

Urban rehabilitation areas in Oporto, Portugal.

A brief overview

Stato delle ricerche

João Igreja

This paper establishes some preliminary outcomes of the research period carried in 2019 at CITTA – University of Porto as a visiting student. Oporto is the second largest Portuguese city and the engine of the metropolitan system of the northern region of the country. For more than 30 years local urban policies have been articulated with the EU urban policies to deal with severe urban problems and boost regeneration processes. Whilst the PhD research project is entitled – Understanding the EU's urban agenda at the margins of Europe: lessons and perspectives – studying the case of Oporto is an opportunity to reflect on the influence and impact of the EU's regional policy over the trajectories of urban development. The contact with local experts and the possibility to experience personally the dynamics that have been describing the city, resulted in the gathering of interesting information for the research project that are presented in part in this paper.

Keywords: Spatial Planning, Urban Regeneration, Urban Rehabilitation Areas, Oporto, Portugal

Introduction

Oporto has not only a key role in the northern regional and metropolitan system of Portugal as well as a long and complex history of urban changes and significant experiences in urban development projects, both supported and not by the European Union (EU). Whilst the PhD research project is entitled – Understanding the EU's urban agenda at the margins of Europe: lessons and perspectives – studying the case of Oporto is an opportunity to reflect on the influence and impact of the EU's regional policy over the trajectories of urban development. The collaboration with the Research Centre for Territory, Transports and Environment (CITTA) at the University of Porto emerged from two main reasons:

- the need for detailed information about the recent history of urban transformation and the EU urban policy influence in the city; and
- the possibility to interact with local scholars and researchers, that have long experience on the study of urban policies, new forms of governance, as well as the development of policies and plan evaluation methodologies in the city of Oporto.

“The centre of Oporto has been declining for many years” (Neto et al. 2014, 532) and we have been wit-

nessing important changes in the urban and environmental requalification of the city, as well as in living standards. Such improvements result from a continued implementation of strategies, policies, programmes and approaches, as an integrated effort to regenerate the public realm, rehabilitate the existent infrastructures, create new public facilities and public space and restructure the transport system by facilitating pedestrian mobility and public transportation.

The study of the evolution of urban regeneration areas in the city contributes to the interpretation of the recent spatial planning and urban context of Oporto and will hopefully help to shed light on the impacts of the EU's regional and urban policy in the process towards urban sustainable growth of the city. In Portugal, since the implementation of urban regeneration strategies is somewhat co-related to the national spatial planning legal framework in force and to the priority areas for intervention identified at the city level, the evolution of such areas is expected to provide relevant information that will be useful in the selection of a particular case study area or theme to the following PhD research steps.

This paper is structured in two main parts. The first part presents the concept and legal framework of urban regeneration in Portugal and the second part details the

case of Oporto, presenting a brief description of the city and the evolution of the delimitation of urban rehabilitation areas under the Portuguese legal framework. The informative nature of this article doesn't leave room for great discussion, but the data gathered will help shaping the ongoing PhD research project.

Urban rehabilitation in Portugal

Despite very similar, the concepts and definitions of urban recovery, rehabilitation, regeneration, revitalisation or redevelopment, often reflect different perspectives or priorities and possibly translate the evolution of planning trends (Balsas 2007; Roberts 2000).

In 2000, the former Portuguese Directorate-General for Land-use and Urban Development defined the concept of Urban Rehabilitation (*Reabilitação Urbana*), as the transformation of urban space through the maintenance, recovery and redeployment of buildings and urban spaces, with the purpose of improving its housing conditions while preserving its nature (author's translation). According to the definition, this concept assumes the respect for the architectonic nature of the buildings and shouldn't be mistaken with the more strict concept of "restoration", that implies the reconstruction following the original façades (DGOTDU 2000).

In the Portuguese legislation, within the concept of urban rehabilitation converge the commitment for upgrading and revitalising cities (in particular the areas under higher levels of stress) and the improvement of the physical housing conditions (DL No. 88/2017). Hence, this paper adopts the term "urban rehabilitation" (translated from the Portuguese *reabilitação urbana*) as it includes the integration of both physical, environmental, social and economic actions.

Urban rehabilitation legal framework in Portugal

In Portugal, the concern with deprived urban areas dates back to the 1970s. In fact in 1976, the issued Land Law (*Lei dos Solos*, DL No. 794/76), specified in its Chapter XI, the delimitation of Critical Areas for Urban Redevelopment and Recovery (*Áreas Críticas de Recuperação e Reconversão Urbanística*, ACR-U). Such areas lacked urban infrastructures, social facilities or green spaces and presented poorly maintained buildings which represented structural, health and safety risks. The law granted the status of public interest to the land and whenever public authorities decided to act, the project would benefit from a particular legal framework.

