ADDED VALUE IN THE URBAN PLANNING
OF CONTEMPORARY RESIDENTIAL AREAS IN CROATIA

Key words: Croatian cities, planned residential areas, added value, urban parameters, comparative analysis

DODANA VRIJEDNOST U URBANISTIČKOM PLANIRANJU
SUVREMIH STAMBIH NASELJA U HRVATSKOJ

Ključne riječi: hrvatski gradovi, planirana stambena naselja, dodana vrijednost, urbanistički parametri, komparativna analiza
1. INTRODUCTION

The topic of "added value" in urban planning is a relatively new concept, and the term itself is more frequent in the context of economics as the difference between the sales value of goods and services and the cost of inputs used in their production.¹

Urban planning may be viewed as a production process that has its own specific inputs and outputs, as well as value that is its result.² "Added value" in urban planning may refer to the difference between the value of construction and the value arising from coherent and qualitative upgrading of the basic functions and facilities of a residential area.³

In the organization of residential areas, the identity and difference in relation to other areas can be achieved with more attractive facilities and the quality of services that the area offers to its users.⁴ In the creation of mental images, of the emotional and subconscious perception of a residential area, an important role may be played by the appearance, identity and perception of the area's image, the abundance and diversity of facilities for all groups of users and their personal experiences, and other non-functional features that have the category of added value.

¹ Added value is the value that the manufacturer adds to inputs before they are sold as new products. [Kovačević, 2001] Newly created value, as opposed to added value, is the achieved production value that in addition to the means of production also includes the value of invested labor. [Kesner-Škreb, 1996]

² Value (Latin valor, -oris) is defined as the degree of usefulness, appropriateness and quality of things used to meet needs and to provide well-being or pleasure, as well as the impact or ability of things to produce certain effects. At the same time, the quality or importance of a thing, action or statement may have a material, social, emotional, aesthetic, or any other kind of value. [Diccionario de RAE]

³ Such values are observed in the examples of realized contemporary housing developments of established world-class architects. In the plan of the group West 8 (1993-1997) for the residential area Borneo - Sporenburg (Amsterdam, Netherlands), additional housing quality is achieved with the urban composition and the architectural organization of the residential buildings with special relation to the port area. [Mozas, Per, 2006: 206-209] In the realization of the housing development project GWL Terrain (Amsterdam, Netherlands), the group KCAP (1997) achieved a qualitative upgrade by affirming the ambiance of the existing industrial heritage. [Mozas, Per, 2006: 220-223] Later, the same group (1995-2003) in the residential area Langerak (Leidsche Rijn, Utrecht, The Netherlands) achieved added value by planning smaller spatial-functional subdivisions of various densities and ambiance of housing. [Mozas, Per, 2006: 86-89] In the residential area Teresienhoefe (Munich, Germany), architect Otto Steidle (1997-2005) realized a complex in which he creates added value with connections to the historical park and by taking advantage of the transport infrastructure corridors for the specific organization and design of high-quality residential neighborhoods. [Mozas, Per, 2006: 170-171] In the residential area Begona (Bilbao, Spain), the group consisting of E. Belzunce, L. D. Mauriño, J. G. Millán (1996-2006) achieves a residential ambiance that takes advantage of the terrain configuration in the study of new, qualitatively advanced forms of organization of collective housing free from motor vehicle traffic. [Uytenhaak, 2008: 150-155] In the housing development by Steven Holl (2003-2008), East Xiba River Road (Beijing, China), a qualitative upgrade is evident in the creation of an innovative multifunctional complex of high-density housing with vertical zoning of supporting facilities. [Per, Arp, 2007: 220-237] The group OMA (1996-) achieves added value in the residential area Chasse Terrain (Breda, Netherlands) with the specificity of urban composition of residential buildings and numerous supporting and public facilities. [Mozas, Per, 2006: 132-135]

⁴ The characteristics of residential areas are explored using examples from Zagreb in the following papers: Jukić, Milinar, Smokvina, 2011; Milinar, 2009; Smil, Duić, Krajnik, 2011.
2. RESEARCH AIM
The aim of this paper is to determine which urban characteristics of spatial-functional organization form the elements of "added value" of planned contemporary residential areas built in Croatia after the year 2001.

3. METHODOLOGY

The research is based on an analysis of housing estates built after 2001 in Croatian cities with more than 20000 inhabitants.\(^5\)

The research was conducted in three different stages according to the methods used. The first stage consisted of data collection with an overview, systematization and determination of the number of housing estates built according to the urban plan. General Urban City Plans were studied and used to identify planned residential areas, after which detailed or urban development plans for each residential area were analyzed and complemented by data from other sources – available spatial planning or project documentation, Internet sources and satellite images showing the realized condition of the planned areas.

