

Title	Vesterport
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This thesis seeks to investigate what kind of planning Vesterport needs today.

This thesis proposes to cover the train tracks and create an overall urban planning that not only connects ends, but also links the existing. The ends being connected by infrastructural and nature grips, where a new promenade connects the area to the historical urban ring structure of Copenhagen. The promenade connects to the new buildings in the area, a mix of residential, sports and cultural, and convey the transitions and establish meeting places in between. We strengthen the area with new attractions and amenity. This proposal is not a game of a new and old, but about making a powerful whole.

Historically, Vesterport was one of four city gates that controlled access to and departure from Copenhagen. Today, Vesterport is an area in the city centre of Copenhagen which include an S-train station situated below ground level on the Boulevard Line. Thousands of residents and tourists pass by Vesterport Station every day. In spite of that, the area is not experienced as a place to stay, play or rest.

Zooming out, Copenhagen consists of seven districts, where Vesterport is a part of 'Metropolzonen'. The districts have different challenges and possibilities. This district is described as being boring and without activities, atmosphere or vibrant city life and with noise, smog and high speeds (1). These are the main challenges for Vesterport, which this thesis has to face.

Vesterport has undergone significant urban development throughout the past. The Fortification Ring existed on Vesterport in the 17th century. Then a redevelopment resulted in three parks, including Aborreparken. The park remained until the railway expanded with the opening of the Boulevard Line and Vesterport Station. Today, the area has gained further relevance in the context of the focus on strengthening the quality of life for the Copenhageners and creating growth.

(1) Bydelsplan for Indre By 2017-2020, Indre By Lokaludvalg, Københavns Kommune