Almost 10 years later, in 1985, in order to consolidate

and expand the previous measures, a new instrument, within the housing policy is launched by the Secretariat of State for Housing and Town Planning. The Programme for Urban Regeneration (*Programa de Regeneração Urbana*, PRU), published in the Dispatch No. 4/SEHU/85, represented the first urban development integrated approach scheme to be implemented in the country.

This strategy resulted from the will to decentralise power by giving technical and financial support to local authorities and pursued a broad response to the varieties of problems (social, cultural, physical and environmental) acting closely with the residents (including them on the implementation process) and the cooperation between the public and private sectors.

This programme stressed that the adoption of such territorial strategy and "integrated" approach, the outcoming results and impacts were much more significant. However, as Portugal joined the European Economic Community in 1986, the PRU came to a closure and a subsequent Programme for the Recovery of Deprived Urban Areas (*Programa de Recuperação de Áreas Urbanas Degradadas*, PRAUD) was launched.

This programme allocated financial aid to municipalities in order to deal with its critical urban areas, and was mainly structured in two different tools:

- PRAUD-GTL (local technical offices), was inspired in the earlier PRU model and financed multidisciplinary teams responsible for surveying, preparing and managing projects for the public space rehabilitation;
- PRAUD-Obras (construction works), financed renovation or rehabilitation operations in deprived urban areas.

Despite presenting some similarities to the previous PRU programme, the PRAUD was a step backwards in terms of the public policies approaches on urban development, mostly due to the interaction difficulties between the different actors/levels of responsibility and for the weak articulation of programme funding. The progressive lack of interest, the absence of a true financial policy among other reasons, resulted in a limited impact (Pinho 2010).

In the 1990s on the other hand, the strategies for urban rehabilitation and regeneration were boosted by the numerous EU programmes, leading to a more impactful urban policy (Chamusca 2012). The EU's policies and initiatives, such as the Urban Pilot Projects (1990), URBAN CI (1994) and URBAN II (2000), played a decisive role in the process of urban development. Such financing schemes become increasingly popular and inspired the launch of several national programmes

Portuguese urban initiatives in the 1990's

Year	Name	Acronym
1993	Special rehousing programme	PER
1994	Consolidation programme of the urban national system	PROSIURB
1994	Aid programme for the modernization of commerce	PROCOM
1995	Urban renovation operational interventions	IORU
1995	Exceptional scheme for the urban reconversion of illegal areas	AUGI
1996	Support scheme for the housing recovery in old urban areas	REHABITA
1996	Special financing scheme for the recovery of urban buildings	RECRIPH
1999	Solidarity programme for the recovery of old housing	SOLARH

Fig. 1. Main Portuguese urban initiatives 1993-1999 (Author).

(Fig. 1). These programmes, despite presenting often a limited and relatively small territorial scope (MAOT 2000) or a very sectoral approach, represented a milestone for the Portuguese urban policies that slowly started to incorporate new elements on its own urban regeneration strategies.

In 2000, the Portuguese Presidency of the Council of Ministers approved the POLIS – Programme for the Urban Requalification and Environmental Improvement of Cities, Council Resolution No. 26/2000). This programme emphasised the interest of the central government to deal with not so successful planning practices within historic centres and urban peripheries, and instead promoted a concentrated effort to improve the overall quality of the urban fabric (MAOT, 2000). By taking into consideration the lessons from past experiences it was expected to reinforce and restate the importance of integrated urban regeneration strategic approaches put in motion by a programme financed by both national and European sources.

In 2004, the Exceptional Scheme for the Rehabilitation of Historic Zones and Critical Areas for Urban Redevelopment and Recovery (DL No. 104/2004) envisaged the creation of a number of Urban Rehabilitation Companies (Sociedades de Reabilitação Urbana, SRU)¹. This decree was the first of its own in Portugal (Fig. 2) and due to its nature set out a specific urban rehabilitation normative to be applied in both historic and critical areas already delimited (the previously mentioned ACRRUs).

However, this scheme raised some criticism as it was mostly focused in the physical dimension of the rehabilitation actions, lacked a strategic dimension and wasn't focused in the population but rather in the built environment.

