach to encounter differences in city structures, which can make a city interesting for citizens to live in (Haydn & Temel 2006: 58-9). Being a trail-and-error approach supports that temporary urbanism is a “... process-orientated methodology in planning” (Haydn & Temel 2006: 20). Learning from experiences by working with temporary urbanism as a process can result in better solutions.

Citizens are important in creating a well-function city as mentioned in section 4.1. *The Process of City-making.* Temporary urbanism can be a way of cooperating and involving citizens in urban planning. Temporary urbanism created by citizens is a solution to problems in cities that the citizens finds relevant. Besides solving a problem, this approach to city planning has the benefit that it helps city authorities to satisfy the citizens (Haydn & Temel 2006: 31; Finn 2014: 383-4). Temporary urbanism can thus be a way of finding alternative ways and methods to urban planning, and as another benefit, this can often take place in areas outside consideration of city planners. Haydn and Temel explains this advantage by saying, “Temporary users observe social relations and exploit gaps and niches.” (2006: 31). Citizens can have a deeper understanding of situations and relations existing in cities, by being a part of everyday life in cities, and therefore citizens can be of great help for urban planners. Users of temporary urbanism can find attractive areas in cities and demonstrate why they are attractive (Bishop & Williams 2012: 3; Németh & Longhorst 2013: 148; Tonkiss 2013: 97, 109).

When temporary urbanism is created in vacant or undesirable areas, Tonkiss explains that it can add new life (2013: 97). Citizens are willing to visit formerly undesirable areas when temporary urbanism is creating something interesting by making attractive things (Larsen 2012: 157-8). If temporary urbanism is a success it can thereby work as a magnet to make vacant and undesirable areas attractive (Oswalt, Overmeyer & Misselwitz 2013: 13). Juul | Frost Arkitekter explains temporary urbanism’s benefit of creating attractors as a way of making citizens understandable of the unknown (2009: 192). Hausenberg states that temporary urbanism can be a way of challenging the rules and norms existing in cities, and therefore have a result of making citizens open-minded and create a desire to discover the unknown (Hausenberg 2008: 4).

Yet another benefit of temporary urbanism is, that it can be a flexible approach to city planning. Not all areas of a city can be planned due to lack of resources, thus a looser planning strategy and flexible plans can be beneficial in these areas (Bishop & Williams 2012: 3). When working with temporary urbanism, Tonkiss explains a quality of being adaptive is necessary (2013: 102). Being adaptive confirms what Bishop and Williams states, that the plans of city authorities need to be flexible. Having flexible plans can give urban planners opportunities to unlock potentials of urban space, that otherwise would not have been planned within a shorter timeframe (2012: 3). Being adaptive and flexible creates a process where urban planning can reach beyond its plans, which according to Tonkiss is what makes cities an interesting place (2013: 102). Often, temporary urbanism will be easily movable. If it can change location after demand or necessity it is showing great flexibility (Dovey 2016: 239). Temporary urbanism can therefore be a way of making a planning process more adaptable and by that help city planners to create a well-functioning and more liveable city.

Haydn and Temel is speculating if temporary urbanism is just a “[...] substitute for the ‘real thing’” (2006: 55). But comes to the conclusion that it is not, because temporary urbanism has something
more to offer. It has its own qualities, as the benefits described confirm. Temporary urbanism is a unique approach to planning. It can create ‘things’, which make cities interesting. Supporting unexpected alternatives to city planning and creating opportunities for alternative solutions, cities can become varying and thereby consist of interesting ‘things’ (Haydn & Temel 2006: 17, 56; Tonkiss 2013: 108, 111). Dovey explains that benefits of temporary urbanism are what make cities dynamic spaces of possibilities. Without temporary urbanism, experiments and potentials would not be realized (2016: 237).

Having explained some of the benefits of temporary urbanism, it is important to stress, that if temporary urbanism is not managed carefully, it can create problems instead of solutions. As the quote by Mike Lydon and Anthony Garcia in the beginning of this subsection says, a city needs both formal overall plans but equally important is to have small tactics i.e. temporary urbanism. The following subsection will describe an ambiguity existing in temporary urbanism used as a strategic tool in urban planning.

**4.3.2 An Ambiguity of Temporary Urbanism**

Temporary, tactical, pop-up, Do-It-Yourself (DIY), interim, informal, bottom-up, in-between, and many other terms are used to describe the concept of temporary urbanism. In details, the terms differ in some situations and cover similar activities in others. As many terms can be used to describe temporary urbanism, different ways of creating temporary urbanism exist. One thing temporary activities all have in common is that they are not meant to be permanent. According to Peter Bishop and Lesley Williams, the word ‘temporary’ means something “[…] with a defined beginning and end” (2012: 5). Out from this understanding, everything is temporary by nature, because everything has a beginning and an end.

Fran Tonkiss experiences temporary urbanism to consist of several contradictions, which she explains as an ambiguity. For instance, she argues that temporary urbanism can be experienced in formal planning, as development in empty spaces, and at the same time temporary urbanism can be squatting which is experienced as illegal (Tonkiss 2013: 102).

The ambiguity about temporary urbanism can also be experienced in the many terms used to describe it and ways of making temporary urbanism. The different terms used to describe temporary urbanism, may be because temporary urbanism is defined by its surroundings. If citizens are making urban planning themselves it can be called DIY, if it is suddenly existing and likewise disappearing it can be described as pop-up, and when it is existing between previous and future plans it can be termed in-between. It can be difficult to make a clear definition of temporary urbanism, when it involves different kinds of urban planning. This does however also mean that when working with temporary urbanism, the project can be moderated to fit a specific place and existing needs. For that reason, it is never a guarantee that a successful project in one city will also be a success in another setting – especially not if it is created to solve problems in a specific setting. Therefore, temporary urbanism is not always the most beneficial tool to use, Florian Haydn and Robert Temel describe “Temporary urbanism is not the recommended tool in every case” (2006: 20). They think that some projects are better off being permanent, for example if a solution to a problem is required straight away, a permanent solution would be necessary. Working with temporary urbanism, it is important to consider
what a desired outcome of using temporary urbanism is, and if this outcome can be achieved by other approaches. The following subsection will describe temporary urbanism as a strategic tool, which considerations it involves and why urban planners think temporary urbanism has become common in urban planning.

4.3.3 Creating Temporary Urbanism

Temporary urbanism has been found relevant in city planning, because of an understanding, that it can be a way of making cities more liveable, and a way where creativity and innovation can create the basis for economic growth. Despite a limited lifetime, temporary urbanism is known to have several benefits. Overall, temporary urbanism can bring attention, value, and demand to an area (Hausenberg 2008: 6). Benefits of temporary urbanism are described in 4.3.1. Benefits: Why Temporary Urbanism is a Desired Approach. Temporary urbanism can with a limited amount of resources according to Juul | Frost Arkitekter add significant value to places and buildings beforehand without value, thereby if used as a strategic planning tool it can secure continued development in cities (2009: 179). Peter Bishop and Lesley William is arguing that temporary urbanism can be a way to mitigate difficulties existing when developing cities to fit changing needs of societies by stating that "Temporary uses might be part of a solution to the challenges that are facing cities as they struggle to adapt to the conditions of the twenty-first century." (2012: 4).

Temporary urbanism today is from Tonkiss’ point of view mainly existing in developed cities. City authorities has no interest in having vacant areas or empty buildings in the city. If development of vacant areas and empty buildings is not currently a possibility from the authorities' side, then temporary urbanism is experienced as a better solution than letting it stand empty (Tonkiss 2013: 95-6). Temporary urbanism can therefore be a tactical approach and as John Pløger points out, it can be of interest for politicians and planners as a process of gentrification or a starting process of future development (2008: 56).

As described in 4.3.1. Benefits: Why Temporary Urbanism is a Desired Approach, using temporary urbanism in vacant areas in cities can be a benefit. John Pløger explains that temporary urbanism can take place where planning has not yet occurred (2008: 52). Further to this, Florian Haydn and Robert Temel explains that temporary urbanism (frequently) exists in places where there cannot be developed due to financial or political reasons. Temporary urbanism can thereby be connected to negative sides of a city's history, because it is created in places where it is not economically feasible to develop (Haydn & Temel 2006: 35). Having negative situations in a city is not optimal when it comes to development and growth, but using temporary urbanism in these places can be a way of transforming them into places contributing to development and growth. Jeremy Németh and Joern Longhorst explains that associating vacant land with problems in cities should not be the case for city planners. Having vacant areas is a part of a natural circle cities are going through. Németh and Longhorst continues by explaining that vacant land should be experienced as a resource. It is in vacant spaces of cities that temporary urbanism can exist as social spaces or opportunities for growth (2013: 145). From these thoughts, to secure continued development of cities and transform vacant spaces in to resources, it is essential to understand temporary urbanism as a strategic tool in urban planning.
When creating temporary urbanism, several actors can be involved in the process. Involved actors in temporary urbanism have different reasons to be involved. It can be to develop ideas, attract liveability, or secure economic growth. To have temporary urbanism that creates opportunities and benefits for cities, it is important that involved actors are working in a synergy with each other, where different interests are met. First of all, a consensus of creating temporary urbanism should exist. Haydn and Temel explains that if a common interest in making temporary urbanism do not exist, temporary urbanism would not be created in cities (2006: 40).

Those engaged in temporary urbanism as a strategic tool in urban planning can be described as ‘change agents’ (Hausenberg 2008: 6). Fran Tonkiss thinks that influential temporary urbanism emerges from movements both from powerful investors and citizens (2013: 91). In changing an area, temporary urbanism can be used as a way of producing new narratives in cities or change identity of the space it is placed in (Dovey 2016: 238, 241). Haydn and Temel argues that if temporary urbanism should have a long-term impact and contribute to development of an urban space it is important that it is not restricted to the micro-level (2006: 59). This means that a temporary project needs to be integrated with the surrounding area and its functions, such as production of new narratives or change of identity of the area is not solely connected with the temporary project. If this is not the case, and temporary urbanism is understood as a state of development between existing and future plans for an area, it can lose the effect of making changes.

If created between previous and future development, a concern by urban planners about having an influence in development of cities exists. Peter Munthe-Kaas states that temporary urbanism is rarely allowed or experienced to be part of permanent development, and by that, temporary urbanism cannot be a way of changing an area (Unpublished: 12-3). Understanding temporary urbanism as something not meant to be permanent, it can have negative effects. Temporary urbanism is pushed out of the area, when there is room in the budget to plan a permanent project or the area gets attractive for investors (Hausenberg 2008: 6-7). This can create frustration among users of temporary urbanism, if a successful activity is ending without making the guarantee that the users gets something (better) in its place. To prevent disappointment among citizens, successful temporary urbanism should be incorporated in the new plans (Hausenberg 2008: 9). Kim Dovey explains, that temporary urbanism, because it exists in a shorter period of time, can gain symbolic capital by being something citizens desire to experience before it is gone. It can get a value of being something new and unique in cities, which can disappear without notice. Existing in a certain period can therefore also be a benefit, because temporary urbanism tends to attract more people, simply because of the fact that it is temporary. If temporary urbanism has a positive reputation, many people will have a desire to experience it before it is replaced by a permanent solution. This desire can be used as marketing, where the interest in the unknown is used (Dovey 2016: 243). If an influence on the area temporary urbanism is placed in only exists while temporary urbanism exists, this can be a concern if urban planning per se should have a future influence in cities. In 7.2. A Future City this concern will be discussed.

**4.4 Summary**

Temporary urbanism has emerged as a strategic tool in urban plan-
ning, because of a desire to create liveable cities, where creativity and innovation can exist. It is urban planners who make temporary urbanism in the twenty-first century a strategic tool by using it to develop cities.

Cities have become a fundamental part of forming how we live in the twenty-first century. A city where everyday life is feasible but at the same time it is an interesting place to live has lately become a criteria in city planning. Citizens’ desires and wishes have therefore become central when planning cities’ urban spaces, where creativity and innovation is experienced as important enablers for economic growth. Making changes in cities’ urban space is no longer experienced as an isolated project, but surrounding areas, urban life, and existing perceptions of space are important to incorporate in future development of cities’ urban space. Of greatest importance is the fact that cities are constantly in a process of change, and that the needs of citizens are constantly changing as well. One way of securing a constant evolving process in cities is by creating temporary urbanism. Temporary urbanism has become a phenomenon in developed cities, where city authorities use temporary urbanism as a strategic tool in urban planning. A wide range of benefits of using temporary urbanism in urban planning are experienced by city planners across the globe, and are summarized in table 1.

Temporary urbanism created in the developed world has its inspiration from developing cities or illegally created activities. Therefore, an ambiguity exists in the phenomenon of temporary urbanism. Taking something more or less illegal, creating it under legislations and then expecting it to contribute with solely positive outcomes is a concern by urban planners using temporary urbanism. The phenomenon is still too fresh to know the specific consequences of

<table>
<thead>
<tr>
<th>Table 1: Benefits of temporary urbanism</th>
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<tbody>
<tr>
<td>Temporary urbanism can be a new approach to city planning, where innovation and creativity existing in temporary urbanism can contributes to an increase in economic growth.</td>
</tr>
<tr>
<td>Temporary urbanism being a trial-and-error approach has a benefit of reduced risk and learning from mistakes.</td>
</tr>
<tr>
<td>Involving citizens in urban planning, can be a way of finding solutions to problems citizens find relevant, and thereby make cities fit citizens desires.</td>
</tr>
<tr>
<td>Temporary urbanism can work as an attractor in urban planning, where undesirable areas of cities are changed to be interesting places, where liveability can exist.</td>
</tr>
<tr>
<td>Being flexible is experienced as a benefit in urban planning, because flexible plans can make cities interesting and visualize potentials. Temporary urbanism can give planners flexibility.</td>
</tr>
</tbody>
</table>

State of the Art
it. Being a newly discovered approach to urban planning, no consensus of what temporary urbanism covers and how it should be created exists. Many terms are used to describe this phenomenon and everything can in principle be described as temporary urbanism. Temporary urbanism used as a strategic tool has thus found its relevance in urban planning. To solve problems existing in cities, a new approach to urban planning is experienced as necessary, and temporary urbanism can be one of these new approaches. Temporary urbanism can be a way of changing cities’ urban space, where vacant areas or buildings can be transformed to opportunities instead of limitations for cities. Working strategically with temporary urbanism can have a downside of being restricted by regulations and legislations, which can limit the benefits of temporary urbanism and question if it can have an influence beyond its existence. It will be investigated if temporary urbanism can be a way of producing space based on Henri Lefebvre’s understanding of production of space. Cities are undergoing a natural circle of change, and temporary urbanism is understood as a way to support this change and transform undesirable areas into beneficial of economic growth. Many actors can be involved in this transformation, and temporary urbanism is therefore influenced by different desires. The main actor involved in creation of temporary urbanism will in this thesis be understood as the Municipality of Copenhagen. The Municipality’s strategic use of temporary urbanism will be described in the following section with a focus on their incentives, considerations, and how temporary urbanism has become a strategic tool in Copenhagen. The Municipality of Copenhagen has a great focus on sustainability in their approach to develop the city, therefore is creation of temporary urbanism likewise required to support a sustainable development, which will follow after a general description of the Municipality’s work with temporary urbanism.
Temporary Urbanism in Copenhagen

Copenhagen is a city, where its citizens’ wellbeing is a priority. The Municipality is working hard not only to meet citizens’ wishes, but at the same time also to make Copenhagen a leading city when it comes to being sustainable. Temporary urbanism has like in other cities in the developed world become a strategic tool in urban planning in the Municipality of Copenhagen. The Municipality of Copenhagen is found relevant when investigating how temporary urbanism can be used from an authority point of view to create an urban space. Several articles from the book “Byen bliver til – en urban håndbog” (The City is Created – An Urban Manual) and publications by different administrations in the Municipality of Copenhagen will be used throughout this chapter, to understand the process of urban planning in Copenhagen where temporary urbanism is used.

This chapter will start by describing how temporary urbanism became a strategic tool in Copenhagen, and how the Municipality is approaching temporary urbanism in urban planning.

In the second part of the chapter, a description on how the Municipality of Copenhagen is approaching the challenges that are facing cities when attempting to become a sustainable city. The focus will be how temporary urbanism can be a way of achieving sustainability in Copenhagen.

5.1 Development of Temporary Urbanism in Copenhagen

The first use of temporary urbanism in Copenhagen can be dated back to 1968. It was the occupation of empty buildings as a rebellion against authorities and the conventional way of using Copenhagen (Bisgaard 2012: 10). Occupations as squatting and making green areas continued in the 1970s and 1980s and caused conflicts and confrontation with city authorities and the police. In 1971 Christiania was created. Christiania is the most commonly known and still existing squatting in Copenhagen, and today, Christiania is one of Denmark’s greatest tourist attractions. Throughout the 1980s, a group of young citizens, that illegally occupied empty properties, called the BZ-movement was the most influential (Bisgaard 2012: 10-11).

A change occurred in the 1990s where temporary urbanism went from being occupations of empty buildings to become a part of
urban planning. Mark Vacher describes that the change happened mainly due to a deindustrialization, which was the beginning of a change in conditions of production. Industry was no longer a main source of economic growth. Areas closed for the public, was now contributing to new spaces in Copenhagen by being open to the public (Vacher 2012: 70-71). Following the deindustrialization, landowners made cheap leasing opportunities for entrepreneurs to demonstrate opportunities of urban space in the city (Bisgaard 2012: 13). Still, temporary urbanism was not used by the Municipality, but happened strategically in the city by support from private actors. In 2003, introduced by a visit from Richard Florida 1, liveability started to become a political focus, and the idea of creative urban planning started (Larsen 2012: 162; Munte-Kaas Unpublished: 7-8). Inspired by Florida's theories about the creative class, the Municipal Plan 2005 and later on the Municipal Plan 2009, was focusing on supporting creative companies (understood as companies which can contribute to innovation and creativity). Creation of zones to support creative companies and entrepreneurs (both understood as actors contributing to economic growth through innovation and creativity) was first mentioned in the Municipal Plan 2005 (Københavns Kommune 2005: 6, 39). The zones are further elaborated in the Municipal Plan 2009 (see map in Appendix 5 for an overview of the 10 zones). In connection to the Municipal Plan 2009, the report “A Metropolis for People” was published. The report is aiming to describe how a city can become more liveable, and is strongly inspired by Florida's orientation towards attraction of people who can contribute to liveability in the urban space (Technical and Environmental Administration 2009). The focus on creative urban planning to make the city more liveable was at this stage not directly connected to temporary urbanism.

The Municipal Planning Strategy 2004 was the first to emphasize the importance of flexibility in urban planning. The design of a new public space should support different uses by having multifunctional solutions, which can be changed according to the temporary activities occurring (Københavns Kommune 2004: 30). Hence, this was the first time the benefits of temporary urbanism were discovered.

In 2009, the report “Mulighed for midlertidige anvendelser” (Potentials for Temporary Urbanism) described that a shift from the industrial society to the information society has influenced the way the Municipality of Copenhagen is planning the city, and that temporary urbanism has become a part of their urban planning approach. The report describes potentials of using temporary urbanism as a strategic tool in urban planning to have a dynamic city, where creative companies and entrepreneurs are attracted to create liveability (Teknik- og miljøforvaltningen 2009: 5). Liveability is emphasized as fundamental to be 'the best city in the world' in the report “A Metropolis for People”. Later on, in the Municipal Plan 2015 it is clear that the Municipality of Copenhagen has a desire to support temporary urbanism. They are supporting temporary urbanism by making generally flexible legislations, which allow creation of a broader range of use of temporary urbanism (City of Copenhagen 2015: 51). In the following subsection, incentives to

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1 Richard Florida author of “The Rise of the Creative Class” from 2002, described an economic need of having creative and innovative cities, which can be achieved by people commonly known as the creative class. The creative class Florida describes as a group of people known to create economic growth by contributing to innovation and creativity in cities (Lutz 2012).
create temporary urbanism by private and public actors in the field will be described.

5.1.1 Incentives

The Municipality of Copenhagen has a desire to create an attractive and versatile city. This attractiveness and versatility is something temporary urbanism can create. The Municipality of Copenhagen describes temporary urbanism as contributing to new identities in places empty of functions, where creative entrepreneurs can carry out their ideas (Københavns Kommune n.d. a). One way temporary urbanism is used in the Municipality of Copenhagen is in the beginning of a planning process to create urban life or experiment with future development ideas, which can give the area a positive reputation (Andersen & Toft-Jensen 2012: 246).

As described in 4.3.1. Benefits: Why Temporary Urbanism is a Desired Approach, temporary urbanism can have many different benefits. In the 2000s, landowners started to experience benefits of renting out empty buildings to the use of temporary urbanism. By renting out empty buildings it can create attraction and increase in value. But according to Steen Andersen and Marie Toft-Jensen, buildings feasible to use for temporary urbanism shall either be in a state of demolishment, undergo total renovation, or be a part of a development project before they can be profitable (2012: 106). It is therefore not every building or urban space where it is profitable to create temporary urbanism. Different aspects need to be considered before allowing temporary urbanism.

Many of the same considerations and concerns about temporary urbanism described in 4.3. Temporary Urbanism: A Strategic Tool in Urban Planning as benefits and ambiguity exist in the Municipality of Copenhagen. Among these, temporary urbanism is understood as a way of testing future development (Andersen & Toft-Jensen 2012: 102), and as a way of giving citizens the possibility to use and experience areas of the city previously closed for the public (City of Copenhagen 2015: 51). Furthermore, temporary urbanism can be a way of giving urban planners an opportunity to get more direct feedback from citizens, which can make sure development in the future are of better quality and solving problems citizens find relevant. Visualizing potentials and make an area where temporary urbanism is created a part of citizens’ awareness can in the long run contribute to an increase in the market value of the area (Andersen & Toft-Jensen 2012: 100-3).

Holger Bisgaard is writing in his article “Fra konfrontation til samarbejde” (From Confrontation to Cooperation), that the landowners have two economic incentives in letting temporary urbanism occupy their empty buildings or lots. The first is that it can increase the value, by making an unknown area known, and the second one is if it can cover the expenses connected to an empty building or lot by renting out the property (Bisgaard 2012: 14-5). From the landowners’ side, the use of temporary urbanism will therefor often be due to economic benefits. Allowing temporary urbanism between previous and future development has therefore lately become an interest for private actors owning land or buildings in Copenhagen. This is due to a possible increase in value of an area through higher liveability, or simply because of income from leasing agreements (Andersen & Toft-Jensen 2012: 100). Temporary urbanism can also give a land- or building owner a positive publicity, because the
owners are giving citizens areas to ‘play’ and unfold their creativity.

“For many landowners and innovation and property companies it is in the short run about making areas with life, creating a mental infrastructure and not at least increasing the acquaintance, and in that way, position areas as as interesting future occupations- or residence areas.” (Andersen & Toft-Jensen 2012: 102 – author’s translation).

Applying temporary urbanism in an area without liveability can create attention of the area, and by that increasing future potentials. Furthermore, by having temporary urbanism in buildings that otherwise would have been empty, costs for repair work and maintenance can be financially supported (Andersen & Toft-Jensen 2012: 104). The Municipality of Copenhagen describes the benefit of using empty buildings and land, as a way of creating opportunities of broader uses, than the original intention. It can support development of an area by creating urban life and activities, and thereby make new identities of otherwise empty areas (Københavns Kommune n.d. a). Knowing some of the benefits existing by creating temporary urbanism, the next section will describe some of the considerations about potential consequences.

5.1.2 CONSIDERATIONS

As explained in 4.3.3. Creating Temporary Urbanism, one skepticism towards temporary urbanism is if the creativity and innovation still exist when a temporary project is gone. More specifically, the concern is if an area loses its attraction when the temporary project is replaced by a new solution. Steen Andersen and Marie Toft-Jensen points out, that after the existence of temporary urbanism, the creativity can still exist but it will only be in fictitious value or history making (Andersen & Toft-Jensen 2012: 101). Another concern can be if a project of temporary urbanism does not fit to the existing area and future visions of a place. If temporary urbanism can have a fictitious value, it is important to know the area of work and make sure that the temporary project is fitting to future visions.

Companies, traditional or not, have a wish to be near urban life according to Mette Broholm, Peter Fritzen, Erik Nørgaard, and Michael Ryan. They experience, that where innovation, creativity, and new knowledge can breed is where companies wish to be. From traditional companies’ (understood as non-creative companies) side, being neighbors to creative companies has a benefit of getting inspiration, offers the possibility of cooperation, and showing to the world that they are developing and following trends, and thereby gaining economic benefits. There is a contradiction in the wish from traditional companies in being neighbors to creative companies, and at the same time wish to develop the area and transform it to a modern (standardized) area. Because as soon as an area gets standardized, the creative companies will move to new areas. The question is if the area then keeps the creative and innovative atmosphere. When it comes to municipal strategic planning, it is thereby difficult to have temporary urbanism and at the same time have a standardized plan for the city. Broholm et al thinks that in a desire of creative occupations, unplanned areas are necessary (2012: 110-4).

The Municipality of Copenhagen has a wish, that temporary urbanism exists before final development in some areas (Københavns
Kommune n.d. a). But as it is now, the Municipality experiences a limitation in the amount of properties which are owned by the Municipality, and at the same time has the potential of being used to temporary urbanism. One reason for this is that more and more institutions and offices are needed, and hence, the properties that belong to the Municipality of Copenhagen need to be used for these purposes. At the same time, a rental model was created, which limits the ability to rent out empty properties to cheap leasing, because it was decided not to allow rental agreements under market value. Consequently, even though the Municipality is willing to support further use of temporary urbanism, a restriction in possible locations is experienced (Andersen & Toft-Jensen 2012: 246-7). Holger Bisgaard explains that in order to further support temporary urbanism, the Municipality of Copenhagen should change the Danish Planning Act (2012: 15). Legislations are experienced as one of the main barriers to create temporary urbanism in the Municipality of Copenhagen. Andersen and Toft-Jensen explains that “Something which particularly complicates the Municipality’s work to support temporary urbanism is, that legislation do not distinction between temporary and permanent use” (2012: 248 – author’s translation). The following subsection will describe the situation concerning legislations of temporary urbanism in the Municipality of Copenhagen.