In the second stage the collected data were depicted by creating models of the areas which enable the display of urban features, as well as mutual comparability of data. A computer model for each of the 25 studied areas was made on the background of a satellite image on which different parameters were graphically displayed in different layers. Schematic representations of the housing estates that enable the analysis of the distinctiveness of their internal spatial-functional organization were obtained.

In the third stage of the research, a comparative analysis of the various urban parameters was carried out, and then represented in tables and diagrams. By using the method of synthetic interpretation, the urban characteristics that constitute the elements of "added value" were identified and their significance for the planning of residential areas was evaluated.

\(^5\) Population by sex and age, by settlements, census 2001 [Croatian Bureau of Statistics - DZS]
4. RESULTS OF THE ANALYSIS OF RESIDENTIAL AREAS AND DISCUSSION

CONTEXT

The influence of context on the creation of added value of planned residential areas was examined by studying the features arising from location advantages and the specificity of the city area, the establishment of connections and integration with the surrounding areas and the city as a whole.

Planned residential areas occupy urban space in three ways: by building on the undeveloped outskirts of cities, by transforming the developed areas, or by densifying and filling the undeveloped parts of construction areas intended for housing development.

The connections between planned residential areas and the wider metropolitan area are established in two ways. The first group consists of housing estates in which the quality of accommodation is based on the value of the position in the city, but which do not connect with the residential areas in the immediate vicinity. They appear as specific and isolated functional units, thus forming new urban features that differ from the existing ones.

The second group consists of those residential areas which recognize the values of the immediate environment, and they affirm and incorporate them into the spatial and functional structure of the area.

URBAN COMPOSITION

The establishment of the urban composition of the whole can be seen in all of the planned residential areas. However, there are differences between residential areas constructed completely according to the planned idea of urban composition and those that, due to long construction and the impossibility of implementing the urban concept by amending the original plans, modified the original idea by adapting to the unplanned family houses and

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6 The analysis results are presented graphically in Figures 1-4 and they are systematized in Tables I-II
8 Ex.: ZG – Zavrtnica, ZG – Cankarova, SE – Farm Sesvetski Kraljevec.
10 Ex.: ZG – Vrbani 3, ZG – Špansko-Oranice, ST – Žnjanski, ZD – TIZ.
roads that are parts of settlements built on agricultural land and based on the corresponding ownership relations.\textsuperscript{12}

In the urban compositions of housing areas, a role is played by public facilities that generate spatial accents and comprehensively modeled areas of developed public spaces and with specific arrangements of residential buildings.\textsuperscript{13}

**RESIDENTIAL BUILDINGS**

The characteristic typologies in residential areas are buildings that make up blocks, strips or single volumes. It may be noted that the following typologies were not used: carpet housing, residential towers, i.e. hybrid or avant-garde residential typologies. Buildings connected in their basements but with separate above-ground volumes occur rarely.\textsuperscript{14}

Residential buildings are built on flat terrains, flat terraces on hilly terrains or parallel with contour lines on steep terrains.\textsuperscript{15} There are no examples of building on artificially formed terrains or perpendicular to contour lines.

**SUPPORTING FACILITIES**

Residential areas covering small surface areas use the supporting facilities from the neighboring areas, but when it comes to planned residential areas with large surface areas, supporting facilities are built to meet the needs of all their residents.\textsuperscript{16}

Kindergartens and elementary schools are the most common social facilities. Also, there are religious buildings and libraries, multipurpose halls or marketplaces. Supporting facilities are usually built after the construction of residential buildings in the housing estates.\textsuperscript{17}

Office buildings do not appear in the residential areas as separate buildings, and business activities are carried out most frequently on the ground floors of apartment buildings or in parts of buildings.\textsuperscript{18}

\textsuperscript{12} Ex.: OS – Uske njive, ZD – Bili brig, VA – Grlice-Rakite, ČA – Martane-East, ZP – Kalamiri.
\textsuperscript{13} Ex.: ZG – Središče-Zapad, ZD – TIZ, ZG – Hoto, SA – Sitnice I.
\textsuperscript{14} Ex.: DU – Lapadski dvori.
\textsuperscript{17} Ex.: SA – Sitnice I., SE – Sopnica-Jelkovec, ČA – Martane-East, SB – Andrije Hebranga.
PUBLIC AREAS

The residential buildings are not enclosed and the areas around and between residential buildings are designed and used as public pedestrian surfaces.\textsuperscript{19}

Undeveloped, but enclosed areas of kindergartens and primary schools are the dominant formative and functional elements of the residential areas around which their spatial compositions are built and public pedestrian surfaces are organized.\textsuperscript{20}