In 2008, the POLIS XXI – Policy for Cities followed the sequence of mechanisms and instruments (National and EU led) that promoted integrated initiatives incor-

Urban rehabilitation legal schemes in Portugal

Year	Name	Legal document
2004	<i>Regime excepcional de reabilitação urbana para zonas históricas e áreas crítica de recuperação e reconversão urbanística</i>	DL No. 104/2004
2007	<i>Regime extraordinário de apoio à reabilitação urbana</i>	Lei No. 67-A/2007
2009	<i>Regime jurídico da reabilitação urbana</i>	DL No. 307/2009
2012	First amendment to <i>Regime jurídico da reabilitação urbana</i>	Lei No. 32/2012
2014	<i>Regime excepcional e temporário aplicável à reabilitação de edifícios</i>	DL No. 53/2014
2014	Second amendment to <i>Regime jurídico da reabilitação urbana</i>	DL No. 136/2014
2017	Third amendment to <i>Regime jurídico da reabilitação urbana</i>	DL No. 88/2017

Fig. 2. Urban rehabilitation legal schemes in Portugal (Author).

porating governance, cooperation and participation principles. This policy was strongly interlinked to the EU's 2007–2013 funding cycle and was grounded in three instruments:

- Urban Regeneration Partnerships;
- Urban Networks for Competition and Innovation;
- Innovative Actions for the Urban Development.

Such instruments lent the POLIS XXI a much more integrated and inclusive approach to the major issues of urban development, translating the desire to overcome the weaknesses of the national urban system and to transform cities into engines of development for the regions and the country (MAOTDR 2008).

Within the Urban Regeneration Partnerships, support mechanisms were defined for interventions in intra-urban spaces, giving emphasis to different realms (not exclusively physical) and conciliating the interests of multiple urban actors. This instrument contributed to the development and implementation of new forms of urban governance by encouraging citizen's participation, bolstering flexible and hybrid cooperation structures among urban actors, and building shared views of the future, which could improve the performance of urban plans.

In 2009, the publishing of the Urban Rehabilitation Legal Scheme (DL No. 307/2009) strengthened even more the importance of urban rehabilitation operations, now under a legal framework² supported by an holistic view which included coherent solutions between the functional, economic, social, cultural and environmental aspects. Such document foresaw the identification at the municipal level of Areas of Urban Rehabilitation (ARU) which legally replaced and updated the previous and outdated ACRRU areas.

The ARU were delimited based on the presence of deprived, faulty or obsolete buildings, infrastructures, public equipment, green or public spaces. The poor

health, safety, aesthetics or integrity conditions of these elements justified an integrated intervention through urban rehabilitation operations and allowed the use of different financial instruments that would help to fulfil the overall urban regeneration policies.

Today the urban rehabilitation legal scheme of 2009 is the spatial planning reference law in the country in matters of urban regeneration and it has been amended three times (see also Fig. 2).

More recently, in order to adapt and work in accordance with the EU's strategies on urban development, as well as to fulfil the EU requirements to access funding, we have seen constant adjustments towards the integration of EU views in national instruments.

For instance the 2014's European common provision regulation for the use during the European Structural and Investment Funds introduced a set of new tools to be adopted at national level, in order to promote and ease territorial strategies.

The "Integrated Sustainable Urban Development" tool in particular, introduced an instrument – "Innovative Actions for Areas of Sustainable Urban Development" – to specifically tackle urban challenges. In order to apply to financial support under that instrument, as requirement the municipalities would have to previously delimit areas of urban rehabilitation (ARU).

In the following section we will focus on the case of Oporto that has been stage to several urban regeneration practices in both historic centre and peripheral neighbourhoods contexts.

Urban challenges in Oporto

Located on the right bank of the Douro, Oporto is the core city of a metropolitan area with around 1.7 million inhabitants (according to the results of the latest 2011 Census) spread over seventeen municipalities of the northern coastal area. Its prominent role in the region and in the metropolitan system is emphasised by the economic, educational, cultural and patrimonial values which gives it a very particular and attractive identity.

As in many other European urban centres, especially the ones that have centuries of history, Oporto faces a diversified set of dynamics and presents itself as a complex and fragmented territory with highly dense areas, other least dense, with different levels of articulation and an intricate urban development (FEUP 2004). The city has been experiencing significant transformations and a clear loss of residents. In 20 years (1991–2011) lost more than 20% of its inhabitants due to multiple and interrelated causes, with particular relevance

to the demographic, spatial and economic trends (Neto et al., 2014). The internal competition with the country's capital and the spatial development of the regional system (with the expansion and emergence of new centralities for housing, goods and services purposes) drew people and companies away from the city centre. In addition, the very old, deserted and profoundly degraded conditions of the urban fabric in the Baixa area and in the historic centre, contributed to a natural and gradual physical decay.