5.1.3 Legislations

Complying with the law when working with temporary urbanism is a struggle, because legislations at the moment in the Municipality of Copenhagen are made around permanent initiatives. Creating a new function in for example an old building, legislations requires that safety, accessibility, environment etc. are updated to follow latest laws and requirements, even though a use is temporary (Andersen & Toft-Jensen 2012: 106). Mette Broholm, Peter Fritzen, Erik Nørgaard, and Michael Ryan describes investments in new type of use in existing buildings often is more expensive than letting a building stand empty due to legislations.

“[…] in practice is investments in new use often too big, which means that in reality it is economic beneficial to let the buildings stand empty. Legislation is put together in a way, that when a building is changing use the same requirements to environment and fireproof should be applied as to new buildings. Which also applies to buildings used to temporary urbanism.” (Broholm et al 2012: 111 – author’s translation).

Legislations can make creations of temporary urbanism expensive because temporary urbanism often is changing the use of the building it is created in. If a building is not following latest requirements, it needs to be renovated in which case it is more expensive than letting a building stand empty.

Jacoob Brauner and Sarah Skjærbæk Jensen describes the struggle of raising money to reparations of buildings used to temporary urbanism as:

“To raise forces and money to something as extensive reparations of something only considered temporary, is demotivating and not a possibility due to lack of investments in something that can be gone in a few months.” (Brauner & Jensen 2012: 87 – author’s translation)
Brauner and Jensen’s statement supports, that it is not economically beneficial to invest in renovation of buildings only used in a temporary period. They describe it as demotivating to create temporary urbanism if they know from the beginning, that the place requires bigger renovations to follow latest legislations, because it simply is impossible to get economic support.

As mentioned in the previous subsection, the Municipality of Copenhagen has a wish that temporary urbanism is created in connection with development of the city. To get an overview of areas in the city with potentials of development, the Municipality has created a sequence planning. The Municipality’s sequence planning is determining the order in which urban planning can be developed, and by that where it is possible to create temporary urbanism (Københavns Kommune n.d. a; Københavns Kommune n.d. b).

The sequence planning consists of three periods:

- 1st planning area (2015-2020)
- 2nd planning area (2021-2026)
- Perspective area (after 2027)

In the Municipal Plan 2009, regulations to the sequence planning was made to make it easier to create temporary urbanism. A permission of a broader use of temporary urbanism was given, which made it easier to allow temporary urbanism if it is created in the perspective area of the city (Københavns Kommune 2009: 66). In the Framework for Local Planning, a possibility of creating temporary urbanism in the 2nd planning area is furthermore given (Københavns Kommune n.d. a). See figure 2 of the 2nd planning area and perspective areas in the Municipality of Copenhagen.

The perspective area has a long-term prospect of development, since it is first planned to be developed after year 2027. Therefore, as mentioned in 5.1.1. Incentives temporary urbanism can be a way of getting income before it is allowed to develop an area (Bisgaard 2012: 14).
In 2015, it was proposed by KL\(^2\) to change the Danish Planning Act to give Municipalities better opportunities to create temporary urbanism (2015: 10). After the proposal from KL, the Municipality of Copenhagen suggested an addition to the existing Planning Law. It should be added that the Municipality can grant exemptions to create temporary urbanism (Økonomiforvaltningen 2015: 2).

Given that 2004 was the first time where temporary urbanism was mentioned, and that the existing legislation only recently was suggested to be changed, official documents describing the phenomenon is limited. Despite barriers and concerns, temporary urbanism is a growing phenomenon in the Municipality of Copenhagen. The three municipal actors focused on in this thesis involved in creation of temporary urbanism will be described in the following section.

### 5.2 Temporary Urbanism in the Municipality of Copenhagen Today

The Municipality as actor in the field of temporary urbanism involves several actors as the Municipality consists of seven Administrations and publicly owned companies. Figure 3 is visualizing the structure of actors involved in creation of temporary urbanism as a municipal actor.

\(^2\) The association and interest organisation of the 98 Danish municipalities (KL n.d.).

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Figure 3. The structure of actors involved in temporary urbanism in the Municipality of Copenhagen (Inspired from The City Council Secretariat 2018).
The Municipality of Copenhagen consists of the City Council and seven committees with related administrations. The Municipality of Copenhagen is based on political support, which has an effect on the seven administrations’ political opinions.

To understand creation of temporary urbanism in Copenhagen, the following section will describe the different approaches which are the focus in this thesis used by the Technical and Environmental Administration, the Urban Renewal Project in the South Harbour, and City and Port Development.

5.2.1 THE TECHNICAL AND ENVIRONMENTAL ADMINISTRATION

The Technical and Environmental Administration is the second largest of the seven administrations under the Municipality of Copenhagen. The Technical and Environmental Administration is responsible for the environmental and climate related activities in the city. Administration of Copenhagen’s new urban areas, green areas, development of traffic along with several authoritative functions belong under the Technical and Environmental Administration (City of Copenhagen n.d.).

5.2.2 URBAN RENEWAL PROJECT IN THE SOUTH HARBOUR

A renewal of a district is under the Urban Renewal law. Urban renewal projects are administrated under the Technical and Environmental Administration, where it is decided which areas of the city that needs to be renewed. A master plan is completed, which describes what should happen in an area in a period of five to six years, which is the time an urban renewal project can exist, and an area is under a municipal focus. An urban renewal project is meant to create identity and involve citizens in developing their neighborhood. When an urban renewal project’s period is over, it is citizens’ and local associations’ responsibility to carry the projects further. In an urban renewal project, a secretariat is chosen to administrate the urban renewal. The secretariat has close contact with the Municipality, and the renewal secretariat is trying out different solutions in cooperation with citizens to support growth in a district. An urban renewal project is mainly economically supported by the Municipality (Teknik- og Miljøforvaltningen 2011, Områdefornyelsen Sydhavn 2015: 48).

Områdefornyelsen Sydhavn (the Urban Renewal Project in the South Harbour) is a renewal project which began in 2014 and is planned to run until 2020. The district of Copenhagen called Sydhavnen (the South Harbour) is described by the Municipality of Copenhagen as an area with a special characteristic that is separating itself from the rest of the city. The Urban Renewal Project in the South Harbour is focusing on cooperation with citizens in developing the South Harbour (Københavns Kommune n.d. c). Temporary urbanism will be fundamental in the work the Urban Renewal Project in the South Harbour is doing. Described in the report “Områdefornyelse Sydhavnen” (the Urban Renewal Project in the South Harbour), temporary urbanism will be used to try possible solutions and thereby be the foundation in the development of the permanent project (Områdefornyelsen Sydhavn 2015).
5.2.3 City and Port Development

City and Port Development was founded in 2007. The main responsibilities in City and Port Development is administration of the harbours in Copenhagen, and the area called Ørestaden. City and Port Development is an urban development company owned 5% by the Danish State and 95% by the Municipality of Copenhagen. When City and Port Development was created, all harbors owned by Copenhagen Port Ltd. together with development areas in Ørestaden were transferred to City and Port Development, which means that they own the absolute majority of the Municipality of Copenhagen’s land. At the same time, City and Port Development is economically supporting Metroselskabet (the company administrating the Metro in Copenhagen), which means City and Port Development was created with a debt. To reduce that debt, City and Port Development’s main focus is to profitably develop land and harbours. The company is therefore working as a business with an economical purpose (City and Port Development n.d. a; City and Port Development n.d. b).

Having described how temporary urbanism became a strategic tool in urban planning in Copenhagen and which actors it involves, the following section will describe how temporary urbanism can contribute to a socially, economically, and environmentally sustainable city.

5.3 Temporary Urbanism as an Enabler for Sustainability in Copenhagen

Environmental problems according to Fran Tonkiss are caused by problems in the design of cities. The way citizens are behaving, how cities are planned and constructed is impacted by environmental concerns. Tonkiss explains “The relationship between design, technology and behavior are formative of urban environment in more or less efficient, more or less sustainable, and more or less defensible ways.” (Tonkiss 2013: 136-7). Relationships existing in cities can influence the urban environment. By designing cities with an awareness of the environment, it can encourage citizens to be more environmentally concerned. If cities are built to use sustainable alternatives in everyday life as the convenient choice, it would be easier to reach a sustainable city.

Sustainable development is the philosophy “[...] that it meets the needs of the present without compromising the ability of future generations to meet their own needs.” (United Nations 1987: 3. Sustainable Development). Described in United Nations report “Our Common Future” known as the Brundtland Report, having sustainable development means future generations will have the same possibilities that are existing today. In reaching a sustainable city, the understanding in this thesis is that the triple bottom line should be present. The triple bottom line consists of people, profit, and planet. Measuring sustainability out from the triple bottom line, social, economic, and environmental sustainability should be present (The Economist 2009). In the Municipality of Copenhagen, social, economic, and environmental sustainability are all priorities in deve-
oping the city. An impact of temporary urbanism should therefore be measured out from the triple bottom line to secure a high level of sustainability. This section will describe a connection between a sustainable perspective on city planning and using temporary urbanism as a strategic tool in urban planning in the Municipality of Copenhagen. First, a vision from the Municipality to be carbon neutral in 2025 is described, followed by a description of the Municipality of Copenhagen’s approach to United Nations Sustainable Developments goals.

5.3.1 Zero Carbon Emission

The Municipality of Copenhagen has a political ambition to be the first carbon neutral capital in the world. The carbon emission in the Municipality is expected to be neutral in 2025. In reaching this goal there should not be compromised on development and growth. The Municipality wants to demonstrate that it is possible to have an environment concerned, CO₂-neutral and resource-efficient city while at the same time support development and growth (Technical and Environmental Administration 2012: 8). In 2009, a climate plan was completed, where the Municipality of Copenhagen’s vision on how to make the city carbon neutral by 2025 was described. In reaching a carbon neutral city, Copenhagen’s Climate Plan 2025 is divided in three implementation phases: 2013-2016, 2017-2020, and 2021-2025, and by each implementation phase, a roadmap is created. To secure a reduction in carbon emission, four overall objectives have been made:

- Energy consumption
- Energy production
- Mobility
- City administration initiatives

The roadmap in each implementation phase is created to describe which initiatives under the four overall objectives the Municipality desires to reach within that phase (Technical and Environmental Administration 2012: 26). Copenhagen is by now in the second implementation phases. See figure 4 for an overview of Copenhagen’s Climate Plan 2025.

A reduction in carbon emissions have been calculated from the year 2005. The Municipality of Copenhagen is writing “The vast majority of the 66 initiatives in the first CPH 2025 Climate Plan Roadmap have been implemented and significant results achieved.” (Technical and Environmental Administration 2016: 9). Most of the initiatives set by the Municipality in the first roadmap have been implemented. A reduction in carbon emission has materialized during the first implementation phase from 2013 to 2016. It is evaluated that the first roadmap was successful in reducing the carbon emissions in Copenhagen, where a 38% reduction of carbon emissions has been achieved from 2005 to 2015. Figure 5 shows reductions in carbon emissions in the Municipality of Copenhagen since 2005 and future
projections. The green line visualizes a further reduction in carbon emissions if the second Roadmap is implemented, and the black line visualizes the result if the Municipality are not implementing other initiatives after the first roadmap. To reach carbon neutrality it is necessary to implement further initiatives.

In 2016, the roadmap describing the work to be done in the second implementation phases from 2017 to 2020 was completed. The new roadmap describes 60 new initiatives to be carried out between 2017 and 2020 to further reduce the carbon emissions in the Municipality of Copenhagen (Technical and Environmental Administration 2016: 6). It should be noticed, that among others, Chapelle is critical towards moderations of the calculations, but for the purpose of this report, this will not be discussed further (Appendix 1: 42.18).

To make sure the goal of being CO$_2$-neutral in 2025 is reached, it is necessary to be innovative, taking risks, and having flexible plans. In the second roadmap “CPH 2025 Climate Plan: Roadmap 2017-2020” it is described:

“When breaking new ground, new solutions need to be developed along the way. In other words, it will require innovative thinking, a willingness to take risks and flexibility if Copenhagen is to be the world’s first carbon neutral capital” (Technical and Environmental Administration 2016: 35).

Innovation, taking risks, and being flexible are emphasized to be of great importance, if the Municipality’s goal should be reached. It is necessary that city planners find new solutions to urban planning in order to reach a CO$_2$-neutral city (Technical and Environmental Administration 2012: 8). In the Municipality of Copenhagen, testing ideas and new technologies are key in finding the best solutions to reduce the city’s carbon emission. The Technical and Environmental Administration is writing “[...] the main emphasis is on testing a range of different solutions on a smaller scale in order to gain experience and adjust them before rolling them out on a larger scale.” (Technical and Environmental Administration 2016: 35). One solution in finding better alternatives to reduce the carbon emission has been a three-year temporary project created by Copenhagen Solutions Lab called Street Lab. The Street Lab is a shipping container placed near Copenhagen’s town hall. The container consists of different instruments to measure and monitor the city to find solutions on how to make the city more sustainable (Technical and Environmental Administration 2015b: 10-11). The following subsection will describe United Nations 2030 Agenda for Sustain-
able Development and how the Municipality of Copenhagen has adopted the Sustainable Development Goals.

5.3.2 The Sustainable Development Goals

In 2015, United Nations (UN) developed 17 Sustainable Development Goals (SDGs) reflecting their view on a sustainable transition towards 2030 (United Nation 2015). UN’s 2030 Agenda for Sustainable Development was adapted by world leaders at a UN summit. The Agenda is including 17 SDGs and 169 targets. It is a plan of action in achieving an economically, socially, and environmentally sustainable planet (United Nations 2015: 1). The SDGs are worked out as universal targets, which makes them adjustable to national requirements and starting points. Every target can be interpreted to fit national circumstances, and by that, everyone can contribute to a sustainable development (United Nations 2015: 13). In 2017, the Finance Administration published the Municipality of Copenhagen’s contribution to the SDGs, describing how to achieve economic, social, and environmental sustainability in Copenhagen. In the report “Hovedstaden for bæredygtig udvikling: Københavns Kommunes håndlingsplan for FN’s verdensmål” (Capital of Sustainable Development: The Municipality of Copenhagen’s Plan of Action for UN’s Goals) it is described that 70% of the world’s population are expected to live in cities in 2050. Therefore, it is in the world’s cities that action needs to be taken in reaching a sustainable world (Økonomiforvaltningen 2017: 7).

The Municipality of Copenhagen has a desire to use the SDGs as an opportunity to make existing and future sustainable initiatives better by identifying where improvements can be accomplished. The Finance Administration have out from the 17 SDGs identified 49 targets they find relevant in reaching a sustainable development. In the report, the importance of innovative solutions is emphasized as playing a crucial role in finding solutions to the SDGs. Using the city’s urban spaces as a laboratory is one approach the Municipality of Copenhagen has taken, where an invention of new solutions can exist. Temporary urbanism will carry out experiments to among other things solve traffic, health, and waste issues through ‘living labs’. By that, citizens are a part of developing innovative solutions to smarter and more efficient ways of using the city’s resources. The Finance Administration is writing, that having citizens contributing and being a part of developing the city is necessary if the city should be sustainable in the future (Økonomiforvaltningen 2017: 6-11, 29).

Out from the Municipality of Copenhagen’s interpretation of the 17 SDGs, four of them can be related to temporary urbanism.

- Goal 8: Decent work and economic growth.
- Goal 16: Peace, justice and strong institutions.
- Goal 17: Partnerships for the goals.

Goal 8 is concerned about finding solutions to extreme poverty, where decent work and economic growth should be achieved.

Goal 9 aims at technological development where investments in infrastructure and innovation should be carried out. Everyone in the world should have the same opportunities to information and knowledge.

Goal 16 describes equal rights and safety as important to reach a sustainable world. Protecting and helping the most vulnerable in a community is central in goal 16.
Goal 17 is about collaboration. It is about working together across cities, countries, and continents and helping out when others are in need (United Nations Development Program n.d.).

The following part will summarize how the Municipality of Copenhagen is using temporary urbanism as a natural part of developing the city to achieve UNs SDGs.

5.3.3 Temporary Urbanism in the Sustainable Development Goals

UNs goal 8: Decent work and economic growth will among other things be achieved by creating a basis for innovation and creativity in Copenhagen to attract companies and initiatives to secure a continued economic growth and development through new ideas (Økonomiforvaltningen 2017: 27). Innovation and creativity is, as described in 5.1. Development of Temporary Urbanism in Copenhagen important in developing Copenhagen, and temporary urbanism can be a solution to attract the desired innovation and creativity.

UNs goal 9: Industry, innovation and infrastructure has innovation as a main focus in solving challenges Copenhagen are facing. Under this goal, the Municipality of Copenhagen has established living labs and test spots in the city, where new technology and knowledge can be tested to find the best solutions and new ideas on smarter and better ways of using the resources available (Økonomiforvaltningen 2017: 29). Testing ideas is one of the benefits of temporary urbanism, as mentioned in section 4.3.1. The Benefits: Why Temporary Urbanism is a Desired Approach.

UNs goal 16: Peace, justice and strong institutions is involving citizens. In the Municipality of Copenhagen, citizens have an important role. The Municipality of Copenhagen has a desire to make the city a place for citizens (Technical and Environmental Administration 2009: 2). Goal 16 is also about citizens’ rights. Everyone has the right to express opinions and being a part of developing the city (Økonomiforvaltningen 2017: 42). Involving citizens in temporary urbanism is something the Municipality often does.

UNs goal 17: Partnerships for the goals is in the Municipality of Copenhagen’s plan of action closely related to UNs goal 9. The Municipality of Copenhagen’s take on goal 17 is based on innovation and having partnerships. It is important under this goal to work across disciplines to find the best solutions (Økonomiforvaltningen 2017: 44). Since temporary urbanism is involving different actors and covering a lot of different activities, partnerships are a relevant part of creating successful temporary urbanism, where a synergy between the involved actors exist, as described in 4.3.3. Creating Temporary Urbanism.

Using temporary urbanism in terms of living labs and cooperation with citizens is one method the Municipality intents to use to achieve sustainable development. By showing and teaching citizens to be aware and get knowledge on how to change their individual footprint and how initiatives made in the city can change the environmental impact. Involving citizens in environmental projects should make it easier for the Municipality of Copenhagen to integrate the goals in their daily work, and in the end, reach an environmentally, economically, and socially sustainable city (Økonomiforvaltning 2017: 8-9).
5.4 SUMMARY

Temporary urbanism created in Copenhagen has a history going back to the 1960s, although at that time it was not described as temporary urbanism, and it was not created as a strategic tool in urban planning. In the beginning of the 2000s, temporary urbanism began to be explored as a strategic tool to develop the city. The Municipality of Copenhagen discovered several benefits of using temporary urbanism in urban planning as it can be a way of involving citizens, testing different ideas, create an interesting city, create liveability, create attractions in undesirable areas, and be foundation of economic growth. Along with the benefits, concerns on how the Municipality could determine the purpose of temporary urbanism when not created solely by the Municipality started. Legislations have become a main concern as it is a limitation towards creation of temporary urbanism. The Municipality has since 2005 worked on ways to change or interpret legislations to further support temporary urbanism.

Temporary urbanism can be a way of reaching the Municipality’s goal of being carbon neutral by 2025, and a way of approaching United Nations’ Sustainable Development Goals. The Municipality is using temporary urbanism as an experimental approach, where innovative ideas and new technology can be developed.
Analysis

Like it is the case for city-making and the production of space, creating temporary urbanism is a process. To understand this process in urban planning, Henri Lefebvre’s third implication describing space as a product should be considered. By studying a space and its elements, the process of how a space is produced can be understood. Instead of experiencing elements in space as things, the elements should be considered as evidence on space as a product, because an underlying history and thereby a process of change is explained in a cities’ structure and physical elements. The following chapter analyzes the Municipality of Copenhagen’s use of temporary urbanism as a strategic tool in urban planning to understand if temporary urbanism can be a way of producing a new type of space, and contribute to a more liveable city.

Henri Lefebvre’s understanding of the production of space will be used throughout the analysis to put the literature about temporary urbanism and the empirical material in to perspective. Lefebvre’s spatial triad consisting of representations of space, spatial practice, and representational space offers three ways to analyze if temporary urbanism can produce space. Thomas Chapelle, Karin Dam Nordlund, and Maria Kanstrup-Clausen represent work carried out by city authorities. Because the empirical material is based on city authorities’ views, citizens experiences with temporary urbanism are not a focus in this thesis. Therefore, temporary urbanism will be investigated through Lefebvre’s representations of space and spatial practice.

Representations of space as relations between the involved actors and their incentives will be framing the first part of the analysis to investigate how the Municipality is approaching creation of temporary urbanism in Copenhagen. Public documents will be used to understand the Municipality’s approach to temporary urbanism supplemented by statements from Thomas Chapelle. The interview with Chapelle will be used as the Technical and Environmental Administration’s take on temporary urbanism in Copenhagen. Chapelle will be used as a specialist. Specialists are the ones creating the conceived space (see 2.2. Henri Lefebvre’s Triad). The Technical and Environmental Administration, being an authority where legislations and politics is regulating the way temporary urbanism can be created in the city as a strategic approach, will be analyzed in the first section of this chapter.

Spatial practice as relations between actors and space will be framing the second part of the analysis to investigate how temporary
urbanism is perceived in Copenhagen by different actors involved. To analyze the influence of temporary urbanism on infrastructure and routines in the urban space it is created in, three different approaches from The Technical and Environmental Administration, the Urban Renewal Project in the South Harbour, and City and Port Development will be used.

6.1 Representations of Space: The Conceived Space

Lefebvre emphasizes the importance of actors involved in urban planning. As described in 4.3. Temporary Urbanism: A Strategic Tool in Urban Planning, several actors are involved in city-making and thereby also in the creation of temporary urbanism. Different actors have different motives to create temporary urbanism and each actor have different possibilities for influencing the temporary projects they are involved in. Therefore, the involved actors in creation of temporary urbanism in Copenhagen are investigated. It is relevant to analyze temporary urbanism out from Lefebvre’s representations of space to understand the relations of actors involved, and by that understand how space can be produced. It will be analyzed how legislations, regulations, plans, and actors involved can influence temporary urbanism in the city out from three topics, how temporary urbanism is used as a strategic approach to urban planning in Copenhagen, which actors it involves when creating temporary urbanism and their relations.

6.1.1 Strategic Approach to Temporary Urbanism

Temporary urbanism can be described in many ways, and there are many types of activities created in cities urban space which can be associated with temporary urbanism, as described in 4.3.2. An Ambiguity of Temporary Urbanism. In the Municipality of Copenhagen, temporary urbanism is also used in many different forms, but common for all for them is that they are being used as a strategic tool in urban planning (Teknik- og Miljøforvaltningen 2009: 5). The following subsection analyzes the Municipality of Copenhagen’s work with temporary urbanism as a strategic tool in production of space.

Firstly, the Municipality of Copenhagen’s description and understanding of temporary urbanism found in publications and on the basis of the conducted interview with Thomas Chapelle will be analyzed.

Secondly, the Municipality of Copenhagen’s wish to be a more liveable city will be analyzed based on the understanding that temporary urbanism can be a way of changing the conceived space to be interesting for citizens.

Thirdly, how temporary urbanism can contribute to social, economic, and environmental sustainability in Copenhagen will be analyzed. Having this view is found relevant, because the Municipality has a desire to be a carbon neutral city in 2025. To reach this goal new ways of approaching city planning is by the Municipality found necessary (see 5.3.1. Zero Carbon Emission).

Fourthly, a concern by planners of the importance of economic growth will be analyzed.
Lastly, limitations from legislations, regulations, and requirements when creating temporary urbanism in Copenhagen will be analyzed to understand effects created by temporary urbanism in the conceived space.

**Definition**

As described in 5.1 Development of Temporary Urbanism in Copenhagen, temporary urbanism was first time mentioned in the Municipal Planning Strategy 2004. Before the Municipality professionalized temporary urbanism, private actors in the city was using it strategically to gain economic benefits. Defining an activity as temporary urbanism can seem meaningless, unless the definition itself has an effect on how activities are perceived by citizens or if it increases the value of the activity. This will be discussed in 7.1. A Strategic Tool in Urban Planning. Uncertainty on how to use the term temporary urbanism can influence the conceived space. If no specific definition of temporary urbanism exists, a specific plan of how to carry out temporary urbanism as a strategic tool can be questioned by citizens, and by that have an effect on citizens conception of a space.

In publications by the Municipality about temporary urbanism, a clear definition of the phenomenon, and a description on how specifically the Municipality uses it in urban planning does not exist, but the focus seems to be on benefits created by temporary urbanism. In the Municipal Planning Strategy 2004, it is emphasized that temporary urbanism is an important element to create a more liveable city, where the flexibility offered by temporary urbanism can be used strategically to create different activities in the same spot, because the activities only exist in a temporary period (Københavns Kommune 2004: 28, 30).

In the Municipal Plan 2005, it is described how temporary urbanism should be prioritized in the city’s port spaces, because a willingness to invest and develop the port by private companies and investors is experienced. Creation of temporary urbanism is experienced by the Municipality as the best solution to give more people the opportunity to create something on the port (Københavns Kommune 2005: 76). It is furthermore described, that temporary urbanism can be created in the city’s new or run-down areas as a part of the Action Plan approved in 2005 (Københavns Kommune 2005: 100). In the Action Plan from 2005, it is explained that temporary urbanism as experiments and creative solutions should be carried out when developing the city (Teknik- og Miljøforvaltningen 2006: 21, 24).

In the Municipal Plan 2009, a continued support to use of temporary urbanism is highlighted. Specifically, by initiating temporary urbanism when developing the city and by supporting City and Port Development’s work with cultural and recreational activities of temporary character. The Municipality is initiating creation of temporary urbanism for example by renting out empty buildings on the Grønttorvsgrunden\(^3\) in Valby to create an identity of the area between previous and future development through temporary urbanism (Københavns Kommune 2009: 48, 53). As described in 5.1. Development of Temporary Urbanism in Copenhagen, zones to support creative companies and entrepreneurs were established in the

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\(^3\) Grønttorvsgrunden is undergoing a transformation, since earlier functions are moved out of the buildings, the area are planned to be developed to accommodate future citizens in Copenhagen (Olsen 2014).
Municipal Plan 2005 and further elaborated in the Municipal Plan 2009. The zones are meant to offer attractive locations in the city to creation of temporary urbanism (Københavns Kommune 2009: 64). See map in Appendix 5 for an overview of the 10 zones.