There are few squares and gathering places.\textsuperscript{21}

Parks are not planned as separate spatial units that are enclosed or free from housing. Park areas are defined by the specific spatial arrangement of residential buildings.\textsuperscript{22}

TRAFFIC AREAS

It may be noted that the buildings in the residential areas are arranged in relation to the street - parallel or perpendicular to the street network. There are no residential areas built in such a way that pedestrian areas would be formed or that the entire housing estate would be isolated from vehicular traffic.\textsuperscript{23}

Transport networks are designed with slow traffic separated from the city’s transport network or with streets designed to slow the transit traffic in residential areas.\textsuperscript{24}

Most of the residential areas have parking spaces in the streets and in parking lots or garages in the basements of buildings. There are few shared garages that are not connected with buildings and are used by residents from a number of neighboring buildings. There are no plans for shared, uncovered parking lots for residents on the edges of housing developments.\textsuperscript{25}

\textsuperscript{19} Ex.: ZG – Špansko-Oranice, ZG – Vrbani 3, SE – Sopnica-Jelkovec, VI – South block.
\textsuperscript{21} Ex.: ZG – Središče-West, ZD – TIZ.
\textsuperscript{22} Ex.: ZG – Vrbani 3, ZG – Pavlenski put.
\textsuperscript{23} Ex.: RI – Škurinjska Draga, SE – Farm Sesvetski Kraljevec, SA – Sitnice I., VA – Grlice-Rakite, ZP – Novi dvori.
\textsuperscript{24} Ex.: ZD – TIZ, ZG – Oder, ZP – Kalamiri, VA – Grlice-Rakite.
\textsuperscript{25} Ex.: ZG – Vrbani 3, ZG – Središče-West, ZG – Špansko-Oranice, ST – Žnjan.
5. CONCLUSIONS

After the conducted research, the specific characteristics of achieving added value in the urban planning of residential areas in Croatia may be identified:

1. The choice of a location in the city is determined with the aim of creating added value to the planned residential areas. At the same time, the added value in the surroundings consists of urban facilities and natural attractions, views and established relations to the environment.

2. The residential areas that have created added value with the specificity of urban composition are characterized by the introduction of spatial order and a unique and comprehensive idea of an area as a whole, whose conceptual starting points are based on planners' critical attitude towards the characteristics and morphology of construction.

3. The added value of residential buildings is created by means of a specific arrangement of buildings which affirms common and public undeveloped surfaces in these areas as places of social contact for the residents.

4. Supporting facilities in planned residential areas create added value by their very presence in the area, and the more of them there are, the greater the value in the enriching of their basic functions. Supporting facilities are often accompanied by common complexes containing the public surfaces of parks, squares, gathering places and promenades.

5. The added value of transport systems in the planned residential areas is based on the slowing of traffic, the transport network that allows access to all residential buildings and a sufficient number of parking spaces located mostly in the streets and garages in the basements areas of buildings.

The scientific contribution of this paper stems from the determination of specific urban characteristics of the "added value" in the spatial-functional organization of contemporary planned residential areas in Croatia that could be used as guidelines for planning and designing new residential areas.
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Ana Dumančić,
ovošteni sudski tumač za španjolski, talijanski i engleski jezik
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4. Mozas, J.; Per, A. F. 2006), Density - New collective housing, a+t ediciones, Vitoria-Gasteiz


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Illustration sources:
Figures 1-4 Authors
Tables I-II Authors

Acronyms:
UPU - urban development plan
DPU - detailed development plan
PUP - space development plan
PU - development plan
UP - urban plan
UAP - urban architectural project
PP - implementation plans
ADDED VALUE IN THE URBAN PLANNING
OF CONTEMPORARY RESIDENTIAL AREAS IN CROATIA

The research aim of this paper is to determine which urban characteristics of spatial-functional organization form the elements of "added value" in planned contemporary residential areas built in Croatia after the year 2001.

The topic of "added value" is defined as the value arising from coherent and qualitative upgrading of the basic functions and facilities of a residential area. The research is based on an analysis of housing estates in Croatian cities with more than 20000 inhabitants. The comparative analysis of the various urban parameters was carried out, represented in tables and diagrams. The urban characteristics that constitute the elements of "added value" were identified and their significance was evaluated.

Conclusions: The choice of a location in the city is determined with the aim of creating added value to the planned residential areas. The residential areas that have created added value with the specificity of urban composition are characterized by the introduction of spatial order and a unique and comprehensive idea of an area as a whole. The added value of residential buildings is created by means of a specific arrangement of buildings which affirms common and public undeveloped surfaces in these areas as places of social contact for the residents. Supporting facilities in planned residential areas create added value by their very presence in the area. The added value of transport systems in the planned residential areas is based on the slowing of traffic.