Despite this gloomy portrait Oporto "is, and has always been, a point of convergence and start-off point" that contains within itself the opportunity to transform, like "a living entity that reacts to adversity" (PortoVivo, 2005). In fact, the city also experienced the attraction of new "city users" and economic activities, mostly related to tourism, leisure, cultural and creative industries that helped cushion the negative effects and act as a boost for change.

The national and European raising awareness to urban decay and the birth of new policies, strategies and urban regeneration dynamics were key to start the process of physical recovery and cultural-economic revitalisation, therefore reaffirming Oporto as a centre of polarisation on the European stage. Those progressive changes in spatial planning, urban policies and an increasingly stronger legal framework towards urban rehabilitation gave urban regeneration plans a bigger spatial relevance as it can be seen in the following sections.

The ACRRU (from 1985 to 2009)

Until 1974, the historic centre of Oporto was one of the most run-down areas in the city where physical and social ruin predominated (CMP 2010, 30).

The Commissariat for the Urban Renewal of Ribeira-Barredo Area (Comissariado para a Renovação da Área Ribeira-Barredo, CRUARB) created in 1974 carried important actions in dealing with the problems of deprivation, rehousing and physical deterioration. In fact between 1975 and 1981 dozens of houses were renovated every year, and by 1982 the recovery of the most degraded quarters in the area was concluded (CMP 2010, 31). The CRUARB approach revealed to be very close to an "integrated strategy", not only focusing on physical measures, but also including economic and social actions to regenerate a declining area.

Accordingly to the Portuguese legislation in force at that time, areas characterised by the lack of urban infrastructures, social facilities or green spaces and the presence of poorly maintained buildings, presenting structural, health, or safety risks, could be legally clas-

sified as ACRRU. Such areas, as mentioned before would benefit from a specific spatial planning tool in order to speed up the intervention process. However, in Oporto it is only in 1985 when eight areas are delimited under such scheme within four districts (Vitória, Miragaia, São Nicolau, Sé), total 35.5 ha (Fig. 3 – 1985). The reasons for such delimitation were in fact the presence of buildings that fell below the living standards, in eminent risk of collapse and the lack of urban infrastructures in the area (DR No. 54/85).

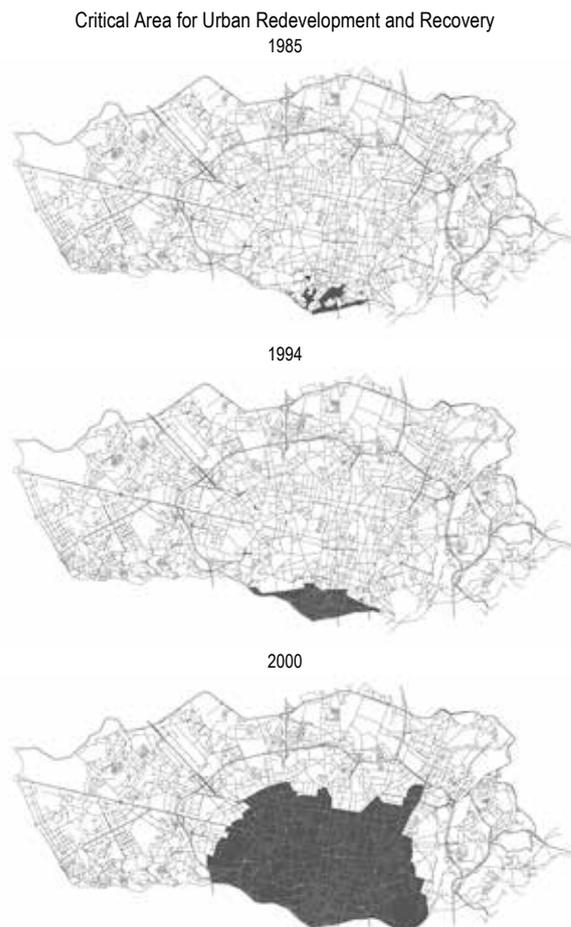


Fig. 3. The evolution of the ACRRU (Author).

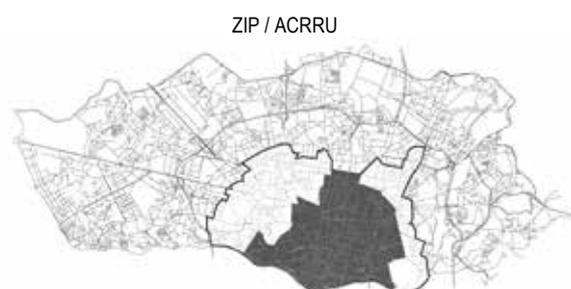


Fig. 4. The ZIP of PortoVivo within the ACRRU of 2000 (Author).