In 2009, the report "Mulighed for midlertidige anvendelser" (Potentials for Temporary Urbanism) was published, which is the only report with a specific focus on temporary urbanism published within the Municipality. The report describes, that defining temporary urbanism is necessary if working with it. In the report, one criteria is clear to define something as temporary urbanism. It needs to be defined by time. The reason being that temporary urbanism is understood as an application of an area, which can be replaced by another application, only to be replaced by development of a third one (Teknik- og miljøforvaltningen 2009: 5). Temporary urbanism being placed between previous and future development, as described in 4.3.3. Creating Temporary Urbanism, can have the consequence that temporary urbanism has no influence on the conceived space. If temporary urbanism should have an influence beyond its existence in cities, it should be incorporated in the future plans.

In the Municipal Plan 2015, temporary urbanism is experienced as an important tool to create the desired city. Space in the city should be allowed for temporary urbanism as a way of securing a well-functioning city, and especially to support citizens and businesses (City of Copenhagen 2015: 8, 47, 51). As described in 5.1.3. Legislations, a change in the Planning Law was suggested by the Finance Administration in 2015 to make it easier to allow temporary urbanism in Copenhagen.

In order to understand the Municipality's definition of temporary urbanism, Thomas Chapelle has tried to clarify this. According to him, the different departments in the Municipality of Copenhagen use different definitions (Appendix 1: 33.28). He describes that something can be called temporary urbanism as long as it is contributing to creativity and innovation, and making something new and interesting (Appendix 1: 16.00). Chapelle thinks that working with temporary urbanism easily can be vaguely defined, as a consistent answer on what temporary urbanism is, is absent (Appendix 1: 59.42). Everything can in principle be understood as temporary urbanism, and as Chapelle explains: "You can talk about everything under the term temporary urbanism, or you can talk about nothing." (Appendix 1: 16.00). It can sometimes seem that temporary urbanism is used to describe activities in Copenhagen for lack of better wording.

Peter Munthe-Kaas describes that temporary urbanism is a phenomenon existing in a strictly regulated city. If the Municipality of Copenhagen did not have a regulated urban planning system, the term temporary urbanism would not be necessary, because a necessity to create something different in the city would not exist (Appendix 4: 42.56). Another barrier when working with temporary urbanism is that requirements can be changed. Temporary urbanism created within legislation can suddenly be illegal, because a change in the law or a change in a temporary project has occurred. This makes it difficult to use formerly created temporary urbanism, and the process of allowing new temporary urbanism can thereby be extensive (Appendix 2: 0.00). In the end, this also contributes to the lack of a clear definition of temporary urbanism.

The following subsection will analyze the Municipality of Copenhagen's desire to create an interesting and more liveable city by creat-
ing temporary urbanism as a strategic approach to urban planning.

**IN SEARCH OF A MORE LIVABLE CITY**

Creating an interesting city is by the Municipality experienced as a way of creating a more liveable city. According to Chapelle, the city has become less interesting to live in over the last decades. He explains that the society today is institutionalized, where no one are contributing to liveability, and points out that the Municipality of Copenhagen needs to do more to develop a liveable city today. Due to the way communities are build today, opportunities for entertainment are placed outside worktime. Chapelle explains that these kinds of activities are not the kinds which are creating liveability in the city. Activities after work cannot create life in the streets that Chapelle thinks the Municipality asks for. It is innovative and creative initiatives (i.e. temporary urbanism) that can create this liveability (Appendix 1: 30.04-31.28). Chapelle explains, that temporary urbanism can create ‘something else’ in the city. He thinks it is important to have ‘something else’ in a city, because it can create diversity, where unpredictable and atypical things can happen. He thinks it is necessary to create something different in the city to keep it interesting. “If this ‘something else’ is not present, it is not interesting to live in the city, it would not be a city as we [the Technical and Environmental Administration] desire.” (Appendix 1: 55.20). To have a liveable city, where citizens are using the city’s urban space for longer stays, is a desire in the Municipality of Copenhagen. If the citizens stay longer in the city’s urban spaces, it creates liveability, and liveability can generate growth. In 2009, the Technical and Environmental Administration published the report “A Metropolis for People”. The intention of the report is to create urban space which citizens and visitors finds desirable to stay in, and by that create more liveability in Copenhagen. In the report, a desired urban space is a space where citizens and users can feel safe, comfortable, and be entertained. One way to achieve the goal of being the most liveable city in the world is described to be by creation of temporary urbanism. It is emphasized that temporary urbanism should be prioritized, especially in the city’s empty spaces and buildings (Technical and Environmental Administration 2009: 12-3).

Finding new solutions fitting everyday life today is a way urban planners can ensure liveability in Copenhagen. Other approaches are necessary to create life in the streets again after the institutionalization. In the report “Mulighed for midlertidige anvendelser” (Potentials for Temporary Urbanism) it is described, that having areas in Copenhagen which is uninteresting and thereby lacking liveability can result in lack of economic attractiveness. Temporary urbanism can be used to create liveability in the city’s uninteresting places. “A way to meet such problems [lack of liveability] can be by using temporary urbanism as a tool in urban planning” (Teknik- og miljøforvaltningen 2009: 8 – author’s translation). Temporary urbanism is experienced as an attractor of liveability by creating activities and projects in the city, and by that make the city an interesting place.

Having a city where citizens feel they are listened to and at the same time being economically beneficial and functional can be a struggle. It is a balance of making an interesting and well-functioning city, where citizens are feeling safe and secure and at the same time find it interesting. If this balance is not present, and development in the city never happens, it will not be an attracting and future-oriented city according to Chapelle, which can have a consequence of
declining population (Appendix 1: 16.48). The Municipality of Copenhagen want to achieve social diversity, and create activities both for young people demanding activities and excitement, and for families requesting a quieter neighborhood (City of Copenhagen 2015: 1). Being a city attracting different constellations can support the desired inhomogeneous city. Chapelle explains that differences complement one another, and that having diversity creates dynamics in the city’s build form and everyday life (Appendix 1: 56.00). To avoid a ‘boring’ and monotonous city, temporary urbanism can be a solution. By using temporary urbanism as a tool in urban planning, the Municipality of Copenhagen is regulating and taking the action in the interest of creating a diverse city. In an inhomogeneous city, it can be easier to use temporary urbanism as an approach to urban planning, because of an acceptance of dissimilarities, and hence also an acceptance that temporary urbanism is a process of learning by doing. Using temporary urbanism as a trial-and-error approach can contribute to a discovery of new solutions. To complete the race of being the most liveable city in the world, new solutions are simply necessary, and here temporary urbanism as a trial-and-error approach is useful.

The Municipality’s approach to reach a socially, economically, and environmentally sustainable city by using temporary urbanism as a strategic tool in urban planning will be analyzed in the following section.

**Sustainability**

In the development of the city, the Municipality of Copenhagen has a large focus on sustainability. When the Municipality is making changes to the city’s urban space, requirements to urban planning with a focus on creating a more sustainable city exist (Økonomi-forvaltningen 2017: 6). Temporary urbanism being a strategic tool in urban planning should therefore be created according to the sustainable requirements. The Municipality has the ambition to be CO$_2$-neutral in 2025, as described in 5.3.1. Zero Carbon Emission. One approach towards a CO$_2$-neutral city is being innovative with regards to promotion of new ideas for urban planning. Temporary urbanism is an approach which can contribute to innovative and new ideas, as described in 4.3.1. Benefits: Why Temporary Urbanism is a Desired Approach.

Thomas Chapelle would like to see temporary urbanism being used as a way of informing citizens about sustainability. He thinks that if the Municipality of Copenhagen should have a chance in reaching their goals in the Climate Plan (for specifications see 5.3.1. Zero Carbon Emission), citizens should be involved. Chapelle thinks it would be beneficial if the Municipality involved and informed citizens about environmental consequences, and how they can contribute to a sustainable city.

Chapelle experiences that sustainable solutions created in the city often are made out from necessities instead of an overall approach to become more sustainable. If the Municipality gets complaints about water damages due to heavy rainfalls, a political focus is on solutions to handle rainwater. But being a CO$_2$-neutral city requires a broader focus. Chapelle explains the consumption existing in Copenhagen as one of the main environmental problems, but due to concerns about protesting citizens, politicians do not wish to focus on citizens’ consumption. Different environmental battles are carefully chosen, but if future generation should have the same opportunities that are existing today, Chapelle explains that other
approaches to urban planning are necessary (Appendix 1: 38.34). Temporary urbanism being an experimental approach to urban planning, where new solutions and innovative ideas can be experimented, finding sustainable alternatives can be a result. Chapelle is nervous that if politicians are not willing to focus on environmental problems caused by the everyday life of the citizens, the Municipality's environmental goals will not be achieved. He explains, “We [the Technical and Environmental Administration] need to look more seriously on what we need to try out to reach next level of sustainability.” (Appendix 1: 43.30). If the Municipality of Copenhagen is not having new approaches to making the city sustainable, then the city cannot reach carbon neutrality.

Apart from developing an experimental approach to urban planning, the Municipality aims at creating a diverse city, which can be a way of achieving social sustainability, because of a varied urban life (Technical and Environmental Administration 2009: 3). As described in 6.1.1. Strategic Approach to Temporary Urbanism, Copenhagen is becoming a place without differences. Temporary urbanism is a way to create differences in cities’ urban space by offering alternative solutions in urban planning (see 4.3.1. Benefits: Why Temporary Urbanism is a Desired Approach).

In the report “Hovedstaden for bæredygtig udvikling” (The Capital of Sustainable Development), the Finance Administration is explaining that creation of temporary urbanism as living labs is beneficial in meeting UN’s ninth goal on technological development (see 5.3.3. Temporary urbanism in the Sustainable Development Goals). Chapelle experiences the use of temporary urbanism in general to be more organized today than 10-15 years ago. Temporary urbanism is used strategically in areas of development, but he does not think UN’s SDGs are the reason. Chapelle thinks that the report by the Finance Administration is published because it sends a signal to the UN and other cities, that Copenhagen is committed to work with the SDGs. By making a report, the Municipality of Copenhagen indicates, that they are working on reaching UN’s SDGs, and by that supporting a sustainable development (Appendix 1: 40.51).

Chapelle explains that Copenhagen is a capitalistic community, where money is valued higher than the environment (Appendix 1: 1.03.50). He clarifies that situations where the Technical and Environmental Administration has the opportunity to influence temporary urbanism, a desire to develop the city in a sustainable direction only exists as long as there is an economic incentive (Appendix 1: 46.08). Chapelle is questioning this focus on economic growth, and argues that it should be a focus on innovation instead. He thinks temporary urbanism as creation of innovative solutions can be a way of reaching a sustainable city, and by that also lead to an optimal use of available resources (Appendix 1: 42.18).

Chapelle experiences that ownerships of buildings and land within the Municipality’s boundaries limits the possibility for temporary urbanism to be used as a strategic tool in urban planning to reach a more sustainable city. Chapelle explains that the Municipality of Copenhagen has a limited amount of buildings that can accommodate creation of temporary urbanism, which likewise is explained in 5.1.2. Considerations. Temporary urbanism created by others than the Municipality of Copenhagen can be a limiting factor to the Municipality's strategic approach to use temporary urbanism, and thereby achieving a more sustainable city. Chapelle explains that the Technical and Environmental Administration uses an alternative solution in these situations where they can interact with
creators of temporary urbanism, and argue why temporary urbanism created in Copenhagen should support the overall sustainable development (Appendix 1: 37.30).

The following section will be analyzing the use of temporary urbanism in Copenhagen as a strategic tool to gain economy growth.

Money Matters

Lefebvre describes the world as dominated by the power of money (see 2.1. The Production of Space). As explained in 4.1 The Process of City-making, temporary urbanism can be an approach to disrupt the traditional way of planning cities, and thereby challenge the power of money. According to Lefebvre, this disruption of the power of money can be caused by class struggles. Class struggles can be created by counter-spaces, where urban planning should be contrary to existing plans. But if temporary urbanism is created with a purpose of achieving economic growth, it cannot have an effect of challenging and create differences in urban space (see 2.1. The Production of Space). Temporary urbanism's possibility to produce space can therefore only exist, if the incentive behind is not economically motivated.

Chapelle thinks that due to the urbanization and a growing population in Copenhagen, the use of temporary urbanism is in rising demand today compared to what he has experienced earlier. This means that the city is being densified. Chapelle explains, that politicians ask for development of the city in ‘the right way’, which means that citizens can enjoy their life, have nature nearby, and where the development still accommodates the growing population (Appendix 1: 28.32).

Another evidence on economic incentives of temporary urbanism can be experienced when temporary urbanism is removed as a consequence of a more beneficial solution. As described in 4.3.3. Creating Temporary Urbanism, if temporary urbanism is created between previous and future development, it is limited by a condition of future development, because it is uncertain when new development takes place. Chapelle explains that when other permanent or more economically beneficial plans for an area are possible temporary urbanism should not stand in the way, but be feasible to move (Appendix 1: 1.10). Being moveable is one of the benefits of temporary urbanism described in 4.3.1. Benefits: Why Temporary Urbanism is a Desired Approach.

Temporary urbanism created by private actors as described in 5.1.1. Incentives is mainly economically motivated as well. Likewise, if development or temporary urbanism created in the city does not have an economic advantage, it is not supported by politicians according to Chapelle (Appendix 1: 1.05.30).

The following section will be analyzing the impact of legislations on the conceived space by creating restrictions and limitations towards planning temporary urbanism.

Limitations of Temporary Urbanism

It can be demanding to work with temporary urbanism as a municipality, because requirements, laws, and legislations need to be followed. Making temporary urbanism a strategic tool in urban planning can therefore deprive temporary urbanism its spontaneous and flexibility. The way Fran Tonkiss describes temporary urbanism as balancing on the edge of legislations can be a way of solving
problems existing in cities with less resources (2013: 98). Temporary urbanism can work as a quick fix, but development quickly carried out can have a result of compromising safety and requirements. Tonkiss explains that using recourses to balance between legal and illegal can offset benefits existing when creating formal planning (Tonkiss 2013: 104). In the Municipality of Copenhagen, Thomas Chapelle does not experience a possibility of creating temporary urbanism outside regulations (Appendix 1: 1.05.30).

Using temporary urbanism as a strategic approach to urban planning, Chapelle explains that a conflict arises. The conflict is that temporary urbanism always at some point will suffer under legislations. If ideas and experiments in temporary urbanism is in conflict with legislations, the Municipality has a responsibility to make sure it is changed or removed. If temporary urbanism for example becomes dangerous or annoying for neighbors it cannot be allowed (Appendix 1: 14.08-14.30). Creating something different within the usual frames of urban planning, it is thereby difficult to create something radically different, which is what is requested by the Municipality to continue growth in the city. Chapelle explains that it is difficult to think outside the box when being forced inside the box. Because of a limited frame of making innovative and creative activities, Chapelle suggests that legislations and regulations should be of secondary importance when working strategically with temporary urbanism. He thinks there is something exciting about doing things without thinking of regulations and safety as a main concern, because it can create something different and therefore interesting in the city (Appendix 1: 15.12, 28.06). On the other hand, he emphasizes the importance of requirements, because requirements make the city a safe place (Appendix 1: 28.06). Peter Munthe-Kaas explains that the Danish Law is fairly reasonable, because it is created on a basis of a purpose to keep the city safe and well-functioning. He thinks the challenge lay in interpretation of the Law (Appendix 4: 25.05). As described in the Municipal Plan 2015, one approach to make it easier to allow temporary urbanism has been generally more flexible regulation (see 5.2. Temporary Urbanism in Copenhagen).

Chapelle explains that the only way of getting a permission to create temporary urbanism in cases where temporary urbanism is not fitting the planning frame for the area, is by applying for changes in the planning frame. Then, a complicated and long process begins, because the application becomes a formal matter involving the Danish Government. When involving the Government, the process automatically gets long, because more people gets involved and other perspectives come in play. When future development of the area is relevant to be discussed, then it becomes more than just temporary urbanism. According to Chapelle, in a situation involving the Danish Government, it is becoming a matter of development (or a matter of money) (Appendix 1: 24.26). As described in 5.1.3. Legislations, the Municipal Plan 2009 expanded the possibilities to create temporary urbanism in the city’s perspective areas, and in 2015 it was added to the Planning Law, that dispensations can be given to temporary urbanism. Chapelle explains, because the process of changing something in Copenhagen can be complex, the Technical and Environmental Administration needs legal advice to look at applications of temporary urbanism before a dispensation can be given (Appendix 1: 0.25-0.40).

All temporary activities differ from one another, and Chapelle explains that an individual evaluation is necessary. He describes that approving a temporary project depends on where it is placed and
the scope of the project (Appendix 1: 1.28, 14.30). In some situations, temporary urbanism can be allowed if it is carried out in a smaller scale than originally planned. Scaling down can give approval, because the temporary project then is fitting to the existing infrastructure or the existing planning frame for the area (Appendix 1: 24.26). According to Chapelle, the politicians are sometimes being demanding towards the Technical and Environmental Administration.

“The politicians seek more flexibility from the Technical and Environmental Administration, and at the same time being on the right side of the law, making sure to have control of what is going on in the city, and doing the right things.” (Appendix 1: 26.20).

Chapelle explains how politicians are requesting that the Technical and Environmental Administration needs to develop the city under looser legislations, but still make sure the city is a safe and controlled place. To do that, it should be possible to have an ‘it-doesn’t-matter-option’, which can allow temporary urbanism even though it is on the edge of the legislation. Since it exists in a short period, it should be more acceptable to compromise on legislations. Chapelle thinks that temporary urbanism can exactly what the politicians asks for and that it can challenge the thought of what is possible in the city. He explains, that temporary urbanism is an obvious approach to explore new ideas, as long as it is kept inside legislations (Appendix 1: 12.28, 26.40).

Chapelle thinks that the demand to densify Copenhagen in ‘the right way’ makes the city a boring place, because everything and everyone are the same. He explains that citizens living in the city is the well-behaved people in a solid financial situation, and that the ones who are not fitting are pushed out of the city.

“A demand of densifying the city in the right way exist [...] It could be an assumption, that the city has become a boring place, because everything is being made market-like. All the nice, correct people who behave well live in the city, the ones who do not fit in is then in demand, because they contribute with odd and crazy ideas” (Appendix 1: 28.32).

Approaching urban planning by creation of temporary urbanism, where innovative solutions to further development can be tested and invented is according to Chapelle necessary if Copenhagen should continue to grow its population. Having an increase in population, where a process of gentrification is occurring happens likewise in other places than Copenhagen. The creative class was of interest in many cities after 2002, where Richard Florida described benefits of having the creative class in cities. In “A Metropolis for People”, the attraction of creative industries and entrepreneurs is described as an advantage to create economic growth, because the creative and innovative people are understood as the wealthy part of the community (Technical and Environmental Administration 2009: 5). Chapelle has a different opinion as he thinks the ones getting pushed out of the city are the ones contributing to creativity and innovation (Appendix 1: 28.32). As described in 5.1. Development of Temporary Urbanism in Copenhagen it is found beneficial to have creative companies and entrepreneurs in the city. One way the Municipality is planning to support creative companies and entrepreneurs are by making it easier to create temporary urbanism. One approach to making it easier has been more flexible legisla-
tions, which should result in allowance of a broader use of temporary urbanism.

As earlier mentioned, legislations and regulations have been changed in the past years, beginning with the Municipal Plan 2005, which was also the first to use the term temporary urbanism. The changes have made it easier to allow creations of temporary urbanism in the Municipality of Copenhagen as a strategic tool in urban planning. When the Municipality is allowing temporary urbanism, the conceived space is changed with the purpose of creating a more liveable city. Since Copenhagen is planned according to the Municipality’s legislations by Planning Laws, Municipal Plans, and Local Plans it seems that the Municipality has the power when it comes to planning the city. By that can planning laws and legislations be a tool in producing space in the city as desired by the Municipality of Copenhagen.

Chapelle explains that a city always will be in a process of change, no matter the influence from the Municipality, and a process of change needs to exist to make it a more liveable place. Unexpected consequences occurring from earlier building techniques or city planning can influence cities of the future. As described in section 4.1. The Process of City-making, situations over time can have an influence on city’s physical structure, for example a focus on being environmentally concerned is influencing Copenhagen by new requirements towards a certain level of sustainability in new development. The Municipality of Copenhagen is having a great influence on the city’s physical structure. They are working hard on developing the city, where citizens are satisfied, but not everything can be planned. The ambiguity of temporary urbanism as being something created by others than authorities illustrates cities as living organisms, where development happens with or without authorized plans. Because of this constant process of change, different types of temporary urbanism have always existed and always will exist in one way or another (Appendix 1: 27.08-57.06).

The following section will analyze different actors involved in creating temporary urbanism as a strategic tool in Copenhagen.

### 6.1.2 Actors Involved

It seems that the process of allowing and creating temporary urbanism would be easier if only one actor was involved. But this is not the case in the Municipality of Copenhagen, where many actors are involved, when allowing temporary urbanism. Chapelle explains that management of temporary urbanism in the Municipality of Copenhagen is divided after its purpose between the seven departments in the Municipality. If a temporary project for example is a cultural project, the decision lies with the Culture and Leisure Administration, and if it is an environmental project it is administrated by the Technical and Environmental Administration. If it is a politically supported development involving a larger area it is the Finance Administration that needs to approve the temporary project etc. (Appendix 1: 21.17). Furthermore, as mentioned in 5.1.2. Considerations, the Municipality do not own much of the land or properties fitted to create temporary urbanism. Chapelle explains, that this has the consequence, that many actors are involved when temporary urbanism is created in Copenhagen (Appendix 1: 9.34). It can create a complicated situation for actors with a desire to create temporary urbanism, when many actors are involved and approval of temporary urbanism is managed in different administrations and under different owners. Furthermore, every single actor
involved has a saying in what should happen, which can create further complications.

The Municipality of Copenhagen can influence creation of temporary urbanism through the publicly owned companies Copenhagen Properties and City and Port Development, by creating an urban renewal project or approaching private actors (for an overview of the structure in the Municipality see figure 3 in 5.2. Temporary urbanism in the Municipality of Copenhagen Today). The following sections will analyze different actors relevant in changing the conceived space by creating temporary urbanism in Copenhagen.

**Private Actors**

When temporary urbanism is created on privately owned land or properties, it is difficult for the Municipality to form the project exactly the way they desire, as the private land and property owners decide the purpose of their land, and have their own wishes and requirements to how the area should be developed (Appendix 1: 3.16-3.35, 9.34). Chapelle explains that to develop and create temporary urbanism on the privately-owned areas, the Municipality needs to ask if the owners are willing to allow temporary urbanism on their ground (Appendix 1: 19.34). This means that the owners of the premises will take the final decision, but the Technical and Environmental Administration will still have a say in legislation, and they can make guidelines before they are allowing temporary urbanism to happen, and by that create benefits for the Municipality as well (Appendix 1: 20.20).

The following subsection will analyze how the Municipality of Copenhagen involves citizens in their strategic work with temporary urbanism.

**Citizens**

As explained before, well-being and happiness of citizens is important in the Municipality of Copenhagen. Involving citizens in urban planning is found essential in creating a successful city (Technical and Environmental Administration 2009: 15). Creating temporary urbanism in the city, citizens are therefore an important actor. As mentioned in 4.3.1. Benefits: Why Temporary Urbanism is a Desired Approach, temporary urbanism is described as one solution to urban planning, where it is ideal to involve citizens in the process of development. The Municipality of Copenhagen is using temporary urbanism as a tool to involve citizens where a purpose of understanding citizens’ desires and wishes, and furthermore motivate citizens to create temporary urbanism themselves. Citizens contributing to interesting and different things in the city are in demand by politicians as well as the Municipality according to Chapelle, because it can create a more interesting and diverse city with a desired economic benefit (Appendix 1: 28.32).

According to Chapelle, the Technical and Environmental Administration is through different initiatives proactively reaching out to citizens with a desire to create temporary urbanism to encourage that the projects materialize. One example is Sharing Copenhagen4. Through such initiatives, the Technical and Environmental Administration can with a limited amount of resources support citizens to

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4 Sharing Copenhagen is an initiative made by the Municipality of Copenhagen. Sharing Copenhagen is aiming at cooperation with citizens to create sustainable solutions in the city, mainly created as experimental temporary urbanism (Københavns Kommune n.d. d).
create temporary urbanism. Chapelle explains that the Culture and Leisure Administration is working with similar approaches, where initiatives are created (Appendix 1: 17.45).

The Technical and Environmental Administration cannot create temporary urbanism by themselves, but they can support and help with their knowledge concerning laws and requirements. Chapelle thinks the dilemma is how much economic support the Municipality is able to supply and how much involvement in the projects they should have (Appendix 1: 17.45-19.10). Finding the right balance of regulations and trusting citizens in creating something beneficial for the city is an ongoing struggle when using temporary urbanism as a strategic tool in urban planning. Chapelle points out that having citizens who are making their own temporary projects in the city, outside regulations and control of the Municipality, in some cases can be attractive for the city as a more creative and innovative approach will be achieved. But being an authority, where rules and legislations needs to be followed, allowing citizens to just do things is not officially a possibility (Appendix 1: 24.26).

The following sections is analyzing politicians’ influence on creation of temporary urbanism.

Politicians

Chapelle explains that temporary urbanism in the Municipality of Copenhagen is a political demand, because at the moment it is associated with creating liveability (Appendix 1: 2.54, 27.40). And even though politicians ask for more temporary urbanism, Chapelle thinks they have a wrong focus. Politicians have a higher focus on economic growth, and this is likely to continue (Appendix 1: 40.51). As described in 6.1.1. Strategic Approach to Temporary Urbanism, Chapelle points out that a shift in the approach is necessary to create a sustainable city. Politicians should therefore be more focused on solutions and ideas temporary urbanism can create instead of having a focus on the economic benefits it can give the city (Appendix 1: 40.51).