The scientific contribution of this paper stems from the determination of specific urban characteristics of the "added value" in the spatial-functional organization of contemporary planned residential areas in Croatia that could be used as guidelines for planning and designing new residential areas.
DODANA VRIJEDNOST U URBANISTIČKOM PLANIRANJU SUVREMENIH STAMBENIH NASELJA U HRVATSKOJ

Cilj rada je utvrditi koja urbanistička obilježja prostorno-funkcionalne organizacije tvore elemente „dodanih vrijednosti“ planiranih suvremenih stambenih naselja, izgrađenih u Hrvatskoj nakon 2001. godine.
Pojam „dodane vrijednosti“ definira se kao vrijednost nastala koherentnom kvalitativnom nadgradnjom osnovnih funkcija i sadržaja stanovanja u naselju. Analiziraju se stambena naselja u hrvatskim gradovima većim od 20000 stanovnika. Provodi se komparativna analiza urbanističkih parametara, predočena u tablicama i na dijagramima istraživanih naselja. Utvrđuju se urbanistička obilježja koja tvore elemente „dodanih vrijednosti“ i valorizira se njihov značaj.

Zaključci: Odabir lokacije u gradu određuje se kako bi se stvorila dodana vrijednost planiranim stambenim naseljima. Planirana stambena naselja koja su stvorila dodanu vrijednost posebnošću urbanističke kompozicije obilježava uvođenje prostornog reda i jedinstvene sveobuhvatne zamisli cjeline naselja čija su ideja polazišta temeljena na kritičkom planerskom stavu prema obilježjima i morfologiji gradnje u okruženju naselja. Dodana vrijednost stambenih zgrada stvara se specifičnim razmještajem zgrada, kojima se u naseljima afirmiraju zajedničke i javne neizgrađene površine kao mjesta socijalnih kontakata njihovih stanara. Prateći sadržaji u planiranim naseljima stvaraju dodanu vrijednost samom svojom prisutnošću u naselju. Dodana vrijednost prometnih sustava planiranih stambenih naselja zasniva se na usporavanju prometa u obuhvatu naselja.

Znanstveni doprinos rada proizlazi iz utvrđivanja posebnosti urbanističkih obilježja „dodanih vrijednosti“ u prostorno-funkcionalnoj organizaciji planiranih suvremenih naselja u Hrvatskoj koja se mogu koristiti kao smjernice za planiranje i projektiranje novih stambenih naselja.
Figure 1 Diagrams of residential areas: I-VIII
Legend: area border - thick dashed black line; existing roads - light gray areas; planned roads - areas with black borders; family houses - light gray rectangles; apartment buildings - dark gray rectangles; non-residential buildings - black rectangles; planned - areas without fill; existing - areas with fill

Figure 2 Diagrams of residential areas: IX-XIV
Legend: area border - thick dashed black line; existing roads - light gray areas; planned roads - areas with black borders; family houses - light gray rectangles; apartment buildings - dark gray rectangles; non-residential buildings - black rectangles; planned - areas without fill; existing - areas with fill

Figure 3 Diagrams of residential areas: XV-XXI
Legend: area border - thick dashed black line; existing roads - light gray areas; planned roads - areas with black borders; family houses - light gray rectangles; apartment buildings - dark gray rectangles; non-residential buildings - black rectangles; planned - areas without fill; existing - areas with fill

Figure 4 Diagrams of residential areas: XXII-XXV
Legend: area border - thick dashed black line; existing roads - light gray areas; planned roads - areas with black borders; family houses - light gray rectangles; apartment buildings - dark gray rectangles; non-residential buildings - black rectangles; planned - areas without fill; existing - areas with fill

Table I Planned residential areas in Croatia*
Notes:
*Built or under construction after 2001 in cities with a population larger than 20 000
** Data of the Croatian Bureau of Statistics for 2001
*** From the graphic components of General Urban Plans

Table II Urban parameters of planned residential areas in Croatia*
Notes:
*Built or under construction after 2001 in cities with a population larger than 20 000
** Surface of analyzed residential area
*** Estimation of the number of residents in apartment buildings: 100 m² of surface area under the building / 14 residents
**** Estimation of the number of residents in family houses: 1 family house / 6 residents
***** Residential areas or residential complexes realized without more detailed urban plans
<table>
<thead>
<tr>
<th></th>
<th>CITY</th>
<th>CITY POPULATION - 2001. **</th>
<th>NO. OF PRESCRIBED UPU/DPU/PUP/PU/UP ***</th>
<th>NO. OF RESIDENTIAL AREAS OR RESIDENTIAL COMPLEXES – BUILT OR UNDER CONSTRUCTION AFTER 2001 (included in the analysis)</th>
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<td>779.145</td>
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