Despite such delimitation there aren't any significant references or records to operations carried out within that perimeter. A possible explanation for the absence of such information might be related to the lack of a particular managing/operational authority in the area, contrarily to what happened in the Ribeira-Barredo area where CRUARB took action.

In the light of the (positive) outcomes from previous actions, the CRUARB took responsibility to oversee the processes of submission, management and implementation of the Urban Pilot Project (UPP) in Oporto at Bairro da Sé in 1994. Moreover, in the same year the municipality decided to extend the ACRRU area in order to match it with the operational area of the CRUARB (Fig. 3 – 1994), therefore assigning a dedicated office to deal with urban recovery of such area. Finally, in 2000 the ACRRU of Oporto was extended for one last time in order to speed up the processes of physical, social and economic requalification that would invert the urban decay situations and combat desertification. This extension included the addition of the Baixa area, namely the districts of Santo Ildefonso, Bonfim, Cedofeita and Massarelos (see also Fig. 3 – 2000). This new delimitation assumed more emphasis four years later, with the publication of the Exceptional Scheme for the Rehabilitation of Historic Zones and Critical Areas for Urban Redevelopment and Recovery (DL No. 104/2004). Such decree stated the criteria for the creation of Urban Rehabilitation Companies (SRU), and granted “extraordinary operative tools for land and property management to the SRU, as well as a favourable fiscal framework for property and consumption taxes” (Neto et al. 2014).

Oporto saw the constitution of PortoVivo as a central state and local authority company because the task of revitalisation declining city centres required more resources and more efficient and expeditious intervention mechanisms than the ones available to municipalities (Balsas 2007, 240). The SRU was responsible to act in the entire ACRRU and its goals included not only urban renewal but also the need to create factors of sustained attractiveness, which were able to enhance the restored areas at the social, cultural and economic levels, and promote dynamic, coordinated initiatives with public and private resources (Chamusca, 2009). However, from a strategical and operational point of view PortoVivo saw the need to establish a Priority Intervention Zone (ZIP) (see Fig. 4, darker area) within the ACRRU (see also Fig. 4, thicker boundary). Such area had 500 ha, included the Historic Centre of Oporto and the Baixa area that corresponded to the growth of the city in the 18th and 19th centuries.

It was defined based on an extensive preliminary study carried by the University of Oporto (FEUP 2004), who identified through a multi-criteria analysis of statistical data the areas where economic, social and urban degeneration was most noted (PortoVivo 2005; 2010). Despite the non-binding legal framework, PortoVivo adopted the ZIP as intervention area and since this institution was the primary driver of rehabilitation in the city, the remaining areas of Oporto experienced less intense urban regeneration dynamics.

The ARU (from 2012 to the present)

In 2009 changes were introduced in the Portuguese spatial planning normative structure, in particular for urban rehabilitation interventions. In the light of the former SRU “faulty procedures”, the new legal framework under the DL No. 307/2009 included new legal concepts for those entities in charge of urban regeneration and significant modifications to the operations and to the areas of intervention.

As mentioned previously, this decree introduced the new ARU that would replace the ACRRU, a dilatory process that would last until the end of 2014.

In Oporto, the first area to be defined under this decree was the ARU for the Historic Centre (ARU-CH: Aviso No. 9562/2012) in 2012 and until the end of 2014 the rehabilitation focus was in a total area of 1085 ha shared between:

- “old” ACRRU (thicker boundary, Fig. 5 – 2012);
- “new” ARU-CH (darker area, Fig. 5 – 2012).

At the same time the municipality asked PortoVivo to evaluate the conversion of its ZIP into a set of smaller ARU. In 2010 PortoVivo published a preliminary report proposing the substitution of the ZIP with seven ARU and as a result, in early 2015, six new ARU were delimited (Aviso No. 1182/2015) and PortoVivo intervention area was eventually composed by seven ARU (Centro Histórico, Cedofeita, Bonfim, Aliados, Miragaia, Lapa, Santos Pousada), total 533 ha (see also Fig. 5, grey area on the left). This was the last time the municipality requested the participation of PortoVivo in the delimitation process and the selection of a more peripheral area (ARU Campanhã-Estação, see also Fig. 5 – 2015, black area on the right)³ was carried autonomously by the municipality because it wasn't under the SRU spatial scope. Consequently, in 2015 there were eight legally defined ARU (see also Fig. 5 – 2015).