The following will analyze the Urban Renewal Project in the South Harbour as an approach to create temporary urbanism.

The Urban Renewal Project in the South Harbour

As mentioned in 5.1.3. Legislations, an approach the Municipality uses to create temporary urbanism is by creating an urban renewal project. This is typically the preferred approach when making changes in an area that is already existing and populated. As described in 5.2.2. The Urban Renewal Project in the South Harbour, an urban renewal’s aim is to find solutions to challenges in specific areas in Copenhagen, where the physical structure and the social conditions are in focus. One thing making renewals special is a focus on citizens, as it is citizens’ wishes and involvement which determine the outcome of an urban renewal.

Karin Dam Nordlund experiences that an urban renewal project easier can create temporary urbanism since renewals are created to renew an area, and an experimental approach often is chosen. Furthermore, a renewal often has economic support, at least within a given time frame. This provides renewals with a freedom to be more experimental and thereby challenge the usual methods in urban planning. An urban renewal project often cooperates with citizens and sometimes involves private partnerships. Involving cit-
izens and private actors creates a process where ideas and different opinions are welcomed. However, being a municipal initiative, legislations still need to be followed (Appendix 2: 1.36-2.28).

Legislation, safety, and economy is defining the framing in which temporary urbanism created by the renewal in the South Harbour needs to operate. Nordlund explains that the job of a project leader in a renewal project is to create a process, where temporary urbanism can be created within these frames without being considered as a limitation. By creating a process where ideas can be developed and afterwards fitted under existing legislation, Nordlund thinks that elements from citizens ‘crazy ideas’ in the end can be part of temporary urbanism created in the city (Appendix 2: 16.50).

Nordlund explains further that temporary urbanism does not have one unique definition or use in the Urban Renewal Project in the South Harbour. “There does not exist one definitive answer. It is different from project to project. It is determined on a case-by-case basis.” (Appendix 2: 4.18). Nordlund describes the interpretation of temporary urbanism in the Urban Renewal Project in the South Harbour as depending on the time frame “We [the Urban Renewal Project in the South Harbour] are saying temporary urbanism, and then indicating the time frame” (Appendix 2: 19.28).

Temporary urbanism has been the main tool in the renewal of the South Harbour. Nordlund explains that by gradually implementing temporary activities on a trial-and-error bases in the South Harbour, citizens’ everyday life and use of the temporary activities has been the foundation of new urban areas (Appendix 2: 7.50). The Urban Renewal Project in the South Harbour is one approach to create temporary urbanism in Copenhagen. The second approach is the one that City and Port Development is using when creating completely new areas, and this will be analyzed in the following section.

**City and Port Development**

The public owned company, City and Port Development, is administrating the publicly owned land in the Municipality of Copenhagen (See map in Appendix 6 for overview of City and Port Developments activities). City and Port Development can create or allow temporary urbanism on their land. One example is Nordhavnen, where vacant buildings can be provided to use of temporary urbanism. City and Port Development can give permission to creation of temporary urbanism, and until now they have not taking the initiatives themselves (Appendix 3: 0.22). It requires people who wish to create something on City and Port Development’s land. To secure temporary urbanism is created when it is experienced as beneficial, City and Port Development takes part in partnerships to secure that the necessary support is given (Appendix 3: 26.29). Thereby, it is also the case that City and Port Development’s highest focus lies with the economic attractiveness when creating temporary urbanism. If temporary urbanism is not beneficial for the area, City and Port Development can reject a proposal, because it does not have a desired purpose or are fitting into the vision of the place (Appendix 3: 5.05).

Having described different actors involved in creation of temporary urbanism in Copenhagen, their relations will be analyzed in the following section.
6.1.3 Relations between the Involved Actors

In Copenhagen, private actors, citizens, and politicians is relevant in creation of temporary urbanism. Furthermore, the Technical and Environmental Administration, the Culture and Leisure Administration, Copenhagen Properties, City and Port Development, and urban renewal projects are actors influencing temporary urbanism from a municipal background.

Copenhagen Properties is administrating the publicly owned properties in the city of Copenhagen. They are the only one that can provide properties to the use of temporary urbanism where the Municipality can set the frame. It is a limited amount of properties, that can be used for temporary urbanism as described in 5.1.2.

Considerations. Copenhagen Properties can support creation of temporary urbanism as innovatively and creatively driven by providing the Culture and Leisure Administration empty properties when it is an opportunity. The Culture and Leisure Administration is responsible of administrating creation of temporary urbanism in Copenhagen Properties' empty buildings (Kultur- og Fritidsforvaltningen 2009: 20; Københavns Kommune n.d.: 6).

Inspired by the report “Midlertidige aktiviteter som værktøj i byudviklingen” (Temporary Urbanism as Uool in Urban Planning), involved actors in the field of temporary urbanism can be divided in users, municipal actors, and private actors. The three groups of actors have different incentives to create temporary urbanism. Hausenberg explains the importance of a cooperation between actors involved in creation of temporary urbanism (2008: 13). Figure 6 and table 2 shows the different incentives and where the actors described in this report is placed. The intersections are where potentials of cooperation exist.

Figure 6. Visualization of involved actors in creating temporary urbanism in Copenhagen and their incentives (Inspired by Hausenberg 2008: 13).
Analysis

Knowing where and when temporary urbanism is existing and where it has a potential to be created can be difficult. The Municipality of Copenhagen cannot advertise that an area can be used for temporary urbanism when they do not own it (Appendix 1: 21.17). Chapelle explains that if the Municipality owned its land, they had opportunities to organize and make it visible for potential creators of temporary urbanism where opportunities to create temporary urbanism exist. Being the owners can further give an opportunity to support a success of existing temporary urbanism, by making it clear where temporary urbanism happens in the city (Appendix 1: 21.17). Instead, a solution to further development of temporary urbanism in the city could be, as Chapelle suggest, that the Technical and Environmental Administration should be better at having the overview and match land or property owners with citizens or companies having a desire to create temporary urbanism (Appendix 1: 19.34).

In a report by the Culture and Leisure Administration, temporary urbanism is described as one area of focus to create growth in the city.

“[Temporary urbanism] can be supported by securing better utilization of Copenhagen's properties in periods where parts of the city either is developed or renovated. The Administration [the Culture and Leisure Administration] examines opportunities to rent out empty locations in the city to cultural growth by offering temporary tenancies for cheap rent.” (Kultur- og Fritidsforvaltningen 2009: 20 - author’s translation).

If the Culture and Leisure Administration is more focused on an optimal way of using Copenhagen's properties when it is a possibility, use of temporary urbanism can further be supported by providing leasing agreements to the temporary activity. A cooperation between Copenhagen Properties and the Culture and Leisure Administration can therefore be beneficial if the Municipality of Copenhagen should be a city with cultural activities, where innovation and creativity can exist.

Chapelle explains that the Technical and Environmental Administration is the authority, which means they are the ones looking at temporary urbanism from a legally point of view and making final decisions if it should be allowed. Being the authority, a responsibility towards citizens' safety and making sure the city is well-functioning exists, which makes allowance of 'risky' projects difficult. An exception for the Technical and Environmental Administration

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### Table 2: Specification of involved actors

| Users: | Citizens  
|        | Creative companies  
|        | Entrepreneurs  
| Private Actors: | Investors  
|        | Land owners  
|        | Property owners  
| Municipal Actors: | The Technical and Environmental Administration  
|        | The Culture and Leisure Administration  
|        | Copenhagen Properties  
|        | City and Port Development  
|        | Urban Renewal Projects  
|        | Politicians  

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to create temporary urbanism is by creating an urban renewal. An urban renewal project is created under the Technical and Environmental Administration, but as a separate department, where the employees in the renewal can create temporary urbanism in the city (Appendix 1: 10.05).

To further increase temporary urbanism in Copenhagen, Chapelle explains that the Technical and Environmental Administration and the Culture and Leisure Administration are cooperating. The cooperation combines knowledge in each of the administrations to make a simpler process of creating temporary urbanism. The cooperation aims at gaining benefits of the creativity existing in the Culture and Leisure Administration and the knowledge of the legal framework that the Technical and Environmental Administration has. The cooperation should result in an easier process to decide what should be developed and by that develop Copenhagen as a more liveable city, by having temporary cultural and leisure activities available for citizens. Chapelle thinks it can be beneficial for the Technical and Environmental Administration if the cooperation is working, because they then can influence what activities the Culture and Leisure Administration is creating and by that contribute to further development of interesting things in the city. From the Culture and Leisure Administration’s side, a benefit can be easier allowance of temporary urbanism by better understanding how legislations can be interpreted (Appendix 1: 6.06-7.46).

Nordlund explains that citizens are important in developing the South Harbour, because they have a better knowledge about the area, and easier can point out what they think is missing when renewing. Citizens have actively been involved throughout the process of development from ideas in the beginning to moderation in designs and the evaluation in the end. Involving citizens in developing the visions for the South Harbour and making them a part of the process, citizens have influenced temporary urbanism created and been part of decisions regarding what parts of the temporary projects should be incorporated in following projects. By involving citizens early in the process, protests against new development can be reduced (Appendix 2: 5.40). Thereby, citizens’ opinions of temporary projects created in the South Harbour have been the basis for final decisions in planning the permanent projects. This means that temporary urbanism is used to test different solutions and by that have a basis of what future permanent urban space should include (Appendix 2: 7.50). Citizens have among other things been a part of developing a new park where their ideas have been basis for a final proposal. The Urban Renewal Project in the South Harbour has arranged workshops and meetings where development of potential elements were tested. Urban gardens, outdoor furniture, playgrounds etc. have been tested in the city before a final decision was proposed (Områdefornyelsen Sydhavn 2018: 4).

One way the Municipality can influence creation of temporary urbanism, is by cooperating with City and Port Development. City and Port Development can for example provide a building in which the Municipality of Copenhagen can establish a temporary culture center, and provide employees. Kanstrup-Clausen explains that employees in a cultural center are allowed to create temporary urbanism and by that the Municipality of Copenhagen supports creation of temporary urbanism, when providing employees and administrating a culture center (Appendix 3: 3.7, 15.10). When City and Port Development is planning the future development of Nordhavnen, the Municipality’s visions, Municipality Plan, and Local Plans
are essential in making plans for the area. Kanstrup-Clausen further explains that City and Port Development asks the employees in the culture center to contact citizens, and by that develop temporary urbanism according to the citizens’ needs (Appendix 3: 1.28). Using citizens’ opinions and testing ideas by creation of temporary urbanism is emphasized by Kanstrup-Clausen. She explains:

“When something is temporary, it is possible to try out what citizens find interesting and what they desire. I think exactly that is a strength of temporary urbanism, when you can get an opportunity to try out different ideas and evaluate how much it is used by citizens.” (Appendix 3: 25.27).

Creation of temporary urbanism thus gives urban planners an opportunity to plan future areas on a basis of what citizens have been using and asks for. Kanstrup-Clausen explains that no analysis on effects from temporary urbanism created by City and Port Development is yet carried out. She thinks it is due to the fact that temporary urbanism still is too new a phenomenon (Appendix 3: 6.38).

6.1.4 SUMMARY OF REPRESENTATIONS OF SPACE

There is no consensus of what temporary urbanism specifically is in the Municipality of Copenhagen. Temporary urbanism created in the Municipality of Copenhagen is therefore managed as special situations, where every single project is taken as a specific case.

Temporary urbanism is an approach in urban planning to secure liveability and diversity. Using temporary urbanism as a strategic tool in urban planning can be conflicting, because innovation and creativity can be absent when created under strict legislations. Having a liveable and diverse city is experienced by the Municipality as an interesting city. An interesting city can cause an increase in economic growth, and this is an important factor when developing the city. This can be experienced as a limitation to creative and innovative alternatives in urban planning, because an outcome typically is unknown. Furthermore, an economic incentive is against the production of space as Henri Lefebvre understands it.

Other than being a more liveable city, Copenhagen needs to be economically, environmentally, and socially sustainable. Creating a more liveable city can support social sustainability and a sustainable economic growth, to reach an environmentally sustainable city, innovation and development of alternative solutions are necessary.

Creating temporary urbanism in Copenhagen involves several actors, hereunder investors, private land or property owners, citizens, creative companies, entrepreneurs, politicians, the Technical and Environmental Administration, the Culture and Leisure Administration, Copenhagen Properties, urban renewal projects, and City and Port Development. One reason that several actors are involved is a result of a lack of public owned land and properties fitting to creation of temporary urbanism. Secondly, the Municipality wants to involve citizens more in urban planning as earlier described. Lastly, involvement of several actors is a result of the way the Municipality of Copenhagen is structured, where different departments are involved according to the purpose of a temporary activity. Each actor has their own purposes when being involved in creation of temporary urbanism.

The Municipality of Copenhagen’s power of how the city is planned
is clearly expressed by legislations and plans created by the Municipality, where decisions of future development of an area is decided. In Copenhagen, urban planning is created by specialists but with input from citizens or entrepreneurs. They get an opportunity to express their thoughts and be part of creating temporary projects and activities, but it is always in cooperation with the Municipality. Thereby, production of space is based on knowledge achieved by experimenting and investigating what would be most beneficial and wanted in an area.

### 6.2 Spatial Practice: The Perceived Space

Henri Lefebvre’s concept of spatial practice differentiates between urban reality and daily reality, and points out that changes in urban reality in terms of infrastructure can cause changes in daily reality in terms of citizens’ routines and vice versa. Temporary urbanism’s influence on urban and daily reality will in the following section be analyzed. First from the view of the Technical and Environmental Administration by the conducted interview with Thomas Chapelle. Secondly, from the view of the Urban Renewal Project in the South Harbour by the conducted interviews with Karin Dam Nordlund. Lastly, it will be analyzed from the view of City and Port Development’s work in Nordhavnen by Maria Kanstrup-Clausen experiences. This chapter is ending with a section gathering the three views on how space can be perceived in Copenhagen.

The interviews with Karin Dam Nordlund and Maria Kanstrup-Clausen will be used to get a perspective on the two different approaches of creating temporary urbanism in Copenhagen - in new development or in existing areas. Both are working under public regulations, but through different approaches. The Urban Renewal Project in the South Harbour is using temporary urbanism to develop existing urban space, where City and Port Development creates temporary urbanism as an approach to develop new areas in Copenhagen. The renewal project is working hands on and with direct contact to the users and makers behind temporary urbanism. City and Port Development is economical supporting temporary urbanism created by partners.

### 6.2.1 Spatial Practice in the Technical and Environmental Administration

Imaging a vacant area no one in the city wish to visit. A trendsetting person is discovering this area, and finding it full of potentials. This person is creating temporary urbanism in the area. The temporary activity is getting attention and people is starting to go there. Now the area is becoming popular, with the result of investors and developers starting to influence the area. It has the consequence that the area is becoming an organized area, and is starting to become a usual nice-looking area. The area by now cannot be described as vacant anymore, and the trendsetter has no interest in the area anymore. Chapelle asks if having a process of transformation from vacant to interesting to commercially and ‘nice’ is a solution to make the city more liveable (Appendix 1: 32.20). In the imaged situation, temporary urbanism has been the reason to a change. As described in 4.1. The Process of City-making, city-making is a process, and likewise described in 4.3.1. Benefits: Why Temporary Urbanism is a Desired Approach, creation of temporary urbanism is a process as well. A city needs to have processes to exist and function, and tem-
temporary urbanism can be a way of influencing this process of change. In reality, creating a temporary activity in a vacant area will not always run as smooth. As analyzed in 6.1. Representations of Space: The Conceived Space, regulations, laws, legislations etc. makes it a complicated matter to create temporary urbanism in Copenhagen.

The Technical and Environmental Administration is having the slogan: “Liveable, Responsible City with an Edge” (2015a: 1). One way to interpret ‘an edge’ is according to Chapelle as creation of temporary urbanism. Chapelle thinks that the city should be more than just a city with similar buildings, similar people, and similar streets. The city should have an edge, as the Technical and Environmental Administrations slogan says (Appendix 1: 31.28, 44.42). Developing the city to consist an edge can be challenging when legislations and laws is to be respected, and this challenge will be analyzed in the following subsection.

### Barrier of Legislation

In the Municipality of Copenhagen, infrastructure is established before new development and attractors for citizens are built. Making a new metro-line, bike lanes, pedestrian streets, and in general accessibility to public transport is therefore slowing down the process when having a desire to create temporary urbanism in inaccessible places (Appendix 1: 24.26). By that it is clear, that temporary urbanism does require a change in the physical infrastructure, because temporary urbanism is on equal terms as permanent development. Chapelle explains, that the Technical and Environmental Administration needs to show responsibility and interest in citizens’ safety, or else they can get complains. Creating temporary urbanism in areas not ready to have people going there can create some dangerous situations. If something happens, it is the Technical and Environmental Administration that gets blamed. They are therefore required to follow legislations and making sure legislations are adhered to in every project in the city (Appendix 1: 15.12-16.28). Chapelle explains, if temporary urbanism is in conflict with formal requirements or legislations it cannot be supported by the Technical and Environmental Administration (Appendix 1: 3.16-3.35). Chapelle explains, that from the Technical and Environmental Administration’s view, a main struggle concerning temporary urbanism is when citizens or users of the temporary activity do not understand the conditions it is created under. Here, the Municipality can be met with resistance as the users do not see a temporary activity ending as a possibility. The users can find it difficult to understand, why the activity cannot continue (Appendix 1: 2.04). As described in 4.3.3. Creating Temporary Urbanism, to limit frustrations, successful temporary urbanism needs to be integrated in the replacing plans. Using successful temporary projects is something Chapelle agrees the Municipality should try to comply with (Appendix 1: 1.09.30). Another approach Chapelle thinks the Municipality should be better at to limit confusion and resistance from the citizens, is to communicate requirements the Municipality have to temporary urbanism, and make sure the creators of temporary activities as well as the users are well-informed (Appendix 1: 2.54).

The following section will analyse how temporary urbanism created by the Urban Renewal Project in the South Harbour can influence the spatial practice.

### 6.2.2 Spatial Practice in the South Harbour

Temporary urbanism created by the Urban Renewal Project in the...
South Harbour has been with three purposes. The first purpose is to prepare the urban planners for unexpected consequences created by construction of the metro, while the second one is to inspire future projects, and the third is to visualize the possibilities in the South Harbour. The influence from the Urban Renewal Project in the South Harbour on the perceived space will be analyzed in the following subsections from the different purposes to create temporary urbanism. Furthermore, the South Harbour is desired to be an environmentally sustainable part of the city, which influence the creation of temporary urbanism as well.

Consequences of the New Metro Line
In the South Harbour in Copenhagen, a new metro line is under construction, planned to be finished in 2023. Construction of the new metro line has changed the urban space in the South Harbour. To limit inconvenience while the metro is being built an Urban Renewal Project was established. The Urban Renewal Project is creating temporary urbanism to compensate for urban space used as construction sites in the South Harbour, and to inspire to renewal of the South Harbour. A city square called Mozarts Plads, in the middle of the South Harbour is going to be a construction site for the new metro (Områdefornyelsen Sydhavn 2015: 9). Karin Dam Nordlund explains that closing Mozarts Plads has created some worries by citizens in the South Harbour, as the square is used by socially deprived. Citizens living near the square do not wish to have the daily users hanging around in their area. The Urban Renewal Project has created a new temporary square, where some of the activities that was part of Mozarts Plads are planned to be moved while it is closed (Appendix 2: 0.17). The Urban Renewal Project in the South Harbour moved some activities and created the new temporary square before the construction of the metro line started. By doing that, Nordlund explains that the Urban Renewal Project in the South Harbour was better prepared for unexpected consequences, by knowing what is required in the new area in terms of accessibility, public amenities etc. At the same time could the Urban Renewal Project visualize, that something was going to happen (Appendix 2: 7.10). Making changes in cities’ urban space can be a complex matter. As described in 4.1 The Process of City-making, small changes can have big consequences.

Another change created by the metro is a fence around the construction, which creates new small passages that can be experienced as undesirable to use. Nordlund explains that the Urban Renewal Project has seen potential to create temporary urbanism in the passages to make a safer atmosphere, which have been done by temporary light installations (Appendix 2: 19.28).

Temporarily closing a square with daily users, is creating a change in the user’s daily routines. In cases where a temporary construction site changes the urban space, it is not temporary urbanism with a purpose of changing urban space that are changing the infrastructure. Nordlund explains that having a temporary construction site is not understood as temporary urbanism by the Urban Renewal Project in the South Harbour, because it is not urban planning but rather changes caused by construction (Appendix 2: 19.28). Nevertheless, construction of the metro has been a main reason to create temporary urbanism in the South Harbour. The metro is creating changes in infrastructure and in general changing the characteristic of the area. The Urban Renewal Project in the South Harbour has acted on the basis of changes the metro is creating, and by that sup-
ported changes in citizens’ daily routines.

The following subsection will analyze how temporary urbanism can be basis for future permanent project in the South Harbour.

Making it Permanent

The Urban Renewal Project in the South Harbour is having an experimental approach when creating temporary urbanism. Karin Dam Nordlund explains that renewal of the South Harbour is approached by creating temporary urbanism to find the best solutions to following permanent project.

“At the moment, we [the Urban Renewal Project in the South Harbour] are trying different temporary solutions to get experience towards the framing of the new activities and functions the future area can consist of” (Appendix 2: 0.17).

The Urban Renewal Project in the South Harbour is using temporary urbanism to get inspiration and learn from experience. By including the temporary projects into future plans, Nordlund thinks the Urban Renewal Project in the South Harbour can create a city space desired by citizens. Nordlund explains that the Urban Renewal Project in the South Harbour experiences temporary urbanism as beneficial when it comes to developing the South Harbour in the best way. The temporary activities are a way of testing ideas and showing citizens, how an area can be developed. Experiences from temporary urbanism can thereby inspire the permanent projects.

“We [the Urban Renewal Project in the South Harbour] are working consciously with it [temporary urbanism] as a part of a project development. We are using temporary urbanism to try out different ideas, or to demonstrate how areas in the city can be used, to show potentials in areas with the purpose of inspire the permanent project.” (Appendix 2: 13.59).

The Urban Renewal Project in the South Harbour is aware of benefits from temporary urbanism to make future development even better. The Urban Renewal Project in the South Harbour is by that using temporary urbanism to change the perceived space, because they desire to change citizens’ perception of how urban space in the South Harbour can be used.

The Urban Renewal Project in the South Harbour are working consciously with temporary urbanism as a way of creating more liveability in the South Harbour by making attractors and events involving the citizens. As analyzed in 6.1.2. Actors Involved, temporary urbanism created by the Urban Renewal Project in the South Harbour is defined by its period of existence. Nordlund explains that temporary urbanism by that will not delay future development of an area, because temporary activities are fitted to the period between previous and future development (Appendix 2: 14.55). Uncertainty concerning the timeframe and flexibility of temporary urbanism can make investors doubtful when it comes to a following permanent projects, as described in 5.1.1. Incentives. By defining the timeframe before temporary urbanism are created, the Urban Renewal Project in the South Harbour is removing this uncertainty.

The following subsection will be analyzing a potential of temporary urbanism as a way of visualizing possibilities in the city’s urban space.
Visualizing Possibilities

As mentioned in 5.2.2. The Urban Renewal Project in the South Harbour, private actors and citizens are often involved in the process of urban renewals. Karin Dam Nordlund explains that involving citizens and local companies or associations in the process, it should inspire and by that create a willingness from citizens and local actors to continue development after the renewal has finished. Among other things, it is done by visualizing potentials and opportunities in the local community, which citizens and local actors then should develop. Nordlund explains that one of the temporary projects in the South Harbour had an effect of visualizing different options of use and by that inspired to new temporary activities (Appendix 2: 7.10). As explained in 4.3.1. Benefits: Why Temporary Urbanism is a Desired Approach, temporary urbanism has the benefit of giving urban planners the possibility to demonstrate potentials of an area with less resources than a permanent project.

Nordlund explains that the library in the South Harbour has taken part in administrating a project. The Urban Renewal project has in cooperation with the library made a temporary garden, where the library is arranging different events to further support attraction for citizens in the South Harbour. Nordlund explains that creation of temporary urbanism in front of the library therefor has had a desired outcome, where the library continues creation of temporary urbanism after the Urban Renewal Project is finished (Appendix 2: 10.24).

An aspect the Urban Renewal Project in the South Harbour has found important in creating temporary urbanism is to have an environmentally sustainable approach. The South Harbour is desired by the Municipality of Copenhagen to be known as an environmentally sustainable part of the city. To change the perception of the South Harbour, temporary urbanism is created with a focus on environmental sustainability. How the Urban Renewal Project in the South Harbour is approaching this desire will be analyzed in following subsection.

Sustainability

In the report by the Urban Renewal Project in the South Harbour, a vision of being environmentally concerned is emphasized. “The South Harbour shall be known as a green and environmental part of the city with high quality of life, space between the houses, sustainability, and low energy consumption” (Områdefornyelsen Sydhavn 2015: 31 – Author’s translation). Developing the South Harbour to be socially and environmentally sustainable has been important. Karin Dam Nordlund explains that the Urban Renewal Project in the South Harbour from the beginning has required the temporary projects to be sustainable. Temporary urbanism can according to Nordlund only be sustainable if the materials used in creation of temporary urbanism is recycled or used in other projects afterwards. In connection with an awareness of creating sustainable temporary projects the Urban Renewal Project in the South Harbour has made a virtue of informing citizens about sustainability (Appendix 2: 11.05-12.26). Nordlund explains that even though a desire to create sustainable projects has existed, it is still the economy that has the final saying. If a sustainable solution is more expensive, both in terms of resources and economy, other alternatives have been chosen (Appendix 2: 11.05).

The following section will analyze City and Port Development’s
work in Nordhavnen from a perspective of spatial practice.