More recently, in order for the urban rehabilitation of Oporto to be lasting, the municipality compromised to address the nature and dimension of the different problems that contribute for the deprivation of the city as a

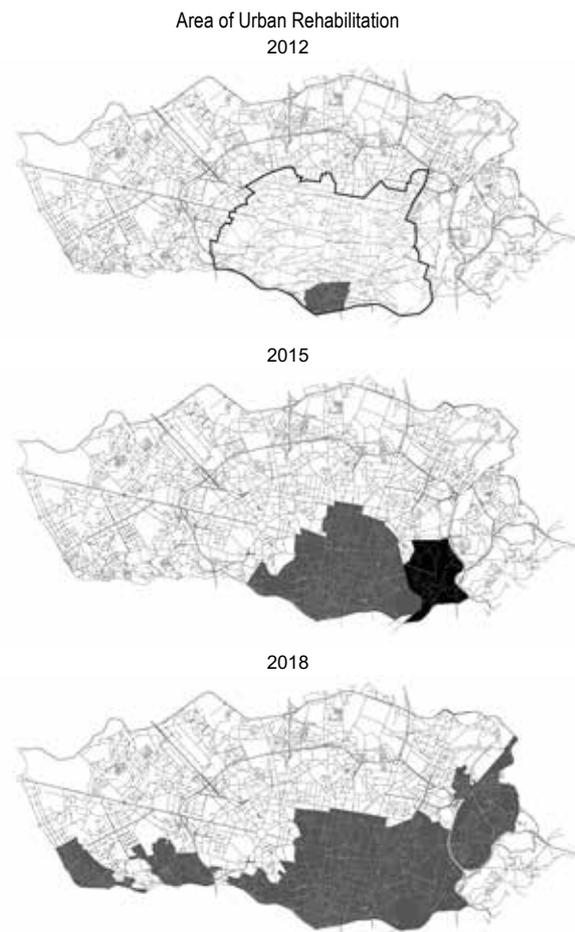


Fig. 5. The evolution of the ARU of Oporto (Author).

whole. With the redefinition and extension of its urban policies, including the inclusion of decentralised areas, where the need for revitalisation and re-qualification of the urban fabric is clear and as important, the municipality considered a new delimitation for the ARUs.

Therefore, in early 2018 six new ARU⁴ were approved to replace the ones that had been defined in 2015 under Aviso No. 1182/2015. Later that same year, the municipality decided to approve yet another ARU, in the south-western part of the municipality – ARU Foz Velha. In summary at the time of this research, the city of Oporto is strategically devised in nine legal areas of urban rehabilitation, total 1208,5 ha (Fig. 5 – 2018):

- ARU do Centro Histórico do Porto;
- ARU de Campanhã-Estação;
- ARU da Baixa;
- ARU do Bonfim;
- ARU da Corujeira;
- ARU da Lapa;
- ARU de Lordelo do Ouro;
- ARU de Massarelos;
- ARU da Foz Velha.

Comments and future research steps

Oporto had and still has to deal with very demanding urban changes and spatial developments that have been tackled through different territorial approaches and interventions. Different urban problems have been present in the city and since 1960s there are evidences of actions to counteract the negative (and sometimes beyond control) impacts. When we look into the Portuguese spatial planning legal framework that is linked to urban rehabilitation it's difficult to find a long-lasting instrument, sometimes due to the experimental nature of the programmes, but also due to the complexity of the interventions and the urban change processes that require continuous re-assessments. Since the introduction of the first legal scheme specifically dedicated to urban rehabilitation, we witnessed seven diplomas (Fig. 2).

On the other hand, in Oporto in the last 30 years, the areas for urban rehabilitation were adjusted and re-defined for six times (Fig. 6).

The definition of a new area is frequently associated with the entrance into force of a new legal scheme.

In the case of the ARU of Oporto:

- the first ARU (Fig. 5 – 2012) came with the introduction of DL No. 307/2009;
- the second ARU (Fig. 5 – 2015) came after the second amendment to Regime Jurídico da Reabilitação Urbana;
- the current ARU (Fig. 5 – 2018) came after the third amendment.

In general we can notice the total area delimited along the years has gradually increased, and despite the absence of comprehensive data, it is possible to draw some lines of thinking:

- the raising awareness for urban regeneration and the changes in the theoretical concept may have led to changes in urban instruments;
- since the definition of the areas is linked to the legal instrument in force (consistent with its principles, objectives and rules) the emergence of new areas within different contexts (industrial areas, social housing, etc) translates such conceptual and legal change;
- at the same time, because those instruments introduce changes (e.g. tax benefits) municipalities would opt for wider areas in order to safeguard the possibility to benefit from the exclusive rules defined in each legal scheme;
- EU principles are often related to specific strategies (competition, cohesion, people-based/area-based, sustainability) that are translated in certain type of interventions.

Therefore we see the inclusion of some parts of the territory as consequence to the implementation of such views (the case of waterfront areas or city centres as drivers of competitiveness or deprived neighbourhoods as people-based and integrated interventions);

- the introduction of EU “requirements” may have led to the adoption of broader limits, since some funding is only available for deprived urban areas or under specific EU instruments;
- some areas (Historic Centre, Baixa) don't change status due to the need for continuity in long-term processes of urban regeneration, although political choices affect the intensity of regeneration efforts;
- these areas represent the testimony of the attempts to integrate plans and initiatives in confined areas, the so-called area-based approaches that have characterised the urban agendas;
- it is only more recently that “non-historical” fabric of the city started to be included, reporting the need to act in other parts of the city in matters of urban regeneration.

Areas of Urban Rehabilitation of Oporto			
Year	Type	Legal document	Area [ha]
1985	ACRRU	Dr. No. 54/85	35,5
1994	ACRRU	Dr. No. 14/94	90,0
2000	ACRRU	Dr. No. 11/2000	1.085,0
2012	ACRRU	Dr. No. 11/2000	1.085,0
	ARU	Aviso No. 9562/2012	49,0
		total	* 1.085,0
2015	ARU	Aviso No. 9562/2012	49,0
	ARU	Aviso No. 1182/2015	484,0
	ARU	Aviso No. 6330/2015	112,0
		total	645,0
2018	ARU	Aviso No. 9562/2012	49,0
	ARU	Aviso No. 11861/2017	112,0
	ARU	Aviso No. 4425/2018	164,0
	ARU	Aviso No. 4426/2018	74,0
	ARU	Aviso No. 4427/2018	144,0
	ARU	Aviso No. 4428/2018	226,0
	ARU	Aviso No. 4429/2018	252,0
	ARU	Aviso No. 4430/2018	95,5
	ARU	Aviso No. 14110/2018	92,0
		total	1.208,5

Notes:

Dr. – Decreto Regulamentar

* – This value equals the ACRRU area since the ARU-CH was within it

Fig. 6. Summary of the Areas of Urban Rehabilitation of Oporto (Author).

While Oporto has been growing towards its outer parts, from early on it was recognised that the areas within the Historic Centre of Oporto were being left behind resulting in critical conditions. As mentioned before the first delimitation (1985) included eight areas (Vitória, Miragaia, São Nicolau, Sé) that are yet today considered priority areas within the current planning strategies. The Morro da Sé neighbourhood seems to be of particular interest since it's located within that area,

is also part of the UNESCO World Heritage Site and has been subject to several national and European led intervention programmes such as the Urban Pilot Projects or the Poverty II at EU level or the Action Plan for the Urban Rehabilitation (POLIS XXI).

That said, this area might be part of future steps to be taken in the Ph.D research project.

Regarding the delimitation of urban rehabilitation areas in the city of Oporto it would be interesting to develop the relation between the evolution of such areas and the actual urban changes witnessed in the city.

Notes

1. The Sociedades de Reabilitação Urbana – Urban Rehabilitation Partnerships (SRU) – were state and/or municipal public capital companies in charge of urban regeneration in specific spatial contexts.

2. The decree has already been amended 3 times, and the document in force at the date of this research is the DL No. 88/2017.

3. The ARU – Campanhã-Estação – has been amended three times due to errors and the current public notice in force is Aviso No. 11861/2017.

4. The legal documents approving the six ARU defined in early 2018, area stated in Fig. 6. In contrast to what was the normal procedure – defining in one only document each the ARU – this time for each area it was approved one separate document.

References

Balsas C. (2007), “City Centre Revitalization in Portugal: A Study of Lisbon and Porto”, *Journal of Urban Design*, vol. 12, n. 2, pp. 231-259

Chamusca P. (2009), “Urban regeneration in Porto. Reflections on a fragmented sub-regional space, without institutional powers and “lost” between central government and local authorities”, *Proceedings of the XXI Iberian Geography Colloquium*, 2009

Chamusca P. (2012), *Governança e regeneração urbana: entre a teoria e algumas práticas*, Faculdade de Letras da Universidade do Porto.