6.2.3 Spatial Practice in Nordhavnen

Maria Kanstrup-Clausen is dividing the work with temporary urbanism by City and Port Development in two categories. Either temporary urbanism is created to promote the area with a purpose of attracting citizens living in nearby areas, or it focuses on citizens living in the area, to strengthen spirit of the community (Appendix 3: 19.30). In Nordhavnen, temporary urbanism is created as attractions for citizens living nearby, before future development can occur. Kanstrup-Clausen explains that future development will not be postponed by temporary urbanism, even though it is extremely popular. Because City and Port Development is adding importance to future development they are carefully choosing which temporary projects they are allowing. Possible consequences of temporary urbanism can be a resistance from citizens, if a successful temporary project is removed. Kanstrup-Clausen experiences that shorter periods of temporary urbanism, is not met with the same resistance, because it has not achieved a significant value for citizens (Appendix 3: 9.41, 16.18). From this understanding, temporary urbanism only has an effect on citizens’ perception of a space if it exists for a longer period, and becomes a part of citizens daily reality. To accommodate this concern, that temporary urbanism can cause resistance from the citizens, Kanstrup-Clausen explains that temporary urbanism created in the city should be used in future projects. When City and Port Development is allowing temporary urbanism in Nordhavnen they are often economically supporting the project. Kanstrup-Clausen explains that to avoid losing money by creation of temporary urbanism, it should be more than isolated events, and it should have a more permanent effect in the city, either by experience or by reusing ideas in other projects (Appendix 3: 8.37). When City and Port Development is creating temporary urbanism, they are concerned about location, legislation, and sustainability, and the following will be analyzing the perceived space from those three topics.

Temporary Urbanism’s Location

Maria Kanstrup-Clausen explains that temporary urbanism is not created on the outer part of Nordhavnen because infrastructure is not yet able to support it.

“It [infrastructure] is something we [City and Port Development] need to consider, before a permission is giving to create temporary urbanism. It is the reason why we are looking at the area and what is existing nearby, but also physically where the desired area is placed in relation to infrastructure to secure people in one way or another safely can get to and from the area if the permission is given” (Appendix 3: 4.00).

City and Port Development has the responsibility to think of citizens’ safety. When giving permission to temporary urbanism, the area is carefully studied according to infrastructural situations, both to secure that it is easily accessible and not having people disrupting traffic. Kanstrup-Clausen explains that in Nordhavnen, the situation is a bit different than other development areas in Copenhagen, because trucks are moving soil to the outer part of Nordhavnen, and City and Port Development has a responsibility to not slow down the process of finishing Nordhavnen (Appendix 3: 5.05).
The spatial practice is thereby affecting opportunities to create temporary urbanism. Kanstrup-Clausen explains further that City and Port Development sometimes is approaching actors by asking if they are willing to create temporary urbanism specific places in Nordhavnen. By that, City and Port Development can regulate the use of temporary urbanism (Appendix 3: 1.28).

By now it is mostly the inner part of Nordhavnen that is being developed, and it is also where temporary urbanism is located. Kanstrup-Clausen describes that a strategic approach to creation of temporary urbanism in the rest of Nordhavnen is in the initial stage. In the outer part of Nordhavnen, temporary urbanism can be used to attract people. According to Kanstrup-Clausen, City and Port Development experiences that Nordhavnen's popularity exist in the inner part, and to secure a continued popularity in the outer part, temporary urbanism can be a tool to attract liveability before the final developments are finished (Appendix 3: 1.28, 11.30).

The following subsection will analyze some of the barriers experienced by City and Port Development when creating temporary urbanism in Nordhavnen.

**Barrier of Legislations**

Maria Kanstrup-Clausen expresses a frustration of having a great idea involving temporary urbanism, but due to legislations, it is not a possibility to carry it out.

“It [legislations] is a huge barrier when it comes to work we [City and Port Development] initiate in Nordhavnen. When we map building plots as potential of temporary urbanism, we have to look at the legislation, the Planning Law, and local plans concerning what are allowed. It can suddenly appear as not possible to create temporary urbanism, because of legislations. That is annoying.” (Appendix 3: 28.08).

Allowing temporary urbanism, many laws and legislations need to be followed which can be a barrier. As a consequence, City and Port Development looks for alternative solutions, and in some cases, it can be found beneficial to rent out areas or buildings for practical uses (Appendix 3: 28.44). Kanstrup-Clausen further points out that if temporary urbanism supports the interest of Copenhagen's Municipal Plan, permission can easier be granted (Appendix 3: 28.44).

A view on how temporary urbanism can contribute to Nordhavnen's vision of sustainability will be analyzed in the following.

**Sustainability**

Nordhavnen is not part of Copenhagen's Climate Plan 2025, as Nordhavnen has its own sustainable vision. Maria Kanstrup-Clausen explains that the overall goal of creating an environmentally, socially, and economically sustainable city is the same in the two plans, but Nordhavnen's vision is more ambitious, and has as the only part of Copenhagen obtained the highest certificate within DGNB (City and Port Development n.d. c). Social sustainability is handled by involving citizens and creating temporary urbanism to make Nordhavnen a more liveable place. By making add-ons, where existing buildings are reused, economic sustainability can be achieved according to Kanstrup-Clausen. Kanstrup-Clausen explains that to comply with the ambitious vision in Nordhavnen, temporary urbanism created in Nordhavnen needs to be sustainable (Appendix
In City and Port Development, temporary urbanism is sometimes used to inform citizens about sustainability. Kanstrup-Clausen explains that City and Port Development cooperates with Kultur Østerbro, a cultural center in Nordhavnen. The cooperation among other things aims at informing citizens about sustainability. Kultur Østerbro creates temporary urbanism with economic support from City and Port Development (Appendix 3: 3.19). Kanstrup-Clausen states that temporary urbanism is an attractive approach to inform citizens about sustainability and how City and Port Development works with sustainable development in Nordhavnen (Appendix 3: 22.40).

The following section will analyze spatial practice in Copenhagen based on the three approaches from the Technical and Environmental Administration, the Urban Renewal Project in the South Harbour, and City and Port Development.

### 6.2.4 Perception of Space in Copenhagen

Temporary urbanism can be a way of changing the perception of a space. In Nordhavnen and the South Harbour, temporary urbanism is changing the perceived space by transforming an area, visualizing possibilities, inspire future projects, creating ownerships, being an attractor of citizens, and making a community spirit stronger. When the Municipality of Copenhagen is accepting or encouraging temporary urbanism, the location is an important consideration as the infrastructure should have the capacity to accommodate the temporary activity. Thomas Chapelle explains that if temporary urbanism should attract a large number of people, the infrastructure should reasonably be able to accommodate the amount of people going to the area (Appendix 1: 24.26). Chapelle argues that planners behind a project avoids having temporary urbanism far out, because the infrastructure is not yet established and thereby can create unsafe situations (Appendix 1: 24.26). This is supported by Maria Kanstrup-Clausen in the previous subsection describing Nordhavnen. Changes in infrastructure is largely dependent on legislations, and legislations are thereby major concerns when creating temporary urbanism in Copenhagen. If legislation prevents creation of temporary urbanism, a change of the space cannot occur, and it can therefore be difficult to change the urban reality if it is not fitting under legislations.

The Technical and Environmental Administration desires an interesting city, where the Municipality is taken responsibility to create the foundation of more liveability, by experimenting and creating different activities in the city. To make the city a place, where citizens are experiencing the urban space as safe and well-functioning, their relations to the space is important. One approach where the spatial practice can be influenced by temporary urbanism is when the Technical and Environmental Administration is making sure that infrastructure is fitting the purpose of temporary urbanism.

In the South Harbour, the spatial practice has been changed by construction of a new metro line. The Urban Renewal Project in the South Harbour is supporting changes of the South Harbour, to make sure that the changes created by constructing the metro have a positive outcome and leave a more liveable area when finished. Furthermore, the changes’ created by the metro are used by the Urban Renewal in renewing the South Harbour, where the South Harbour are meant to be permanent changed.
Temporary urbanism is described as a way of creating liveability in an area. Citizens are more willing to visit different places in the city if something interesting is created. In Nordhavnen, City and Port Development is regulating the use of temporary urbanism, and can hence influence the spatial practice, where Nordhavnen is perceived by citizens as an attractive area. This is done by strategically choosing location and purpose of temporary urbanism.

A desire to support environmental, social, and economic sustainability in Copenhagen is highlighted as important when creating temporary urbanism in Nordhavnen, the South Harbour, and when approved by the Technical and Environmental Administration. Creating temporary urbanism to support information on how to contribute to sustainability and development of sustainable solutions in the city can be a way of changing citizens’ awareness towards a more sustainable lifestyle.

Other than a sustainable awareness, all three actors emphasized an importance of a characteristic in the area of work. Chapelle is describing, that the existing history of an area is important when developing the city. It is in the story of an area that the characteristics and values exist. Sometimes, developing the city is a race of finding the best solutions and being the first to discover new trends. Values existing in the city should be maintained and Copenhagen's history and characteristics should not be overruled when creating temporary urbanism or development (Appendix 1: 53.30). Nordlund emphasizes the importance of making sure the characteristics and qualities in an area are kept throughout the process of development when renewing a district in Copenhagen (Appendix 2: 5.40). Kanstrup-Clausen explains that City and Port Development finds it important when temporary urbanism is created, that the characteristic in Nordhavnen, for example of being near the waterfront, is maintained (Appendix 3: 22.40). Temporary urbanism should therefore be of relevance for the area it is placed in, and support the characteristics existing. By ensuring that temporary urbanism maintains the characteristics of an area, Lefebvre's understanding of representational space can be supported. Making sure that the characteristics of which a space gets its meaning are kept, a space lived by the citizens can be created. If citizens are putting a value into a space by having memories and desires to use the space, the representational space is present, where everyday activities are connected to a space.
Having described and analysed temporary urbanism as a phenomenon, how it can be a way of producing space, and how it is used as a strategic tool, this chapter discusses the questions that arise in the process. More specifically, it will be discussed how temporary urbanism is used as a strategic tool in urban planning, how it can influence the future of cities, and finally offer a perspective of ‘sustainable temporary urbanism’ being a contradiction. This chapter will be ending with a reflection of the empirical material.

7.1 A STRATEGIC TOOL IN URBAN PLANNING

Working with temporary urbanism is extremely complex, Peter Munthe-Kaas agrees, and explains temporary urbanism as a phenomenon exists in Denmark due to a regulated planning system.

“The only reason why something is called temporary urbanism is because of an extremely regulated city planning in Denmark. [...] That temporary urbanism at all is used as a term, says more about who we are and where we are coming from, because we think this phenomenon is interesting. It leads to a consideration of what it says about what normally is not allowed” (Appendix 4: 42.56).

The regulated planning approach existing in Denmark and the Municipality of Copenhagen is the reason why the phenomenon temporary urbanism is present. Without regulations and laws, temporary urbanism would maybe be a normal part of urban planning, and by that ‘the usual’ way of approaching urban planning. Therefore, as Munthe-Kaas describes in the quote, use of temporary urbanism tells more about the place, the people behind temporary urbanism and what is ‘normal’, than it tells about the actual planning. Temporary urbanism is existing regardless of what it is called. As described in 5.1. Development of Temporary Urbanism in Copenhagen, different kinds of temporary urbanism have existed long before temporary urbanism was used as term to describe what is going on in Copenhagen. How can it be, that temporary urbanism became a term in urban planning? Using temporary urbanism as a strategic tool in urban planning may as well just be referred to as urban planning. Is it necessary to put a label on something that always have been done? As the quote describes, using the term temporary urbanism is just a way of describing something different
happening, which is outside normal circumstances.

In the Municipality of Copenhagen, temporary urbanism is becoming a part of their strategic approach to urban planning, because temporary urbanism is understood as creating liveability (analyzed in 6.1.1. Strategic Approach to Temporary Urbanism). As described throughout this thesis, temporary urbanism can be related to an idea of how to make an interesting and liveable city. This idea is inspired by Richard Florida and his emphasis of the creative class. Munthe-Kaas thinks additionally that temporary urbanism is raising demand because it attracts ‘the right kind of people’ and by that stimulates economic growth. Temporary urbanism as a phenomenon has become a synonym of a way of creating liveability, where creative and innovative ideas can grow (Appendix 4: 3.00). Being critical towards this very simple way of thinking is however important. Creating temporary urbanism does not necessarily by itself create a liveable city, but requires more. Considering what the area is missing to get people to stay longer and using urban studies to understand what a good urban space requires can support the liveability. Peter Bishop and Lesley Williams questions if temporary urbanism can continue to be a creative alternative if planned within regulation (2012: 3-4). Fran Tonkiss further wonders how temporary urbanism can fit into strictly regulated cities. “[...] how to find space for informality in the tightly regulated cities of the rich world?” (Tonkiss 2013: 111). She thereby points out that knowing the benefits of temporary urbanism, it makes sense that everyone would like to use it in city planning, but Tonkiss thinks the limitation lies with the fact that planning has become increasingly formal and regulated. She is skeptical towards temporary urbanism created under regulations. She thinks temporary urbanism looses its benefit of being an alternative approach to urban planning, where creativity and innovation can bread, because the creativity and innovation occurs when it is created outside the usual way of thinking (2013: 111-12).

In the Municipality of Copenhagen, laws and regulations make it difficult to create temporary urbanism. It was in the beginning of the new millennium that temporary urbanism began to be used strategically by the Municipality (see 5.1.3. Legislations). Munthe-Kaas explains that before a change in the Planning Law, temporary urbanism was created on the edge of what was allowed. He experiences a barrier when the Municipality desires to support creation of temporary urbanism, especially when it comes to get permissions. Permissions in the Municipality are managed by different departments, and thereby can creation of temporary urbanism involve several actors, because one department is allowing signs connected to the temporary activity, another is approving safety and so on (also analyzed in 6.1.2. Actors Involved). The biggest barrier of creation of temporary urbanism is the culture existing in the Municipality of Copenhagen according to Munthe-Kaas. A culture where things are done as always because of a fear of exploring new methods where the outcome is unknown. He thinks that creating temporary urbanism makes it easier after every time it is done, as the process of getting permission and knowing the law can reduce time needed for temporary urbanism to be created. Therefore, according to Munthe-Kaas, it is important to know the Planning Law and how to interpret it (Appendix 4: 23.22, 25.05).

Politically, it is a desire to have more temporary urbanism in the city. The Municipality shows support to creation of temporary urbanism by changing laws and regulations and publishing guidelines on how temporary urbanism is a part of the Municipality’s plan-
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One concern that arise when working with temporary urbanism is, if temporary urbanism can influence plans for the future and have a long-term impact in cities’ urban space. As explained in 4.3.3, Creating Temporary Urbanism, temporary urbanism should reach further than the micro-level to make sure it is having a future impact. Incorporating temporary urbanism into the existing urban space and vice versa can be one solution to secure an impact. As described by Peter Munthe-Kaas in the previous section, city plan-

ning strategy. Another question is if a sincere willingness to support temporary urbanism where looser planning and more flexible approaches are necessary actually exist. Munthe-Kaas thinks the Municipality is becoming more open minded and approach urban planning differently than before, but there are still a long way to go, before temporary urbanism and experimental approaches is fully incorporated in the Municipality’s urban planning strategy (Appendix 4: 25.05).

Using temporary urbanism as a strategic tool in urban planning makes city planning more complex according to Munthe-Kaas. Creating temporary urbanism where citizens’ involvement is essential leads to another approach to development of an area, where planners are taking a more active part in the area undergoing a change. This approach can clarify existing controversies in the involved area where a more open dialog exists. Having such an approach involves more actors and creates a more complex process, where urban planning becomes more than just changing an area, it also involves the surroundings and citizens. He thinks that when creating temporary urbanism, the projects should be open-ended. An open-ended project means it is continuously developed in its entire lifetime, where users and surroundings are having an influence throughout the process (Appendix 4: 6.25-10.40). An opposite approach can according to Munthe-Kaas be called expert planning, where final plans are created in an office. Temporary urbanism can still be a part of it, but its full potential is not exploited. He explains that administrations in the Municipality of Copenhagen is structured in a way where expert planning is common (Appendix 4: 15.15). John Pløger agrees, and points out that temporary urbanism has more potential in urban planning than how it is used today, and thinks that temporary urbanism should be fundamental in creating urban space (2008: 52-3).

Throughout the analysis it becomes clear that the Municipality of Copenhagen wants to have control over temporary urbanism, in terms of how it is carried out and what kind of city it promotes. This clearly indicates that temporary urbanism is a part of the strategic planning of the city, and hence also a part of a formal process. According to Tonkiss, temporary urbanism will inevitably be part of cities as a counter-posed to formal processes, and points out that it is important to preserve some of the more informal processes in the urban planning. There is a fine balance between too much, too little, too regulated, and too unregulated when using temporary urbanism in urban planning (2013: 168). Working with temporary urbanism to do something different in urban space, where it is desired to be creative, innovative, and finding new solutions, but needing to adhere to regulations of the regular planning can create contradictions, confusions, and frustrations among the involved.

The following section will discuss how temporary urbanism can influence the future of cities, even though it only exists temporarily.

7.2 A Future City

One concern that arise when working with temporary urbanism is, if temporary urbanism can influence plans for the future and have a long-term impact in cities’ urban space. As explained in 4.3.3, Creating Temporary Urbanism, temporary urbanism should reach further than the micro-level to make sure it is having a future impact. Incorporating temporary urbanism into the existing urban space and vice versa can be one solution to secure an impact. As described by Peter Munthe-Kaas in the previous section, city plan-

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ining should be open-ended. Kim Dovey explains, that temporary urbanism “ [...] works within, around and against existing practices and regulations.” (2016: 237). Because temporary urbanism is challenging the usual way of city-making it can be a way to discover alternative ways of using existing buildings and areas in cities.

It can of course be discussed if it is even necessary to make aspects of temporary urbanism permanent. Peter Bishop and Lesley William are raising the question, if planners today are obsessed with the thought of permanence (2012: 3). Munthe-Kaas argues that temporary urbanism is meant to exist between the old and the new. Temporary urbanism following this understanding never gets to influence the future city as it is engineers and architects that are designing cities, and sometimes between previous and future development interesting temporary activities can happen (Appendix 4: 0.37). When temporary urbanism is meant to influence future plans, Munthe-Kaas describes it as experiments. Creating experiments gives a result that one way or the other can be used in future urban planning (Appendix 4: 2.10). He thinks it is important to have an experimental approach to urban planning to reach the desired city of the future. According to Munthe-Kaas, challenges facing cities today cannot be solved by ‘business as usual’, because this is exactly why urban planning is faced with challenges today. To solve the challenges existing today, he thinks new approaches is necessary (Appendix 4: 31.32).

Thomas Chapelle explains that in developing a city as a public administration, it is important to have future-orientated goals and stick to them. First step in deciding future-orientated goals is to try out different solutions, and temporary urbanism is one way of doing that. He thinks it is important to be forward looking, and understand what the city needs to have in the future. Chapelle is certain in his statement, that temporary urbanism can be a way of reaching a desired city of the future. The only thing he thinks is missing in the Municipality is courage to be more experimental and willing to challenge the usual way of planning (Appendix 1: 45.08-59.12). Munthe-Kaas explains that it is important to try different approaches, to change the approach to city planning (Appendix 4: 23.22).

The following section will discuss a contradiction of making temporary urbanism sustainable.

7.3 A CONTRADICTION OF ‘SUSTAINABLE TEMPORARY URBANISM’

The focus in the Municipality of Copenhagen on sustainability has an influence on private as well as public actors in urban planning. Being environmentally concerned has become increasingly important in Copenhagen (Højerup 2016). But to be a sustainable city, it needs to be both economically, socially, and environmentally sustainable, as described in 5.3.3. The Sustainable Development Goals. Making urban planning in a city like Copenhagen, which is committed to being CO₂-neutral, everything created in the city should be environmentally sustainable. Both in Nordhavnen and in the urban renewal of the South Harbour, temporary urbanism is created to improve sustainability (see 6.2.2. Spatial Practice in the South Harbour and 6.2.3. Spatial Practice in Nordhavnen). A natural question rising from this thought is how something that are temporary can be sustainable. If an understanding of sustainability is that it needs to have a permanent influence, something temporary can by
A definition not be sustainable. It depends on how sustainability is understood. If temporary urbanism for instance is just a way of securing an economic gain for a short period, before being replaced by a completely different solution, then the temporary activity is not sustainable. But as explained in 4.3.1. Benefits: Why Temporary Urbanism is a Desired Approach, temporary urbanism can be a way of attracting citizens to an area before it is developed thereby contributing to a more sustainable area. It can also be a way of influencing the citizens’ daily routines to for instance be more environmentally concerned, or innovate new sustainable alternatives to existing non-sustainable elements in cities.

This is among other things why temporary urbanism can be used as a strategic tool in urban planning. Using temporary urbanism as a strategic approach to develop solutions towards sustainable alternatives to the way cities are build today can be beneficial in the approach to reach a more sustainable city. Having this purpose, temporary urbanism has an impact in the future, because the projects are using innovation created under temporary urbanism’s existence. Peter Munthe-Kaas describes that temporary urbanism can be a way of visualizing consequences of climate changes, and by that citizens can get a physical understanding of climate related consequences (Appendix 4: 15.15).

As described in the previous section, it is necessary to change the approach to urban planning to solve challenges facing cities today. Munthe-Kaas explains that cities today are not sustainable. To make cities sustainable, it is therefore necessary to change approach. Temporary urbanism can be a way of challenging the usual approach, as it can experiment with alternative future ways of living. It can be frightening for urban planners to create things in the city without knowing the consequences, but Munthe-Kaas argues that it is the only way, because it is proven that the way cities are planned today cannot reach a level of sustainability necessary. He states that the future way of living should be rehearsed in order to change daily routines such as living, using, moving etc., and this can be done through temporary urbanism (Appendix 4: 31.32).

The following section will reflect upon the findings in this thesis.

### 7.4 Reflections on Findings

Conclusions in this thesis are made on the basis of the empirical material. The analysis is based on a limited number of conducted interviews, but supporting statements by publications in the field of investigation can validate the answers given in the interviews. Furthermore, the literature used to understand the phenomenon of temporary urbanism in general can support findings of this thesis. Arguments from the literature described in chapter 4. State of the Art: Understanding Temporary Urbanism can support statements from the interviews, by having similar views on how temporary urbanism is used in urban planning in the twenty-first century.

Temporary urbanism is a newly discovered approach to urban planning in a regulated city, which results in difficulties to provide a clear definition in the empirical material as well as the investigated literature. Temporary urbanism created by the Municipality of Copenhagen is in this thesis experienced as two approaches. Either in development of new areas or in existing city space. Nordhavnen is used as an example on temporary urbanism used strategic in new development, where the urban renewal of the South Harbour is an example where temporary urbanism is used to renew and improve
an existing area in the city. Both examples are supported by an interview with actors involved in the projects, which supports the internal validity of this thesis.

By not including an analysis of Henri Lefebvre's representational space, a limitation in understanding the full influence of temporary urbanism can occur. Temporary urbanism's influence on the lived space could change the understanding, that temporary urbanism does not produce space as Lefebvre's triad describes. When creating temporary urbanism, it seems both from urban planners involved in temporary urbanism and the Municipality of Copenhagen's point of view, that citizens are an important part of it. Users of temporary urbanism are the ones creating the lived space (see 2.2. Henri Lefebvre's Triad). If temporary urbanism is creating a meaning, a history or memories for the users, then temporary urbanism has had an effect of creating representational space. In the Municipality of Copenhagen, the characteristic and history of urban spaces is of great importance to maintain and have in mind, when creating temporary urbanism (see 6.2.4. Perception of Space in Copenhagen). If temporary urbanism has an influence on the characteristic or history existing in the area it is placed in, it should be studied to answer if temporary urbanism can create the lived space.

That being said, several arguments can be presented to justify using Lefebvre's understanding of production of space without analysing representational space. First of all, Lefebvre's understanding of space does not link specifically to temporary urbanism, but considers the production of space in general. And given the nature of temporary urbanism being something that continuously is developed, it can be difficult for citizens to evaluate its influence on the area. Secondly, the primary focus of this thesis is on the process of creating temporary urbanism, and how it can influence an area as a whole. Even though citizens are involved in the process of creating temporary urbanism, the Municipality of Copenhagen has not made any investigation of citizens' thoughts about temporary urbanism. As Munthe-Kaas explains, it is extremely difficult to investigate temporary urbanism's influence from the perspective of citizens (Appendix 4: 18.17), and is therefore considered to be beyond the scope of this thesis.
Conclusion

This thesis investigates how temporary urbanism is used as a strategic tool in urban planning in the Municipality of Copenhagen and if it can be a way to influence the produced space. This is done through an analysis of the process behind urban planning when creating temporary urbanism in the Municipality. To understand this process, it is important to understand how urban space is created. Henri Lefebvre's theory of 'the production of space' is in this thesis used to frame this understanding, specifically through representations of space and spatial practice, to understand if temporary urbanism can be a way of influencing urban space.

Given the theoretical background of Lefebvre's representations of space, this thesis analyses the actors involved in creation of temporary urbanism in Copenhagen, their relationship, and finally their incentives to create temporary urbanism. The results are in line with the existing literature, that incentives of creating temporary urbanism are based on an understanding that it can contribute to a liveable city by creating innovative and creative solutions in urban planning. A more liveable city often comes with the benefit of economic growth, which is of high importance for actors involved in creation of temporary urbanism. Creating temporary urbanism is managed by the Municipality of Copenhagen (as the specialist) based on legislations and regulations. The conceived space is influenced in the period temporary urbanism exists by creating liveability, and can have further influence when implemented into following projects.

From Lefebvre's spatial practice, this thesis then analyses how temporary urbanism can influence the perception of a space through the two approaches to creating temporary urbanism in Copenhagen. The results are that temporary urbanism is used in the South Harbour and Nordhavnen as a tool to change the perception of the areas.

Overall, this thesis finds temporary urbanism can influence the production of space by changing the conceived space and the perceived space, but temporary urbanism being created on an incentive of economic growth and not being incorporated in future plans, Lefebvre's concept of production of space will not materialize. Further investigation on the influence of temporary urbanism on the lived space would be relevant to completely understand if temporary urbanism can produce space.

Temporary urbanism is used as a strategic tool in urban planning...
in the Municipality of Copenhagen as a result to find alternative ways to develop the city, where a more sustainable city is required. The results show that temporary urbanism as an experimental and trail-and-error approach can be a way of achieving an economically, environmentally, and socially sustainable city.


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APPENDIX

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APPENDIX 1

Interview with Thomas Chapelle from department of Technical and Environmental Administration in the municipality of Copenhagen.

The interview was conducted the 22th Marts 2018.

The notes in brackets is the interviewers own notes/comments.
Blue questions asked by the interviewer.
Green is Chapelles advise.

0.00 (Det skave/By-trendy eller kapitalens fokus på at omdanne byen. Skelner mellem de to.)
0.25 Planloven har ændret nogle ting (den nye – meget jura)
0.40 Man dispensere for nogle lokalplaner for at det kan være muligt i en 10-årig horisont (det med midlertidige studieboliger).
(Lovmæssigt bliver de nødt til at spørger jurister, for at finde ud af hvad der kan gives tilladelse til).
1.00 Stor Politisk efterspørgsel på studiebolig-delen. Man skal passe på at man ikke bygger noget slum. …
1.10 De (studieboligerne) skal kunne flyttes igen, de er midlertidige – i en 10-årig periode. Så man kan flytte dem når der kommer et andet hensyn. (1. Del)
1.18 Så er der den anden del der handler om midlertidighed mere generelt, hvor man har 3 år, og så kan der dispensere for 3 år mere, så det kan blive forlænget til 6 år.
1.28 I hele byen er der mulighed for dispensation, eller mulighed for at lave midlertidige aktiviteter. Det handler om typen af aktiviteter og hvor du er henne i byen. Og så starter kompleksiteten, fordi hvad er det for et projekt du kommer med og hvor er det i byen du gerne vil være.
2.00 Hvordan eller hvor skelner KK mellem midlertidig og permanent brug?
2.04 Grunden til at vi er begyndt at arbejde med midlertidighed, både ud for planlovens ændring, men også bare ift. at der er en politisk efterspørgsel på det vi har kunne i forvejen – uden planlovens ændring. … Det vi forbinder med midlertidige projekter ophører så er der enten nogle brugere eller dem der har fået lov til at lave midlertidige aktiviteter der godt kan sige ”hvorfor må vi ikke få lov til at blive her?” … En masse brugere der tænker det er træls at det skal ophøre. Men det har vi aftalt.
2.54 Der har været en politisk efterspørgsel. Kan vi være klarere i spytet på hvad det er for nogle betingelser der er her.
3.06 Har KK nogle specifikke krav til de midlertidige projekter der finder sted I KK?
3.16 Så er det at det bliver politisk (hvis der skal stilles krav til de midlertidige ting). Fordi så kan man sige: ”hvorfor skal det stoppe?”, vil en politiker så spørger om. ”Det er fordi der er en grund-
ejer der ejer det. Og han har indgået en aftale om at det kan være her i det her stykke tid.” (svar til politikerens spørgsmål).
3.30 Måske er der en lokalplan der styrer at det kun kan være 3 år.
3.35 Der er nogle formelle ting, og der er nogle grundejer ting. Og det er så der det bliver lidt mere kompliceret, fordi hvad så hvis borgerne gerne vil have at det skal blive? Det er faktisk tit det der er årsagen til at der bliver nogle skriverier eller problemer. Du kan også sige hvis et projekt er vellykket så forbinder man det med midlertidighed. Hvis et projekt ikke er vellykket, fx støjer meget eller giver en masse problemer med borgerne, så vil du normalt ikke forbinde det med midlertidighed, så vil du sige at det er nogle andre ting.
4.06 Så midlertidighed er lidt det gode?
4.24 Det ender ud med at når det er godt så forbinder vi det med midlertidighed, og det skal vi have mere af. Også politisk.
4.30 Og når det er skævt er det midlertidighed. Så kan du sige hvad er skævt? Lige så snart noget er skævt så er det også på kanten med – sikkert – bygningslovgivningen, og med planlovgivningen, og miljølovgivningen og med alle mulige reguleringer, og der er politittilladelser. Lige så snart noget er uden for normalen, skuer lidt og gør noget andet end det vi plejer. Så bliver det også svært at give godkendelser til det. Derfor har vi også rigtig svært ved at sige, det er sådan her vi arbejder med midlertidighed, eller det her er et godt projekt. Så finder man ud af at det ikke var lovligt i starten, og nu har vi gjort det lovligt. Og nu er det blevet tilpasset så det er blevet gjort lovligt – i starten var det ikke.
4.20 (fx madmarkeder, hvordan du skal omgås mad, ild, brandforhold)
5.30 Har I lempet på reglerne?
5.30 Det tror jeg ikke at vi har, alle skal være lige for loven, det er forvaltningslov. Så det må vi ikke. Når der kommer projekter ind der er på kanten, og man politisk gerne vil have noget til at ske, og vi også rent forvaltningsmæssigt gerne vil have noget til at ske, hvad kan du så gøre. Det at det er ulovligt skal væk – kan sige hvad der er inde for lovgivningen.
6.04 Kan I hjælpe til hvad der kan tillades?
6.06 Vi har et internt projekt nu, som handler om at Kultur- og Fritidsforvaltningen og Teknik- og Miljøforvaltningen, gerne vil være bedre til at snakke sammen. Kultur og Fritid ved rigtig mange ting som er spændende, med kulturen osv, det vil vi også (kulturelle ting) i Teknik og Miljø, vi er bare myndighed samtidigt, så vi kan godt få rollen ”Det kan ikke gå”. Lokalplanen, byggesagen eller bylivet, hvis det er på offentlige veje osv. Så vi kan godt få den rolle at vi smadre ting, så de ikke bliver til noget.
6.40 Vi prøver at sige, om vi kan blive bedre til, tidligt at afstemme hvad et projekt skal passe indenfor rammerne og hvordan er det at rammerne kan fortolkes. Der er tit en forteolkning ind over. Så vi nærmer os hinanden tidligt. Så vi kan sige ”det der kan I få lov til, det der kan I ikke”. Så kan man tidligt afstemme hvad man kan i et område.
7.20 Forskellige forståelser.
7.25 Ja det har vi helt klart. Hvis du skal være bagstopper på myndighedskontakten, den der siger hvad der er lovligt inden for lokalplanlægningen, kommuneplanlægningen, byggesagen osv., så det klart at man er meget påpåpasselig med det inden for loven – og det skal vi være, ellers får vi hug.
7.46 Kultur og Fritid er frie til at komme med ideerne. Til at sige ”vi vil gerne det her”. Der skal vi være dygtige til at sige: ”vi vil også gerne det her, men for at det kan blive til noget, og blive spændende for byen så bliver vi nødt til sådan, sådan og sådan.” Vi kan godt stå lidt i kontrast …
8.17 Papiren er en anden form for midlertidighed, det er en form
for byudvikling som man også kender fra New York og andre steder, hvor man siger at de kreative folk skal ind, vi skal have noget skævt til at ske i en periode. Og så fjerner vi hele lortet og laver reel byudvikling (den udvikling der kommer efter at det midlertidige har fundet sted, og givet stedet værdi). Man laver en grund- ejerværdisstigning.

9.16 I København er det By og Havn som er det offentlige ejede selvskaab der ejer grundende, de kan godt være gode til at lave midlertidighed, fordi de er en stor aktør. De kan bestemme over tingene og er i tæt dialog med kommunen, fordi kommunen ejer selvskaabet. Der er mere organiserede ting omkring det.

9.34 De steder det er private grundejere, der kan det være svære for kommunen at styre det, fordi vi ikke har en anpart i det.

10.05 Områdefornyelserne er det under byfornyelsesloven – det er noget lidt andet. (Skal kigge i byfornyelsesloven!) Bygnings og byfornyelsesloven er der hvor man udpeger områder i en 5 eller 6-årig periode. Laver en helhedsplan for området. Brugt meget i København. Og så er der sanering. Byfornyelse er hvor man løfter områderne, skaber kulturhuse, fysiske anlægsprojekter: grønne projekter, klimatilpasningsprojekter. Borgerne med i, skabt identitet. Når områdefornyelsen ophører, der er det med at få identiteten og projekterne båret videre gennem borgerne, foreninger osv.

11.01 Prøver I at få midlertidighed til at være en del af det permanente?


12.06 Områdefornyelserne prøver at lave en permanent ændring i området, ved at agere lidt med en helhedsplan, de prøver at udføre nogle konkrete initiativer der er permanente, men også lave nogle aktiviteter der er mere midlertidige.

12.28 Benyttes midlertidighed til at prøve ting af?

12.33 Jeg går meget ind for at man afprøver ting. Og det gør man i virkeligheden i byfornyelsen – inden for byfornyelsesloven. Der prøver man en del af. … Men det er permanent, man laver et anlægsprojekt der er permanent, men hele dagsordenen omkring klimatilpasning er en afprøvning. Du afprøver en dagsorden, der bliver et fysisk anlægsprojekt, og så får cafeer omkring pladsen. Tilgangen var at der var asfalt over det hele (Problemer med vand osv.). Det er en hel tilgang vi har i kommunen, hvordan man løfter områder (det er dagsordenen og så er der modsat en trend – østergro, grønnetage farming osv.).

13.44 Vi bliver lidt fanget, der er nogle som har fundet en gammel industribygning, og den vil de gerne lave bespisning. Og hvis du har lavet noget dispensation i en periode (fx parkering), men den kan du ikke fastholde. For så skal man give alle andre lov til at undvige – parkeringskrav.

14.08 Det midlertidige og spændende rammer på et tidspunkt den her lovgivning – vi skal alle sammen være lige for loven, og at tingene ikke er farlige. ”Du skal bare have en brand et sted, så er den gal.”

14.24 Er der begrænsninger ved lovgivningen?

14.30 Ja, vi er pakket ind i lovgivning, det skal man huske. Der er masser begrænsninger. Det er også derfor man ofte skal have jurister til at sige hvad man kan og ikke kan. Og de konkrete vur-
deringen i en kontekst.
15.12 Der er en konflikt med det normale og det skæve (begrænsningerne kan gøre, så man må gå på kompromis). ”Hvis du skal lave noget skævt, men gøre det i den normale ramme, så bliver det hurtigt ikke skævt” (Du skal stædigtvæk overholde krav og have styr på sikkerheden).

15.46 Hvad med CO2-neutralitet, skal vi så lempe lidt på det, fx med energiforbruget i en bygning, fordi vi ved at det er en midlertidig periode.

16.00 (Kræver en byggesagsbehandler til at forklare om der kan lempe på reglerne). ”Jeg har indtryk af at der nogle steder lige bliver lempe lidt. Det er derfor det er en meget svær problemstilling; det er alt eller intet. Du kan tale om al ting under midlertidighed, eller ingenting. Hvornår er det bare planlægning? Eller hvornår er det bare ikke-planlægning?

16.28 ”Du skal bare lade være med at planlægge, så sker der en masse midlertidighed. Der kommer en masse græsrødsbevægelser.” (Så snart der så kommer klager kommer kommunen i problemer).

16.48 Når du udvikler en by, den spænding mellem at kunne imødekomme borgernes behov og samtidig have en veldrevet by, der fungerer – der er tryg, sikker osv. Hvis vi annullere det her spændingsfelt, og at der aldrig sker en udvikling, så tror jeg også at København var røvsyg at bo i.

17.12 Kørt meget med ’party i byen’, at der skulle være gang i byen. Det skulle være spændende, og det er en ung by – studieby, der sker en masse. Nu er der en bevægelse med at der også er børnefamilier der boende i byen og som dem med penge, og de gider ikke at have larm midt om natten. Så kommer alle støjkla- gerne og ”vi vil ikke have udeservering”.

17.42 Gør i noget for at borgerne tager initiativ til at udføre midlertidige tiltag?

17.45 Ja, det gør vi helt klart. Bla. Sharing Copenhagen, hvor man med meget få midler prøver at understøtte nogle skæve ting, hjælpe dem på plads med de vil. (En fra hans afdeling arbejder også med skæve tiltag/trend værk der foregår ude blandt borgerne og sætte det i gang). Kultur og fritid har også nogle der er opsøgende på de ting (midlertidige små projekter).

18.50 (projekter med at få gang i havnen, har også drevet en masse aktiviteter).


19.34 Hvordan laver du en spændende by? Politikerne siger hele tiden at de gerne vil have midlertidighed … partnerskaber (han gætter på at det er fordi det skaber den spændende by). Og så mærker de det rum: ”vi ejer ikke grunden, så vi har ikke noget at skulle have sagt. Er der nogle grunejer der gerne vil lave noget? Er der nogle ude i byen der gerne vil lave noget?” Vi (TMF) kan ikke gøre noget, det må vi ikke, det er ikke vores initiativ. Men vi kan være bedre til at sige, ”hvordan kan vi pare dem?”

20.18 Er det på de private grundejeres præmisser?

20.20 Det er det. Vi prøver nu internnt at sige det er på deres præmisser, men når der kommer en kreativ sjæl, der måske ikke har så meget økonomi, og en bygherre der har meget økonomi eller i hvert fald ejer grunden. Hvordan kan vi være bedre til at kommunikere at det er noget der ophører. Have guidelines til hvad projekt skal kunne, for vi kan godkende det. Og hvordan vi kan understøtte det i forvaltningen.

21.12 Hvordan fungere det med at sprede informationen om midlertidige muligheder i byen? (både tomme grunde, kreative sjæle, og generelt hvad der sker)

21.17 Det vil kræve at der er en bygherre, der gerne vil vise at der er en tom grund, og har lyst til at lave noget. Vi skal afstemme

22.26 Hvor finder I jeres inspiration til de midlertidige projekter?


23.16 Oplever I at der skal ændres i infrastrukturen når der skabes midlertidighed i områder, der normalt ikke kommer så mange mennesker?

23.40 Hvis du tager Nordhavnen så har der været en stor konkurrence omkring det, hvor man har lavet en strukturplan, så man så indfaser. Det har man delt op i første halvdel – hvad der bygges nu – og så kommer anden halvdel – ydre Nordhavn. Der er en faktisk ved at kigge på om strukturplanen der blev lavet i starten holder når vi går ud af. (Der er nogle andre ting som bliver efterspurt – mere grønt, højhus, borgerne mere ind.) På den måde justerer man hele tiden.


26.20 Politikkerne efterspørger at vi er lidt mere agile eller flexibele og samtidigt efterspørger de at man skal overholde loven, sørger for at der er styr på tingene, og gør de rigtige ting. Der har du igen det der (spænd) – hvordan vil du gøre det.

26.40 Man burde have en pyt-faktor. Hvor man lader noget ske alene fordi at det presser tankerne omkring hvad der kan lave sig gøre i byen.

27.00 Hvornår startede midlertidighed med at være noget der blev arbejdet bevidst med?

27.08 Jeg mener at midlertidighed altid har været noget man har
arbejdet med – på en eller anden måde i hvert fald. Hvis du tager New York eller andre storbyer, hvor du har arbejdet med kunstmiljøer, og har lavet kreative miljøer i byen. Hvilket pludseligt har været en attraktion for byen, fordi der skete nogle spændende ting som er på kanten (af hvad der er lovligt), hvor kreative folk er, der skete noget nyt og spændende – hvor de unge er osv.

27.40 (Begrebet midlertidighed) er måske blevet politiseret (politis), i den forstand at nu er det et udtryk for at byen har en puls, og lader de unge komme til og man afprøver noget inden for en kontrolleret ramme. Du kunne bare lade være med at planlægge, og sige: ”her gør I bare noget” (til borgerne).

28.06 Vi er enormt lovbundende og regelrette i Danmark langt hen af vejen. Heldigvis er der styr på rigtig mange ting – hvilket gør så der ikke så mange ulykker og brande osv., men der er da noget spændende i at man slipper noget løst en gang i mellem.

28.26 Oplever du at midlertidige tiltag opstår i perioder?


(gøre alle tilfredse, rumme alle, men altid på markedsvilkår)


32.20 Historie om et sted som Refshaleøen: De steder hvor midlertidige tiltag eksistere – i de upolerede områder – der bliver det så populært og så på et tidspunkt er det ikke fedt mere, fordi der er for mange mennesker og det er blevet turist. Så går det over i en ny mere organiseret gennemskuelig ting. Så er det ikke trendsetteren der kommer der mere – de går et nyt sted her. Måske skal der være den bevægelse. (Det midlertidige bliver noget strategisk, kommercielt, pænt, genkendeligt) Måske skal der være de brydninger hele tiden, for at en by er levende.

33.18 Hvornår bliver der gjort brug af midlertidige løsninger?

33.28 (kommer an på hvem du spørger. Begrebsafklaring!) På et
tidspunkt prøvede jeg at afklare, vi taler ikke om events. Hvis det ikke er events hvad er det så. Det er noget der er mere end 6 uger op til 3 år. Hvis du snakker med Byggeri i Teknik og Miljøforvaltningen, så ser de det bare som en tilladelse der kommer ind: "Kan det lade sig gøre, eller kan det ikke". Hvad er midlertidighed? Er det bare fordi politikerne synes det var fedt det der skæve, at det bliver betegnet som midlertidighed, eller?

34.00 Så midlertidige tiltag for sin betegnelse efter det er blevet opført?
34.02 Ja, om det er en succes eller om der har været nok efter-spørgsel på det. Det stiller forvaltningerne i en sjovt dilemma. Hvis vi ikke tør prøve noget af – hvilket politikerne siger vi skal – hvornår finder man så ud af om noget er fedt? Og hvis du vil prøve noget af, kan du ikke lade være med at lave nogle skæverter (fejl, mislykkede forsøg). Og når du planlægger, skal der så ikke være plads til at lave fejl? Man vil helst gerne have 0 fejl.

34.50 Hvilken effekt eller påvirkning har midlertidighed?
35.20 Hvis du vil tjene penge skal du have folk til at komme ud i et område. Så de begynder at komme der dagligt, synes det er fedt at være der. Hvis der sker nogle fede ting, der trækkere de rigtige mennesker. Så har du en byudviklingsstrategi, hvor der begyndes at lave infrastruktur når der er mennesker, og der begynder at være nogle aktiviteter, hvor det egentlige bygreb så laves – de steder der er byomdannelsesområder/aktivitetsområder osv. Men i anden by, der har vi ikke sådan de skævede ting, der er det måske mere nogle caféer der åbner eller tivoli der vil holde længere åbent (alså sæson-prægede aktiviteter, der pludselig gør så der er flere mennesker til et bestemt område). Men det jo nok ikke midlertidige ting.

36.08 Christiania er et permanent-midlertidigt sted. Men der sker jo også mange fede ting på Christiania, her har du måske hele cocktailen. Både de gode og dårlige ting. De er svære at have med at gøre hvis du skal lave nogle som helst form for byfornyel-

se. Samtidig sker der nogle fede ting. Men det er en fattig bydel, som man burde løfte. Men de produceere en masse kreativt, men er meget intolerante ift. resten af byen. Der er alle dilemmaerne i Christiania på en eller anden måde; egoisme, fællesskab …

37.05 Vi må acceptere at der er nogle spændinger altid i et sam-fund, på en eller anden måde. Eller skal være, før det også er spændende.

37.26 Gøre brug af midlertidige tiltag til at fremme bæredygtig-

37.30 Det kunne jeg rigtig godt tænke mig at man gjorde. Men efter som at det ikke er os der ejer grundende – titt. Og ikke er os der definere hvad der skal være i byen, så handler det om hvordan vi kan snakke med andre om det – hvad vi synes skal være fedt. Jeg sidder også og arbejder med noget kommuneplan, sammen med Økonomiforvaltningen, men der prøver jeg at sige om vi i højere grad kan invitere borgerne med til at sige hvad det er for en udvikling vi skal have. Men vi har også en kompleksitet der skal formidle der er enorm. Og kan de (går ud fra han mener borgerne) overskue hvornår hvad skal udvikles, hvordan København kan blive CO2-neutral. Jeg er ikke så bange for at invitere borgerne med, men der er noget med, hvordan man servere en diskussion så den bliver konstruktiv. De fleste (borgere) vil tage udgangspunkt i deres egen hverdag, fordi der er forskellige behov i byen. Men at komme op på niveauet hvordan bliver vi mere CO2-neutrale.

38.34 (snakker om biospanden). Når man ruller ud og skal indsame bio til forgasning osv. – som er en del af klimaplanen, at man så også havde nogle budskaber omkring klimaplan. "vi vil være CO2-neutrale, og I (borgerne) skal hjælpe os". Men der er man ikke politisk endnu. Men der kunne jeg godt tænke mig at man kom hen. Jeg synes meget at politikerne driver politik, og det må forvaltningerne og kommunen ligesom stå for (at formidle). Og så må borgerne forbruge, og selvfølgelig deltage i demokrati-
et, men man kunne godt sige ”hvordan lykkes vi med nogle af de her dagsordener, hvis borgerne ikke er med?” Der er selvfølgelig politiske partier, men hvad er det 5-6 % (eller færre borgere) der er med i politiske partier. Så hvis kommunen ikke er med til at kommunikere – ”hvad er det så vi skal sige til borgerne?” Men hurtigt bliver det også noget med – hvad kan kommunen sige. Kan kommunen sige, nu skal I alle lade vær med at spise kød eller … Der bliver det tit nødvendighedspolitis. (Hvis der fx er vand i kælderen, så gøres der noget. Har betydning der kan mærkes). Vi har ikke snakket om klimatilpasning længe.

40.50 Living labs.


42.18 Er det ikke innovationen i virkeligheden vi vil have gang i, så vi får cirkuler økonomi. Så vi får styr på vores ressourcer i det her økosystem vi er i, i verden. Det tager tid at komme der hen, og jeg ved ikke hvornår den erkendelse kommer. Hvis du fx laver en klimaplan, så er det inden for Københavns Kommune og der er ikke nødvendigvis vores (borgernes) indkøb, lufthavnen med. Men hvis vi skal snakke forbrug og CO2-neutralitet så er det noget der har stor indflydelse. (… ikke alt er med i beregningerne, ikke vores forbrug. Det kan blive nemt bare at lægge et simpelt system om, fx mindre elektricitet forbrug.). Men forbruget vil de ikke pille ved, fordi det giver vækst – og livskvalitet.

43.30 Snart bliver vi nødt til at sige, hvis vi skal følge FNs mål, så skal vi have en blandet by, osv. Men vi bliver også nødt til at ligge mere alvorligt på hvad er det vi skal prøve af, for at komme til next leve ift bæredygtighed.

43.55 (så det kræver penge, før nogle vil ændre noget) Ja der er ingen der vil have byen tilbage til bankerot. Vi skal have en udvikling, for at forsonge os selv. Men hvad er det for en udvikling vi skal have nu, når vi har god økonomi, borgerstigning, boligprisstigning … Hvad er det næste for at gøre det til en bæredygtig by? 44.42 Teknik og Miljøforvaltningen skriver: ”Med liv, kant og ansvar”. Kant er måske det midlertidige, at prøve noget af. (CO2 er den første ting de fokusere på). Vi skal have hjælp af nogle.

45.06 Kan midlertidige tiltag hjælpe byen ind i en fremtid?


46.08 Hvis du spørger om, hvilke midlertidige projekter vi kan understøtte eller skal understøtte, så har vi jo i princippet ikke nogle holdning til det som sådan, eftersom vi ikke ejer projekterne, ejer grundende. Der hvor vi gør noget, der skal vi være med til
at understøtte initiativer der udvikler byen på den måde vi gerne vil rent politisk. (det bæredygtigt orienteret, når økonomien er på plads … ). Man kigger først på det politiske langt hen ad vejen. (snak om fly …)

47.20 Vi kan ikke snakke om begronnelse af byen, og så fjærne alle de grønne områder. Og snakke om at vi skal være CO2-neutrale og så forbruge helt vildt. (bare fordi det ikke er med i regnskabet). (snak om forbrug – forgangs eksempel. Det de unge der er på-virkelige. Dem der har fået et behov, og har pengene, er svære at ændre på.)

50.22 (Politisk må man ikke fortælle andre, hvad de skal göre).

51.14 Så med hensyn til hvilke projekter vi skal understøtte, så det jo fedt at lave nogle der prøver noget nyt af. (hvilket kan gøres med midlertidighed, hvor der er en ramme). Det svære er at lovgivningen skal overholdes. Hvis projektet kan tilpasses en lille smule, eller finde et sted hvor det passer ind, og samtidigt trække på nogle ting, hvor det godt kan lade sig gøre i en midlertidig periode.

52.30 Midlertidighed bliver oplevet som noget positivt. Vi vil have mere af det – det rigtige af det.

52.40 Jeg ville ønske – eller det er vi også – gode til at understøtte det … der kan være trendsættende for (fx) ren luft, vand i byen. (snak om mad).

53.30 Vi har nogle værdier vi skal holde fast i, som vi ikke bare kan byudvikle hen over. …

53.54 Historien for områderne.

54.00 … Vi er pakket ind i hele tiden, hvad skal du bevare, hvad skal du ikke bevare. (generelt hvad skal vi være for en by). (snak snak)

55.20 Vi vil have et stort byudviklingsprojekt til at lykkes, så skal vi have politikere med ind over til at sige at det er fedt. At det understøtter politikken i byen. Så er du i gang med byudvikling, mere end midlertidighed. Ellers kan du sige at midlertidighed er byudvikling, at det er en spænding, hvor du hele tiden udvikler byen. Og hvis den spænding ikke var der så er det ikke sjovt at være i byen eller spændende, så var det ikke en by på den måde, som vi gerne vil have det.

56.00 (Spørgsmålet er ud over om kommunen kan planlægge midlertidighed) hvornår begynder du at kede dig i byen? Jeg synes at hvis der kommer for meget ensartethed, for mange ensartede folk, så begynder jeg at kede mig en lille smule. (forskelligheden supplerer hinanden, og derved skabes der en dynamik.)

56.36 Hvordan kan midlertidighed være med til at fordre fælles-skab og forskellighed? Så man ser og oplever nogle forskellige ting i byen.

56.54 Vi skal passe på med at sige at det er nu og her vi laver midlertidighed, byen udvikler sige hele tiden lige meget med hvad vi gør.

57.06 Der har hele tiden været noget der har brudt, om det har været sygdomme eller industriomvæltninger eller andet. (konsekvenser fx kloaksystem ikke fandtes i gamle dage kan påvirke til at man byudvikler indfrastructure osv).