CMP (2010), *Historic Centre of Porto World Heritage: Management Plan*, Câmara Municipal do Porto (CMP) and PortoVivo, SRU, Porto

DGOTDU (2000), “Vocabulário do Ordenamento do Território”, Coleção Informação 5, Direcção-Geral Do Ordenamento Do Território E Desenvolvimento Urbano

FEUP (2004), *Estudo Estratégico para o Enquadramento de Intervenções de Reabilitação Urbana na Baixa do Porto*, Faculdade de Engenharia da Universidade do Porto, Porto

MAOT (2000), Programa POLIS. Programa de Requalificação Urbana e Valorização Ambiental de Cidades, Ministério do Ambiente e do Ordenamento do Território, Lisboa

MAOTDR (2008), Política de Cidades POLIS XXI, Ministério do Ambiente, do Ordenamento do Território e Desenvolvimento Regional, Lisboa

Neto L., Pinto N. & Burns M. (2014), “Evaluating the Impacts of Urban Regeneration Companies in Portugal: The Case of Porto”, *Planning Practice & Research*, 29:5, pp. 525-542

Pinho A. (2010), “Evolução das políticas públicas de reabilitação urbana em Portugal”, Workshop ‘Novo regime da reabilitação urbana’, 12-4-2010, IHRU, Lisboa

PortoVivo (2005), “Masterplan: Urban and Social Renewal of the Baixa District of Oporto”, Executive Summary, Porto Vivo: Sociedade de Reabilitação Urbana

PortoVivo (2010), “Projecto Preliminar de Conversão da Z.I.P. em Áreas de Reabilitação Urbana”, Porto Vivo: Sociedade de Reabilitação Urbana, Porto

Portuguese laws

Ministério da Habitação, Urbanismo e Construção - Gabinete do Ministro, Decreto-Lei n.º 794/76, Diário da República, 1.ª série, N.º 259, 5 de Novembro de 1974

Ministério das Obras Públicas, Transportes e Habitação, Decreto-Lei n.º 104/2004, Diário da República, 1.ª série-A, N.º 107, 7 de Maio de 2004

Ministério do Ambiente e do Ordenamento do Território, Decreto Regulamentar n.º 11/2000, Diário da República, 1.ª série-B, N.º 195, 24 de Agosto de 2000

João Igreja, Ph.D student
Dipartimento di Architettura
Università degli Studi di Palermo
joao.igreja@unipa.it

Presentation photo: “AN.FI.TRI.ÃO”. Mural by Frederico Draw at Morro da Sé, Oporto shot by author in 2019.

Ministério do Ambiente, Decreto-Lei n.º 88/2017, Diário da República, 1.ª série, N.º 144, 27 de Julho de 2017

Ministério do Ambiente, do Ordenamento do Território e do Desenvolvimento Regional, Decreto-Lei n.º 307/2009, Diário da República, 1.ª série, N.º 206, 23 de Outubro de 2009

Ministério do Equipamento Social - Secretaria de Estado da Habitação e Urbanismo, Despacho n.º 4/SEHU/85, Diário da República, 2.ª série, N.º 22, 4 de Fevereiro de 1985

Ministério do Equipamento Social, Decreto Regulamentar n.º 54/85, Diário da República, 1.ª série, N.º 184, 12 de Agosto de 1985

Ministério do Planeamento e da Administração do Território, Decreto Regulamentar n.º 14/94, Diário da República, 1.ª série-B, N.º 138, 17 de Junho de 1994

Município do Porto, Aviso n.º 9562/2012, Diário da República, 2.ª série, N.º 134, 12 de Julho de 2012

Município do Porto, Aviso n.º 1182/2015, Diário da República, 2.ª série, N.º 22, 2 de Fevereiro de 2015

Município do Porto, Aviso n.º 6330/2015, Diário da República, 2.ª série, N.º 110, 8 de Junho de 2015

Município do Porto, Aviso n.º 11861/2017, Diário da República, 2.ª série, N.º 192, 4 de Outubro de 2017

Município do Porto, Aviso n.º 14110/2018, Diário da República, 2.ª série, N.º 190, 2 de Outubro de 2018

Município do Porto, Aviso n.º 4425/2018, Diário da República, 2.ª série, N.º 66, 4 de Abril de 2018

Município do Porto, Aviso n.º 4426/2018, Diário da República, 2.ª série, N.º 66, 4 de Abril de 2018

Município do Porto, Aviso n.º 4427/2018, Diário da República, 2.ª série, N.º 66, 4 de Abril de 2018

Município do Porto, Aviso n.º 4428/2018, Diário da República, 2.ª série, N.º 66, 4 de Abril de 2018

Município do Porto, Aviso n.º 4429/2018, Diário da República, 2.ª série, N.º 66, 4 de Abril de 2018

Município do Porto, Aviso n.º 4430/2018, Diário da República, 2.ª série, N.º 66, 4 de Abril de 2018

Presidência do Conselho de Ministros, Resolução de Ministros n.º 26/2000, Diário da República, 1.ª série-B, N.º 112, 15 de Maio de 2000