57.58 Der er hele tiden lagt lag oven på byen.


59.12 Midlertidige projekter kan være en måde at se frem på. Nu prøver vi af. Living labs er en måde at se frem. Det her tema vi har omkring klima eller ny fødevareproduktion eller vores opfattelse af hvad et godt byrum er osv, det prøver vi af. For at se om borgerne har brug for det (de ting man laver).

1.00.24 Hvis du ikke har spændingen, eller understøtter den (så er byen ikke spændende), så kan du sige at du skal overholde lovgivningen, men du skal også udvikle byen. (Hvor er spændingen i lovgivningen?)

1.00.36 (hvis borgerne ikke vil have spændingen) Så skal du i gang med læserbreve, så er du i gang med holdningspåvirkning. Det gør forvaltningen ikke, men det gør politikerne. Men hvad er det for en politisk retning de vil have.

1.01.08 Er det bare noget som er oppe i tiden? Der vil altid være brydninger i et samfund på en eller anden måde.

1.01.20 Man begynder at køre det ind i en strategisk sammenhæng. … (snakker om branding. Flytter os til en ansvarlig by. Hvad er borgerstømmingen. Er det en grøn by der eftersøges?)

1.02.44 Det er storbyerne der har løsningerne. …

1.03.38 Hvis det er noget der følger til vækst, så snakker vi ikke om det (alså at vi skal skære ned på ting der er dårlige for miljøet). Hvis det er symbolisk snakker vi gerne om det.

1.03.50 Vi er alle sammen blevet små kapitalister. (penge værdi sættes højere end planeten).

1.05.00 (hvis der skal ske noget, skal det komme fra en bevægelse – mange der vil noget).

1.05.30 (politiske nyheder) vil gerne have plads i byen til at lade borgerne prøve ting af. Hvilket de siger til forvaltningerne, som så svare at de skal overholde lovgivningerne. Det hele skal foregå på markedsøkning.
Interview with Karin Dam Nordlund from Områdefornyelsen
Sydhavn

The interview was conducted the 5th April 2018.
The interview is in two parts due to disruption.

The notes in brackets is the interviewers own notes/comments.
Blue: Questions asked by the interviewer.
Orange: Non-recorded information

Laver midlertidige løsninger rundt om Mozarts Plas, da metro-
byggeriet skaber en snæver passage, som kan virke usikker. Det
kan fx afhjælpes ved lys.

Part 1
0.17 Der er en arbejdsgruppe som tidligere har arbejdet med
Mozarts Plads, og det at skabe midlertidige byrum som kompen-
sation for Mozarts Plads. Fordi når de lukker området af (Der skal
bygges metro
på Mozarts Plads), så skal alle de daglige brugere være et andet
sted (Der er en masse øldrikker på Mozarts Plads). Der har været
meget frem og tilbage, om der skal skabes et nyt byrum, og hvor-
dan det kan sikre os at de aktiviteter som sker der, er noget som
gavner byen – Sydhavn. Der er mange naboer der er bange for
at de (øldrikkerne) kommer ud og sidde der hvor de bor. Det der
er skabt sidste sommer, en hundegård (peger på et kæmpe kort
ved Sjælør Blvd.) er blevet flyttet. Og området er så blevet et midl-
ertidigt byrum, hvor der er blevet åbnet op i hækken. Sammen
med nogle borgere er der blevet bygget bænke, og der er blevet
lavet nogle bede i et hjørne. Hvilket Områdefornyelsen Sydhavn
har sat i gang. Der er blevet suppleret med Københavnerbænke og
forskellige elementer fra Mozarts Plads. Motionsredskaber, bænke,
siddeelementer osv. som er flyttet (mozarts til sjælør). Det er både
for at kompensere for Mozarts Plads lukker ned, og der er brug for
til dagligt kommer det til at
være et byrum med grønne områder. Lige nu prøver vi forskellige
midlertidige løsninger af, for at se hvad er det for nogle nye ram-
ero aktiviteter og funktioner i byrummet, som der kan tænkes
ind i det nye byrum der kommer. (Vil prøve det af inden, og bruge
det i det fremtidige løsningsforslag).
3.44 Karins stilling
3.47 Arbejder med Karins Minde visionen, som påbegyndte i slut
2016, der blev jeg ansat. Denne her (hæfte jeg fik med) blev afle-
veret som en del af et budgetnotat (bilag til notatet) – det betyder at vi søgte penge i Københavns Kommunens budget for at kunne lave byrumforbedringer, der var til at lave klimasikring (penge der kommer fra Hofor). Søgte penge i Københavns Kommunens budget 2018 – ligger også som bilag til det program der skulle sendes til udbud slut november/december. Har været i EU udbud (grundet det er et kæmpe projekt), lige nu er der 5 rådgivere der er ved at indsende skitseforslag.

5.40 Karens Minde aksen er en kompleks sag, der skal klimasikre området, skabe hydrauliske som skal forsinkre og lede vand væk, er en arkitektonisk opgave ift. at skabe byrum. En ekstra dimension i programmet er at vi gerne vil have ekstra fokus på borgerinddragelse. Den borgerinddragelse der er sket frem til nu, ift. visionen af programmet, den skal være lige så vigtig en del af udviklingen af det nye byrum (altså samme høje niveau af borgerinddragelse). Fordi området er et hele Sydhavnen er stærkt knyttet til, det har særlige kvaliteter. De særlige kvaliteter skal vi bibeholde, også i det nye byrum, derfor er det vigtigt at ”Sydhavnens stemmen” bliver hørt. Det er også derfor at vi har lavet Karens Minde visionen, der er lavet på baggrund af en hel masse borgerinddragelse, både ift. en arbejdsgruppe på 18 mennesker, der har været med hele vejen (aktive naboere, aktører fra Karens Minde kulturhus mm. Og folk der har en aktie i karens minde og sjælør). De har været med til at udvikle visionen og hvilke eksperimenter der skulle prøves af. (6 eksperimenter)


9.54 Lavet spørgeskemaundersøgelse, vox pop interviews, inddraget arbejdsgruppen … alle mulige platforme hvor vi prøver at inddrage holdninger og erfaringer, som vi kan give videre til rådgiverne.

10.24 Det gøres for at inddrage de erfaringer i udviklingen af det nye byrum. Nu har vi prøvet af at have en aktivitets i et år. Biblioteket har overtaget ansvaret for bibliotekshaven, de har ideer til at videreudvikle haven. (forklare hvordan det bliver brugt). Erfaringerne skal indsamles og gives videre til det rådgivningsteam der skal udvikle det nye byrum. De skal afgøre: ”Det her er nogle funktioner som vi har prøvet af de fungere godt, og de her fungere knapt så godt, det ville være bedre hvis det blev gjort på denne måde”. Og bruge det (erfaringerne) som udgangspunkt når de skal tegne det nye byrum.

11.50 Det er også meningen at flere skal lære det her sted at kende. Så vi har også i visionen beskrevet nogle potentielle brugere. (Borgere der ikke er så stærkt repræsenteret er blevet interviews, og som Karens Minde kulturinstitution ønsker at tiltrække). Der kan laves byrum som tiltrækker de brugere. (se vision for beskrivelser).

13.50 Hvordan arbejder I med midlertidighed?

13.59 Vi arbejder bevidst med det, som en del af en projektudvikling. Vi bruger det midlertidige for at afprøve noget, eller for at vise hvordan byrummet kan bruges. For at vise potentialerne i byrummet, med henblik på at det skal kunne inspirere det permanente byrum.

14.32 Brugen af borgerne.

14.38 Nogle af projekterne er det borgerne der er med til at bygge, både med til at sætte rammerne for hvad der skal laves, og nogle er borgerne med til at bygge, og andre igen er det så professionelle der bygger, men borgerne der har været med til at tage beslutninger.

15.06 (eks på et projekt: bibliotekets haven). Arbejdsgruppen var med til at give input til opgaverammen, hvor beskrev behov, funktioner og kvaliteter der skulle fremhæves i det byrum. Så var de med til at udvælge de arkitekter der skulle tegne det, og med til
de møder der var med arkitekterne. Og så har arkitekterne hyret nogle tømre ind til at bygge det. Og så havde vi også en enkelt dag, hvor der var byggeworkshop, hvor der var nogle (af borgerne) der var med til at bygge nogle plantekasser. Men det var en konstruktion der havde brug for at der var professionelle ind over (grundet sikkerhed osv.).

16.00 Kommer borgene selv med ideer de vil have udført?

16.06 Det er det forum man giver dem ved arbejdsgrupperne. Arbejdsgrupperne er åbne for alle borgere. Så laves der ideudviklingsworkshop, og borgerne er med til at udvikle ideer. Så hvis du er med i en arbejdsgruppe, kan du komme med dine ideer der, og så kan det være at det bliver valgt ud af arbejdsgruppen, så de kan gå videre med det.

16.38 Bliver I nødt til at sætte krav, og ændre ideerne?

16.50 Som projektleder, når man arbejder med de her arbejdsgrupper, så skal man designe en proces, som gør at deltagerne der er i arbejdsgruppen kan arbejde inden for de rammer man nu har. (Amount of money. Første step: Prioritere ideerne. næste step: en opgaveramme, hvad er det projektet skal kunne, og hvad står vi og mangler i byrummet. Hvilke kvaliteter det skal have – noget der skal fremhæves). Som projektleder går man ind og bygger videre på ideerne når der skal laves en opgaveramme, sender det ud til arbejdsgruppen, for kommentarer skrevet ind. På den måde skal man sikre at rådgiveren forstår hvad borgerne gerne vil have og at der laves et projekt, som følger de retningslinjer der er inden for Københavns Kommune ift. at byggetalladser, brandtalladser osv. Så det kan godt være at der er nogle, som er kommet med en vild ide, og det kan også godt være at der er elementer af den vild ide der kommer med, men vi kan ikke som kommune gå ind og lave en midlertidig ide, som er fuldstændig henne i vejret. Så må de lave det selv.

19.20 Erfaringer med påvirkningen af infrastrukturen.


21.30 Er der begrænsninger ved udførelsen af de midlertidige projekter?

21.46 Der er både borgere som ikke vil have at der sker nogle forandringer og så er der nogle borgere der gerne vil have at der sker en masse ting, og så er der nogle der kun vil have at der sker noget, hvis det sker på den måde de har tænkt sig. Det er derfor vi bruger så meget energi på at lave en fælles vision: ”Hvaed er det Sydhavnen gerne vil have at der skal ske”. Det ikke fordi alle er enige, men det skaber en konsensus om at det er denne retning, som mange synes vi skal gå i. Vi har fået mange forskellige holdninger og indblik både fra arbejdsgruppen, men også fra nogle åbne workshops der er blevet afholdt og en masse workshops ude i byen, gåture og interviews osv.

Part 2

0.00 Det er ikke altid at det stemmer overens med alle de regler og tilladelser der skal være. (bruger vinterpavillonen som eksempel). Den har ikke være ude i år, fordi reglerne blev lavet om, så containeren kræver en byggetalladelse, og hver gang at den skal flyttes kræver det arrangement tilladelse. Det har været så kompliceret at få, fordi der er så mange steder man skal have ejer fuldmagter fra for
at man kan få lov til at få arrangements tilladelse. Alle de led, hvor nogle har 60 dages behandlingstid, gør at det ikke har kunne gøres i år.

1.36 Der er mange af de her tiltag som ikke bare lige kan gøres, fordi vi er en kommunal indsats – vi skal overholde reglerne, selvom vi som områdefornyelse har friere rammer til at gøre noget lidt under radaren, så skal vi stadigvæk overholde reglerne.

2.22 Teknik- og Miljøforvaltningen indblanding.

2.28 Hvis du spørger min chef, så skal vi have alle tingene i orden inden, fordi det skal hun sige, men nogle gange så gør vi tingene og så beder vi om tilgivelse bagefter. Så kan det godt være at der er noget der skal rives ned, og bygges op på en anden måde. Områdefornyelsen er kendt for at kunne gøre tingene på en lidt anden måde end resten af Teknik- og Miljøforvaltningen. Både fordi vi gør det i samarbejde med borgerne og nogle gange nogle andre samarbejdspartnere som så bliver sluppet løs på en anden måde. (Og så har de penge til rådighed.) Det er et stort plus at vi har midler til at prove ting af.

4.16 Forholdet mellem midlertidigt og permanent, hvordan arbejder I med midlertidighed?

4.18 Der er ikke et endegyldigt svar. Det er fra projekt til projekt, det er den enkelte case. Hvad er formålet med projektet. (fx Karrens Minde aksen) Formålet med vision og eksperimenterer er at få Sydhavnsens bud på hvad det her byrum skal kunne, og eksperimenterer er nogle prototyper, som prøver tingene af i de år, frem til at anlægget skal i gang. Så vi har haft nogle år at prøve ting af i, inden at de begynder at lave et permanent anlæg. (Det er den fremgangsmåde de har valgt i Sydhaven). Vi kunne også have brugt alle pengene på hyre rådgiver ind som tegnede et forslag, langt tidligere, men vi har valgt at gøre det på denne måde, hvor vi har testet nogle ting først, og brugt deltager til at lave et fælles vision, som så kunne være med til at sørge nogle midler, og så kunne sige nu har vi de her 80 millioner kr., nu skal vi have sat projektet i gang med rådgivere.

5.52 Pios Plæne, der er området lavet for at tiltrække investorer. Det er lavet for at vise potentialaet, de har ikke selv nogle midler til at åbne skolegården op til en åben park, men de bruger byrummet, og har brugt nogle midler på at hyre en rådgiver for at tegne et skitsegrundlag, som så skal være grundlaget for at de søger midler i fonde. (forklare mere specifikt om projektet).

Det skal bruges midlertidigt for at vise hvad det kan, og tiltrække investorer, få nogle midler og fonde. Og så skal det så ind tænkes i det endelige, mere permanente skole-park-rum.

7.02 Hvilke effekt oplever du at de midlertidige projekter har?


11.00 Bæredygtighed

11.05 Det har været en del af de kriterier ved hvert eksperiment, at det skulle tænkes ind hvordan det kunne bygges bæredygtigt, hvordan kan vi genbruge de materialer vi bruger. Det har ihf. væ-
ret udgangspunktet, det er ikke altid at det er blevet udført på den måde. Fx at bruge genbrugsmaterialer i alt det vi laver, der kan det nogle gange har vi set, være dyre at bruge genbrugsmaterialer og meget mere tidskrævende fordi det skal indsamles (og laves om osv.). Vi har så forsøgt at lave det med nogle materialer der kan være bæredygtige på en anden måde (fx det kan bygges om).

12.16 Gør borgerne bevidst om bæredygtighed.

12.26 Mange af vores projekter har bæredygtighed som omdrejningspunkt, så går vi ind og på en eller anden måde hjælper med at fokusser bliver større på, hvad det betyder at have et bæredygtigt byrum. Et andet tiltag der er i Områdeforøvelsen Sydhavnen, er cirkulær økonomi, som både er et kriterium som handelsstrategien har arbejdet med, men også er blevet et projekt for sig som hedder Sydhavnen handler cirkulært. (forklare hvordan de arbejder med det). Prøver at forstærke den tradition (og vise det udadtil) der allerede er i Sydhavnen.

14.30 Påvirker de midlertidige tiltag tidshorisonten på andre projekter?

14.55 Det tager ikke længere tid for rådgiverne. Vi har brugt en masse tid og resurser på at lave denne inddragelse og lave de her midlertidige ting, fordi at det forstærker inddragelsen. Det er både godt og skigt at forstærke inddragelsen, på den ene side er der en masse borgere der ved at der er noget på vej, og de har en andel i hvad de gerne vil have der skal komme, og de kommer helt sikkert til at være aktive når rådgiveren inviterer ind til workshops ift. det fremtidige byrum. På den anden side så har vi også en masse borgere der forventer at blive inddraget aktivt. Så hvis vi er uheldige og ikke har en rådgiver som er god til at inddrage – eller lige så god som de har sagt at de er, så kan vi også stå med nogle borgere som er rigtig frustrerede over at de ikke bliver hørt, fordi at de er vant til at blive hørt. Det gør at processen bliver stærkere ift. de kvaliteter som stedet allerede har. En af de ting som TMF har arbejdet med, er ”fællesskab København” en vision for hvordan vi udvikler København. En af de ting der er en del af visionen, er at det er en by med kant, og en by med liv.

16.40 Den der kant den handler om det særlige ved bydelen, det særlige ved Karens Minde, det skal bevares også selvom der kommer et nyt byrum. Den særlige karakter ved det her sted. Det særlige som Sydhavnen gerne vil se blive styrket eller bevaret (går de ind og styrker). Det har vi brugt meget tid på at gøre tydeligt over for rådgiveren både i vision og programmet, hvad det særlige ved det her sted er, og hvad det er for nogle funktioner, som Sydhavnen både har nu og vil have i fremtiden.

18.20 Andet du vil tilføje?

18.21 Nogle gange laver vi også nogle meget korte midlertidige indgreb. (giver eks.). For at vise at der er noget fysisk forandring på vej. Sådan kan man også bruge midlertidighed, som sådan nogle hurtige interventioner i byrummet som gør at det er tydeligt for folk, at her kommer der til at ske noget, og så tage det væk igen. Og derefter lave det efterfølgende længere midlertidige projekt.

19.26 Mere uddybende om brugen af midlertidighed.

19.28 Vi siger midlertidigt, og så indikere vi hvor lang tid det skal holde. (vigtigt ift. holdbarheden, hvordan de bliver bygget, og prislejet).
Interview with Maria Kanstrup-Clausen from City and Port in the municipality of Copenhagen.

The interview was conducted the 9th May 2018.
The interview is in two parts due to disruption.

The notes in brackets is the interviewers own notes/comments.
Blue questions asked by the interviewer.
Green is Kanstrup-Clausen advise.

Part 1

1.05 Hvordan arbejder I med midlertidighed?
1.12 I princippet kan jeg kun sige noget om Nordhavn, men jeg ved hvad vi har gjort tidligere ude i Ørestaden, det var før min tid, men der har man arbejdet med midlertidighed ift. at få skabt noget foreløbigt liv, eller ligesom lagt grundstenene for det byliv man gerne vil have til at være der ude. Hvor vi i Nordhavnen har fokuseret mere på .. vi har knyttet det op til det bæredygtige, fordi det ligesom er det der er profilen for Nordhavn kontra Ørestaden, at man fokusere rigtig meget på bæredygtighed. Så mange af de midlertidige tiltag at vi tilsænker skal være der ude, skal være knyttet op på den vision.
2.00 Når vi snakker bæredygtighed er det ikke bare at det skal være grønt og energi-rigtigt, skal ikke udlede CO2, det er den snævre del af definitionen. Men vi kigger også på social bæredygtighed, hvor man mere favner beboerne og de midlertidige aktiviteter, at man gør det at man inddrager borgerne. Det er det vi betegner som social bæredygtighed.
2.28 Tager I udgangspunkt i Københavns målsætning om at blive CO2 neutral?
Den sociale bæredygtighed det er hvordan man arbejder i byrummene, bla. med beboerne, få skabt noget bymiljø der ude.
3.11 Sørger I for at informere beboerne om bæredygtighed?
3.19 Det gør vi i nogle af de aktiviteter vi laver. Det er også derfor vi har et rigtig tæt samarbejde med Kultur Østerbro, der har et kontor i Nordhavnen, fordi de er dem der eksekvere på mange af aktiviteterne.

Part 2

… Har et tæt samarbejde med Kultur Østerbro …
0.22 Vi går ofte ind og støtter forskellige tiltag der ude, og så er der så nogle samarbejdsparterere der eksekverer på det. Vi er en mindre afdeling, så vi er mere strategiske, hvad er det der giver mening for området, hvad er det der giver mening for By og Havns forretningsformålet at udvikle byrum, gøre dem attraktive. Og så er det nogle andre der sørger for at aktiviteterne finder sted. Vi giver tilladelse. Fx kulturhavnen er en enkelstædende event som finder sted år efter år. Der går vi ind og støtter op omkring dem og giver tilladelse til at de kan være i Nordhaven som vores område. Vi støtter op omkring ting, og giver tilladelserne. Så er det foreningerne og Kulturhusene der står for at fylde alt indholdet ind.

1.20 Går I ind og efterspørger midlertidighed?
1.25 Det vi er i gang med i Nordhavn og begynder at kigge på nu... ”spoler lige tilbage”.
1.28 Århusgadekvarteret i Nordhavn er det eneste byrum som pt er udviklet. Og der har fundet nogle midlertidige aktiviteter sted, som har været af en kortere varighed. Bl.a. har vi haft nogle byggefeletter vi har sagt, hvordan kan vi aktivere de her byggefeletter i en periode ind til der skal bygges. Der har vi givet tilladelse til at man kan være tilstede, vi har nogle gange været opsøgende ift. aktører, hvor vi har sagt ”vi har det her byggefelt, det er ledigt i et halvt år, kunne I ikke finde på noget at lave?”. Det har vi bl.a. gjort i samarbejde med Kultur Østerbro, og sagt ”Kan I ikke kontakte borgerne og finde ud af hvad det er de gerne vil have?”. Det har vi gjort i Nordhaven, vi har også gjort det i det stykke a Nordhavnen der hedder Redmolen, der er i forlængelse med Århusgadekvarteret, der har været aktiviteter hen over en sommer for et par år siden, hvor der også var forskellige lokale aktører som fik stablet noget på benene der ude. Og det er igen det med, at vi giver tilladelse til at det kan finde sted der ude. Men det har meget været baseret på at vi har fået henvendelser fra forskellige aktører der ønsker at benytte vores byrum til aktiviteter. Men vi vil gerne prøve at vende den lidt om nu, og se om vi kan være mere proaktive, og sige ”hvad er det for nogle aktiviteter vi tror der fordre byliv?”. Og begynder nu at kigge på andre områder, længere væk fra Århuskvarteret, og begynder at se om vi kan lave en strategi for hvordan man kan arbejde med midlertidighed i hele Nordhavnen.

3.04 Er det i samarbejde med Københavns Kommune?
3.07 Det er et arbejde der er gået i gang for en måned siden, så lige nu ligger det internt, men selvfølgelig går vi ind og kigger på, hvad er Københavns Kommunes visioner og hvad står der i Kommuneplanen omkring det med midlertidige aktiviteter og så går vi selvfølgelig også ind og kigger på, hvad er det der kan lade sig gøre ude i Nordhavnen, fordi Nordhavnen har en lidt anden lokalplan end resten af København, fordi det skal være havne relatet, så der skal vi ind og undersøge hvad det kan lade sig gøre, hvad må man lave, hvad ligger der af industri optil et tomt byggefelt lige nu.

3.55 Gør I noget for at de midlertidige aktiviteter er lettere tilgængelige?
4.00 I og med at vi ikke har lavet noget i ydre Nordhavn, altså længere væk fra Århusgadekvarteret, så har det ikke været et issue før nu. Men selvfølgelig når vi begynder at kigge på nogle felter der ligger længere væk end Århusgadekvarteret så bliver vi selvfølgelig også nødt til at gå ind og kigge på sikkerheden ift. lastbil transporten. Det er noget vi bliver nødt til at forholde os til, før vi giver tilladelse til at der er nogle aktiviteter der kan finde sted. Det er der vi går ind og kigger på byggefeltet, hvad grænser op til, men også rent fysisk, hvor ligger det ift. noget rent infrastruktuelt. Så man sikre sig, at folk på en eller anden måde kan komme sikkert til og fra stedet, hvis vi giver tilladelse til noget.

4.55 Hvad hvis der er nogle som ønsker at lave midlertidighed i mindre tilgængelige områder?
5.05 Lige nu handler det om, vi kan ikke gå ind og lave nogle store infrastrukturelle ændringer, fordi det handler om at der er nogle tidsplaner der skal holdes. Fx ift. at få fyldt op ude i Nordhavnen med jord, den jord skal transporteres frem og tilbage. Derfor kan
vi ikke gå ind og ændre noget. Der er også krydstogs terminalen, hvor der kommer rigtig mange turister, der skal fragtes, derfor vil der også være bustrafik, det kan vi ikke lige pludseligt gå ind og ændre markant på. Men selvfølgelig kan vi godt gøre nogle små ting, ved at synliggøre, her kan der komme gående ved et fodgængervælket, lave nogle foranstaltninger for at gøre det sikkert. (gjort ved den internationale skole). Det er sådan nogle ting vi kan gå ind og justere på, men igen kommer det an på hvad tingene kostere, og hvor meget det kræver. Det er også derfor vi går ind og kigger på de felter vi har, der går vi ind og kigger på er det smartest i første omgang at lave nogle ting der er tættest på frem for længst væk pga. de udfordringer der kan være rent infrastrukturalt.

6.30 Har I udført analyser over hvilken påvirkning de midlertidige tiltag har?


7.40 Har I en forklaring på hvorfor midlertidighed er noget der bliver brugt i byudviklingen i dag?

7.48 Det har været en af de sidste mange år i København, så vi gør jo ikke noget usædvanligt ift. andre byområder. Grunden til at man ofte laver midlertidige aktiviteter er at man gerne vil påbegynde et fremtidigt byliv i et byområde. Det kan være en god ide en gang i mellem at få åbnet øjnene hos folk omkring at ”her der kommer der faktisk noget i fremtiden”. At få synliggjort at her kommer der til vokse en fremtidig by op.

8.30 Bruger I de midlertidige aktiviteter i de efterfølgende projekter?

8.37 Det er det der er tanken. Sådan som det har været ind til nu, har vi ikke sat gang i en masse ting, der har været en masse aktører der har været med til at sætte gang i ting, støttet op af os. Og tanken er at vi fremadrettet skal gå ind i de ting vi ligesom giver tilladelse til kan finde sted, kan være noget som man kan tage ved lærer af og så bruge fremadrettet andre steder. Så det ikke bare bliver de her enkeltstående events. Men sige ”Nu laver vi noget, og så efterfølgende evaluerer vi hvilke værdier det har haft. Er der noget man kan genbruge andre steder” Så man ikke bare kaster en masse penge efter en enkeltstående event og efter X antal uger eller måneder, så er den død, og man hører aldrig mere om det. Det ville være bedre at lave nogle ting der har en eller anden form for efterliv et andet sted i område.

9.35 Borgerne har vel også interesse i at de midlertidige ting lever videre på en eller anden måde?

9.41 Ja, men sådan er det med midlertidighed. Det er også derfor at det ikke altid lige er noget man gør, fordi der er den farer at når tingene ikke er der længere, så opstår der rigtig meget polemik omkring det. Mange borgere bliver sure og vrede, de har glemt at det var midlertidigt. Det er det man skal have i mente når man gives tilladelse til at ting kan finde sted. De korte midlertidige tiltag de når ikke at forankre sig hos borgerne, de når ikke at tage dem ’helt til sig’, som når noget finder sted i måske tre år. Så har folk fået det ind under huden og taget det til sig. Når det så ikke er der mere, begynder de at reagere. Så det er helt klart nogle overvejelser vi laver hver gang vi giver tilladelse til noget, hvilke konsekvenser det kan have, når det ikke er der længere.

11.20 Er der forskellige situationer, hvor i gør brug af midlertidige tiltag?

11.30 Det er lidt svært at sige med Nordhavn, fordi vi har ikke gjort så meget i Nordhavn endnu, det er stadigvæk meget nyt der
ude. Men i Ørestaden der har det helt klart været, der har by og havn været med til at faciliterer mange flere ting end vi har været i Nordhavn. Og det har været i et forsøg på at skabe noget byliv der ude, for det har klart haft sine udfordringer i Ørestaden. Nordhavnen er en anden bydel, der er meget tættere, der skal ikke lige så meget til for at få folk der ud. Det ligger ved vandet, derfor kommer der allerede mange mennesker der ud. Især nu hvor byrummet er færdigt ude i Århusgade. Der skal ikke lige så meget til, som der skal i Ørestaden. Men længere ude i Nordhavnen, der kan være en ide i at få folks øjne åbnet op ved at igangsætte noget. At vise at Nordhavnen er mere end bare Århusgadekvarteret. Så midlertidighed kan være et meget godt værkøj til at få skabt noget fremtidigt byliv, at man allerede begynder i en tidsværk stadie, inden at byen egentlig står der, så begynder man at tænke på hvordan folk kan komme til området. Og det har været i et forsøg på at skabe noget byliv der ude, for det har klart haft sine udfordringer i Ørestaden.

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13.00 Hvordan oplever I at borgerne tager mod de midlertidige aktiviteter?


14.20 Midlertidighed kan også være med til at visualisere at der sker noget her.

14.28 Ja lige præcis, det kan være en god måde for foreningerne at få skabt et foreningsgrundlag, fordi de så har de her faciliteter. Hvis de ikke havde faciliteterne så var der ikke en kajakklub der
har gjort det ude i Ørestaden, men der er nogle der arbejder mere aktivt med det. Jeg ved Carlsberg projektudviklingsselskab har allerede en strategi for hvordan de arbejder med midlertidighed ift udvikling af Carlsbergbyen. Så der kan man sige at de måske er længere fremme, eller har taget det mere aktivt til sig, og bruger det aktivt som et værkøj.

19.10 Hvad efterlader de midlertidige aktiviteter? Har midlertidige aktiviteter nogle gange overrasket og biddraget til noget andet/mere?

19.30 Jeg ved ikke rigtigt i Ørestaden. Hvad jeg ved, så har det haft en positiv effekt på området, og været med til at knytte beboerne sammen. Formålet ude i Ørestaden har været at skabe nogle aktiviteter målrettet de mennesker der bor der ude. Der kan være forskellige strategier: Man har et ønske om at lave noget for dem der bor der eller man vil gerne åbne øjnene op for et område, over for andre – udefrakommende. (Har lavet aktiviteter i Ørestanden, for at afprøve behovet der var hos beboerne). Målrette beboerne for at skabe noget for dem, mens byen blev udviklet. I Nordhavnen har strategien været at åbne op for folk der kommer udefra.

21.08 Har I lavet nogle undersøgelser af de midlertidige tiltag i Ørestaden?

21.17 Vi er i gang med at lave et større strategisk arbejde, hvor vi går ind og kigger på de ting vi har igangsat der ude, fordi det er virkelig mange ting, vi over de ti år at udviklingen har stået på, at vi har lavet aktiviteter, det tænker vi at lave en større publikation omkring. Men det ikke noget der er endnu.

21.48 Midlertidighed er noget der har eksisteret i mange år.

22.30 Tænker du at midlertidige aktiviteter kan være med til at fremme bæredygtighed?

22.40 Ja det er helt klart strategien for Nordhavn, det er nogle af de fremtidige aktiviteter der skal finde sted skal være knyttet op på den vision omkring bæredygtighed. Men det skal lidt være i tråd med vision for Nordhavn, det med at være bæredygtigt. Men også meget stedspezifikt, hvad er det der kendetegner Nordhavn – en by ved vandet, har en havne relation, man skal benyttet sig af det når man tænker midlertidige aktiviteter. Der skal man sætte nogle rammebetingelser op, for hvad er det for nogle typer midlertidige aktiviteter man gerne vil have der ude, så de er i tråd med den vision. Det er noget vi synes er vigtigt for Nordhavnen. Så man kan bruge det til at afprøve nogle ting, hvad er det der virker, hvad er det der ikke virker. Være med til at sætte fokus på den vision der er.

22.48 Hvad tænker du om konflikten med at midlertidighed ikke kan være bæredygtigt?

23.54 Det kommer an på hvordan man tænker midlertidigt. Det kan også være noget du bygger op midlertidigt, hvis du laver noget der kan flyttes hen et andet sted, så er det bæredygtigt. Eller hvis du går ind og genbruger en bygning, og siger ”den vil vi gerne stille til rådighed for foreninger eller andre”, så er det også bæredygtigt, fordi du ikke bygger noget nyt op, men genbruger noget der allerede står der.

24.30 Hvad så hvis bygningen bliver revet efter det midlertidige?

24.38 Det har ikke så meget med det midlertidige at gøre, de har brugt bygningen mens den bare var tom. Hvis der bliver bygget nogle elementer, som kan flyttes, så er det bæredygtigt fordi de bliver genbrugt et andet sted. Hvis man har tanken om at det er noget som skal kunne flyttes hen på et andet byggefelt, så snart det her bliver bebygget, så synes jeg at det er bæredygtigt.

25.10 Oplever I begrænsninger når der skal bygges midlertidighed?

25.27 Når noget er midlertidigt, kan man afprøve hvad det er der fælger hos borgerne, hvad er det de godt vil have. Det synes jeg netop er styrken ved det midlertidige, at man kan få lov til at prøve ting af, og se hvor meget det benyttes. Ift. hvis man fremtidigt skal anlægge noget, kan man sige ”det ikke en legeplads med gyn-
ger, fordi der var aldrig nogle der brugte gyngerne, det kan være vi hellere skal have 7 trampoliner”.

26.20 Hvad med hensyn til økonomien, midlertidige ting koster også noget?

26.29 Det er et sats man laver når man arbejder med midlertidighed. Det der er intentionen med Nordhavn er, at vi (by og havn) ikke skal lave en masse aktiviteter alene. Det skal ikke være by og havn der faciliterer aktiviteterne, by og havn skal sætte nogle rammer op, skabe nogle muligheder og selve eksekveringen den skal nogle andre aktører tage sig af. Vi indgår nogle strategiske samarbejder med nogle aktører som kan være med til at igangsætte de her ting. Aktørerne kan være foreninger, kommunefolk, ildsjæle med fede ideer. Fordi By og Havn har ikke kapacitet til det. Men vi vil gerne støtte op omkring det, og stille nogle ting til rådighed for at det kan finde sted, og vi sætter så nogle rammebetingelser op for hvad det er for nogle typer aktiviteter, men vi går ikke ind og definere aktiviteterne på forhånd, fordi hvis man efterspørger noget helt specifikt, kan det være dræbende for kreativiteten. Så det er ikke tanken at vi gør det, men vi lægger op til at her kan der finde noget sted som har fokus på X, Y, Z.

30.00 Hvordan oplever I lovgivning ift. at det ikke gør så man kan lave lige hvad man vil?

28.08 Det er en kæmpe barriere, i det arbejde vi igangsætter ude i Nordhavnen, hvor vi går ind og kortlægger byggefelterne som har potentielle (for midlertidighed), så skal vi ind og kigge på lovgivningen, planloven, lokalplanerne, hvad må der finde sted her. Det kan være at det lige pludselig ikke kan lade sig gøre at lave noget der pga. lovgivningen, det jo drøn irriterende.

28.44 Det kan godt være at vi kan gøre det i nogle henseender. Så længe det støtter op omkring Københavns Kommuneplan, så tror jeg tingene vil være nemmere, fordi Københavns Kommune også har en interesse i det så. Men der kan være ting, hvor kommune siger ”vi kan ikke gøre noget, fordi det er sådan lovgivningen er”. Så kan det være man siger (hvis det lovgivningsmæssigt ikke er muligt), at det har vi ikke ressourcer til at kaste os over. Igen fordi vores byggefelter er ledige i en periode, vi har også noget økonomisk interesse i at nogle gange at sige at det bedre kan betale sig at leje det ud til virksomheder der har nogle havne relaterede formål, og skal bruge en plads til opbevaring eller et eller andet. Det er det vi går ind og vejer og vurdere hvad vi tror på. Og rent strategisk vil vi gerne have at der kommer byliv allerede nu eller vil vi ikke.

29.55 Hvis tingene ikke er økonomisk fordelagtige, kan det gøre de ikke bliver opført?

30.40 Det kan være svært at igangsætte rigtig mange aktiviteter, hvis det påvirker økonomien rigtig meget, fordi vi har også et ansvar overfor staten og kommunen, om at nedbringe den gæld vi er født med. Så hvis det pludseligt betyder rigtig mange penge, så kan det godt være vi ikke kan igangsætte ti aktiviteter samtidigt, men vi stiller et par byggefelter til rådighed, fordi vi ved at de alligevel skal bygges indenfor en kortere periode. Det kan være svært at finde en lejer til en kort periode, derfor vil vi godt gå ind og stille et område til rådighed for nogle der gerne vil lave noget, men det er lidt svært at sige lige nu, der er en masse muligheder ude i Nordhavn, og det er det vi er i gang med at kortlægge, og sige, hvad er der af økonomi i det her, så må man gå ind og veje og vurdere hvad man vægter højest: økonomien eller fremtidige byliv. (Forskellige afdelinger i By og Havn kan have forskellige fokus, og derved forskellige mening om hvad der vægtes). Ledelsen tager ofte det strategiske fokus og siger ”vi tror på at midlertidige aktiviteter kan være med til at skabe en bedre by” og fremvise overfor investorer, her er faktisk allerede byliv, folk der har købt ind på området – sådan kan det bruges strategisk (at skabe byliv før byen er bygget, kan det være en måde at få investeringer).

31.50 Bliver I nogle gange nødt til at opsøge nogle til at lave midlertidighed?
32.00 Ude i Nordhavnen har vi ikke haft det behov. Jeg ved ikke lige med Ørestaden. Der har helt klart været noget i starten med Ørestaden, hvor man sikkert – jeg siger noget jeg ikke ved så meget om eller kan stå 100% indenfor – har været en ide om at nogle af de aktiviteter der blev sat i gang i Ørestaden til at starte med skulle synliggøre at der er et potentiale i Ørestaden. Alle grunden er ikke blevet sold 'over night', men løbende. Ørestaden har nok været svære at sælge end Nordhavnen er. Nu er Ørestaden ved at være fuldt bebygget, om det så har været fordi de midlertidige har været med til at åbne øjnene for fremtidige investorer – det ved jeg ikke noget om.

33.20 Det man har gjort i Århusgadekvarteret .. By og Havn har et samarbejde med nogle der hedder NREP etableret det der hedder Nordhavn P/S, som er et detailhandle selvskeb som skal sørge for at udvikle nogle af detailhandlen i området. Når vi har solgt et byggefelt til en projektudvikler, så har vi lavet en aftale om, at når byggeriet står færdigt, så skal vi kunne tilbagekøbe stueetagerne, det har vi gjort og lagt ind i det her projektselvskeb (Nordhavn P/S), som skal stå for detailhandlen, gå ud og lave aftaler med aktorer. Jeg ved ikke noget om aftalerne. Jeg tror mere de har kigget på typen af lejere. (snakker om detailen's fokus på bæredygtighed).

Appendix 4

Interview with Peter Munthe-Kaas, whom is researching in the field of innovative and experimental urban planning.

The interview was conducted the 16th May 2018.

The notes in brackets is the interviewers own notes/comments.

Blue questions asked by the interviewer.

0.30 Hvorfor gør du ikke brug af begrebet midlertidighed?
0.37 Hvis jeg skulle snakke om det her felt, så ville jeg sige at midlertidighed er en del af det, men det er ikke dækkende for det. Eksperiment kan noget andet. Midlertidighed har en lang historie, ifh. hvad man kan kalde midlertidighed. Midlertidighed bliver meget brugt som og forstås som noget der er ind i mellem det gamle og det nye. Dvs. der er en tidligere by, den er blevet designet af nogle dygtige arkitekter og lavet af ingeniører der er en ny by der skal laves ude i fremtiden og den er også blevet designet af nogle dygtige arkitekter og ingeniører. Ind i mellem der er nogle tilfældige mennesker der kan få lov til at lege, have det sjovt og lave noget anderledes. Men det skal ikke andet end at være ind i mellem, så det bliver midlertidige lunser af hedonisme (beskrevet af nogle han kender), men det får aldrig lov til at få betydning for den by der skal være.

2.00 Er der ikke nogle situationer hvor midlertidige ting bliver brugt efterfølgende?
2.10 Jo det er der, men så prøver jeg at lade være med at kalde det midlertidighed. Og det er derfor jeg ikke bruger det begreb, fordi jeg synes det peger på noget der kun må være der ind i mellem, og ikke skal bruges til noget i fremtiden. Jeg kalder det eksperimenter eller strategiske design eksperimenter hvis det er kommunen der gør det, demokratiske design eksperimenter hvis det er mere åbent. Eksperimentet peger på at der skal være en eller anden form for resultat eller output af det. Det gør midlertidighed ikke rigtigt.

2.50 Hvorfor tror du Københavns Kommune har så stor fokus på midlertidige tiltag?
3.00 Jeg vil sige at det er knyttet til en liveability agenda. Det er knyttet til nogle forestillinger om at det skaber noget liv i byen, som er interessant og som gør den sjovere at leve i. For det andet gør det så man tiltrækker penge stærke mennesker til byen, og derved stimulere vækst. Richard Florida inspireret.

Juridisk, praktisk er det noget man har kæmpet med en del år, at midlertidighed ikke har været tilladt. Det er først lige kommet ind i planloven sidste år, at man overhovedet må arbejde med midlertidighed. (On the brink of Regulation) Det har været sådan lige på kanten af hvad man egentlig kan arbejde med som offentlig myndighed, men samtidig giver det nogle spændende
muligheder anderledeshed, fordi det ikke er kommunen der gør det, man åbner bare et rum for at nogle kreative mennesker kan gøre det. Mark Vacher han beskriver sarkastisk at det er som om kommune tror der er de her mennesker der bare kan tages op, og drysses tryllestøv ud over byområder, og lave det der magiske midlertidighed der kan noget. Midlertidighed bliver tingsliggjort eller umenneskeligtgjort at man ikke ser det som nogle processer der er vigtige for byen, men bare som noget man bare lige kan bruge. Det er svært og se hvilke virkninger midlertidighed skabt af kommunen egentlig har på byen. (Nogle meget anderledes ting får sjældent lov til at blive).

6.20 Hvad oplever du at de midlertidige ting kan gøre for et område?


Det er vigtigt fordi det åbner op for dialoger, for andre i tale, og der snakkes anderledes om tingene. Den ene bevægelse er at man får synliggjort nogle kontroverser. Det bliver ikke lettere for planlæggeren ved at lave de her ting. Virkeligheden bliver mere kompleks når man gør det. Men det gør at man kan tage beslutninger på et mere oplyst grundlag. Den anden bevægelse er at folk lader til at have en bedre samtale hvis de har noget konkret at tale om. Så snart der er en ”ting” der kan debatteres så gør det noget andet – fysisk aktør. ANT potentielle for at få en masse aktører involveret.

10.30 Kan du forklare om hvorfor du oplever infrastrukturen som vigtig?

10.40 Det er jo det med, i hvilken grad kan man komme der ud og skabe grundlaget for at skabe det der skal være der i fremtiden, inden produktet er der. Designet skal være open-ended. Det er ikke et færdigt byrum før der er nogle der bruger det og gør noget ved det. Hvordan bygger vi det hele, også omgivelserne, det handler også om relationerne der kobler sig til. Tænke et større netværk. Hvilke interesser er der i øvrigt, bringer det i spil og sørger for at de kan være med-skaberer.

Infrastruktur behøver ikke være fysisk. Det er en måde at tænke sit design på. Med infrastruktur vil jeg ikke tror på at det er perfekt til at starte med, det kan det ikke være, altid lave den ufærdig. (området skal være med til at gøre det færdigt). Skepsis overfor om man kan lave færdige gode byrum.

15.00 Har du erfaringer med hvordan borgerne agerer omkring midlertidige aktiviteter?


18.40 Delen hvor man går ud og undersøger om det var det rigtige der blev lavet mangler ofte?

18.17 Det er også utroligt svært, hvordan ved man hvem man skal spørge, hvordan måler man på de ting. På selve eksperimenterne jeg har været med til at lave har umildbart været glade for processen – ideen er fin, og det er ok at det ikke er helt perfekt fordi det er midlertidigt. Ikke noget jeg har undersøgt grundigt.
Det kan blive meget specifikt for hvem det involverer, resten er ligeglade?)

21.00 Har nogle af jeres eksperimenter åbnet op for et område?
21.02 Ja mange af dem vil jeg sige, på meget forskellige måder dog. Der blevet lavet nogle løsninger der gjorde så en plads blev brugt – blev et sted. […] Der er noget ejerskab til byrum der kan ændre sig ret meget.

23.10 Oplever du begrænsninger ved at arbejde sammen med kommunen til udførel af midlertidige aktiviteter?
23.22 Ja selvfølgelig, alle de begrænsninger der ellers er når kommunen laver projekter, det var derfor vi synes det var sjovt at lave det. For at udfordre forvaltningen på hvad man kan gøre. Det var en anden måde at gå til deres normale arbejde på, så forvaltningen begyndte at have en praksis for at lave eksperimenter, og at forstå hvordan man laver dem. Og at opleve hvor det er svært. Der er en masse begrænsninger og rod med fx skilte-lovgivning, tilladelser man skal have fra andre dele af forvaltningen osv. Min tese var man bliver nødt til at prøve at arbejde med det, prøve at gøre det anderledes først at det kan være anderledes, det er meget lettere at gøre det anden gang, hvis man først har lavet et eksperiment og ved alle faldgrupperne osv. så næste gang kan du nok spare en tredjedel af tiden.

25.00 Men det virker stadigvæk som om at det er lovgivningen der sætter en stopper for det?
25.05 Naarh, det vil jeg nu ikke sige. Det er kulturen i forvaltningen der er den største barriere, der er selvfølgelig også noget lovgivning, men lovgivningen er rimelig fornuftig den er lavet af en grund. Det handler mere om fortolkningerne af det. Og det er specifikke personer der sidder og fortolk der i forskellige situationer. Ofte kan det lade sig gøre, ikke hundrede procent som først planlagt, men det kan lade sig gøre. Hvis det er irriterende folk, så kan man ikke, hvis det er den cool type, siger de vi kan ikke gøre det helt sådan, men hvis I kan gøre det sådan, og sådan i stedet for så kan det godt lade sig gøre. Jeg oplever at der er flere der tænker på den måde. TMF vil være ja kommune. Sige ja, men. Rådgive mere aktivt. Potentialer i at finde ud af hvordan tingene kan lade sig gøre, i stedet for at sikre sig selv ved bare at sige nej. Tør politikkerne sige at det er ok at afprøve nogle ting.

27.40 Midlertidighed er blevet ekstremt populær over de sidste 15 år. 70-80erne eksistere midlertidighed ikke som begreb, det BZ. Men der er masser af ting som er midlertidige i byen – noget vi i dag vil kalde midlertidigt. Afindustrialisering, bruge havnen osv begynder at tale om midlertidige aktiviteter, tyskere skriver om det. 2005 og frem begynder det at arbejde med midlertidighed i kommune, starter med områdeforødelserne. Skriver om hvordan midlertidighed bliver et planlægningsobjekt, går fra at være uden for planlægning, bare sker, kan ikke håndteres, til at det pludseligt er et redskab.

31.10 Hvad tænker du at midlertidige aktiviteter kan efterlade sig i byen?
31.32 Jeg er relativt radikal når det kommer til det. Den store kvalitet der er ved eksperimenter er ikke blevet opdaget endnu, og det er meget grundlæggende. Den udfordring vi står overfor i dag, er at vi bliver ved med at udvikle byer med ”god” planlægning, for at lave god planlægning bliver der nødt til at referere til noget du har gjort tidligere. Giver god mening at man skal have styr på hvad man laver, og for at få nogle bevillinger så er man nødt til at argumentere for at det man laver kan føre til noget, og derfor bliver man nødt til at pege på noget der er lavet før. Problemet med det er at alt det vi har lavet før, har ført til de byer vi har i dag, og de byer vi har i dag, er grundlæggende set u-bæredygtige. Så det forekommer at vi ikke kan skabe bæredygtige byer ved at lave god planlægning, fordi jo bedre planlægningen er jo mere bliver det, det samme. Derfor har eksperimenterne en kvalitet, kan noget andet, det kan pege på nogle alternative fremtider, hvor det ikke ser ud som det gør nu, og er mere bæredygtigt, mennesker er gladere
eller lykkeligere i deres liv i byen. Jeg opfordrer til at se om der er nogle alternativer, og turde afprøve dem, også selvom vi ikke ved om de virker, og kan dokumenter at de virker på forhånd, fordi det vi kan dokumentere er at det vi gør i forvejen ikke fungerer, skaber folkesygdomme. Jeg synes vi behandler fremtiden på en meget u-raffineret måde, som om at bæredygtighedsproblemer er noget der skal løses af nogle ingeniører, som bare skal regne det ud, og resten skal bare vente, og bare gøre det sammen, fordi livet i fremtiden kommer til at være præcist det samme som i dag bort set fra at ingeniørerne har regnet det ud, så det ikke er et problem at vi lever som vi gør i dag. Jeg tror vi bør og også kommer til at opleve at vores liv kommer til at ændre sig radikalt. Miljøet kan ikke holde til meget mere, demokratiet har også store udfordringer, har sindssyge epidemier af alle mulige nye mentale sygdomme, som vi ikke har set tidligere, så der er noget der bliver nødt til at blive forandret. Hvis vi skal finde en løsning på de problemer så kan vi ikke pege tilbage, på designskolen kaldes det rehearsing the future, vi bliver nødt til at opleve at leve i nogle andre samfund der fungere på andre måder, hvor vi forbruger anderledes, bevæger os anderledes, lever anderledes, relaterer til hinanden på andre måder.

35.15 Så det er at gå ind og bruge de her eksperimenter til at vise borgerne at det her er en alternativ måde at gøre tingene på?
35.22 Helt klart. Det er potentielt i det, der kan eksperimenteres i hvordan vi kan leve ude i fremtiden. Både tekniske og sociale område at eksperimenter med hvordan vi kan gøre det her ude i fremtiden. Gøre det lidt radikalt, meget gerne inden i byen, og meget gerne med en kunstnerisk vinkel, så det også er for publikum. Problemer må blive løst inde i byerne – det er trods alt her vi højst sandsynligt kommer til at leve i fremtiden.

(snakker om litteratur)
38.30 Det hele handler meget om bæredygtighed, kan det ikke svare sig at lave eksperimenter i byen der ikke er bæredygtige?
42.55 Andet?
42.56 Det er jo super komplekst at arbejde med midlertidighed, fordi det er jo egentligt ikke noget (skrives i artiklen). Den eneste grund til at vi kalder noget for midlertidigt er at vi har en meget styret byplanlægning i Danmark. Andet sted er store dele af planlægning baseret på midlertidighed. Den danske planlov er unik i hvor overregulerende den er, der er sikkert masser af fordele men også ulemper. Det at vi i det hele taget taler om midlertidighed siger meget om hvem vi er, hvor det er at vi kommer fra. At vi synes at det her fænomen overhovedet er interessant. Det er så spændende at stille spørgsmålet hvad det så siger om, hvad vi ikke tillader normalt. At det her lige pludselig er så fascinerende. Man kunne forestille sig at det bare var hverdag at byrum bevægede sig hele tiden. Hvis du tog de penge det koster at lave en ny plads, og i stedet for at tænke, vi skal lave en ny plads der skal holde i 50 år i materialer der skal holde til det osv. osv. så deler vi i stedet for de penge ud i en pulje på X pr år, så mange penge kan vi bruge på at lave et eller andet nyt på pladsen hvert år. Og så se hvad der sker. Det vil være en ny måde at tænke byplanlægning på, og jeg tror lagt de fleste vil synes det er sjovere, fordi man kan altid bare ændre det igen.

En by med liv og kant er et forsøg på at stimulere nogle af de ting, men det er stadigvæk svært for kommunen at gøre det selv.
46.05 Der er et dilemma med at kommunen ikke ejer grunden egnet til midlertidighed.
46.07 Ja det kan man sige, men kommunen har også for at finansiere metron har kommunen lavet metro selvskabet og by og havn, som så har fået overført alle de kommunale grunde, som
man kunne have lavet noget på. Så det er ikke helt rigtigt, at der ikke er noget. Kommune ejer også massere af ejendomme stadigvæk, det er bare ikke så let at bruge det, der er en masse bureaukrati ind i mellem.
APPENDIX 5

The 10 zones and three potential zones


1. Siljangade
2. Carl Jacobsens Vej
3. Kastanie Allé
4. Skjulhøj Allé
5. Ørnevej
6. Drejervej
7. Tomsgårdsvej
8. Teglvaerksgade
9. Hvide Kødbys
10. Håndværkerbyen

A. Refshaleøen
B. Godsbaneterræn / Centralværkstederne
C. Nordhavnen
APPENDIX 6

City and Port Developments activities