

Master Thesis at Chalmers Architecture
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MPARC Architecture and Urban Design

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THE SO CIO-SPA TIAL AS P E C T OF UR BAN AR CHITEC T U R E



CHALMERS



ACKNOWLEDGMENT

Starting with research about what I actually wanted to achieve with my master thesis, it became rapidly clear that my goals were set high.

With a bachelor in Architecture, focusing on graphical output and projects relating to its context, my interest in my Masters shifted towards urban architecture and planning. The combination of these different and yet so close fields of architecture, formed the perfect base to start on my thesis project.

Always intrigued by the whole development of Hafencity in Hamburg as an architecture student, I took the chance to participate in the discussion of this project and urban architecture in general. Showing through my skills and motivation what this thesis could mean to my education, I visited Hamburg for the first time in November 2015. It is from this point on that everything got into acceleration and the outline of my thesis became clear.

Tom Uyttendaele



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01.

Introduction.

Abstract & Main Thesis Question

An urban redevelopment project of a former industrial harbor site within an urban fabric.

ABSTRACT

With the shifts in the economy in the past decades, the redevelopment of former industrial harbor sites within an urban fabric became a trending topic in the field of urban architecture and planning. Contrary to the blueprint planning and standardized solutions used in urban architecture nowadays, this Master thesis will discuss how new urban redeveloping projects should take into account the lacking socio-spatial factor. The investigated site within this thesis focuses on Oberhafen, a quarter of HafenCity Hamburg.

Whilst the city of Hamburg is aiming to develop the branding of the city with prestigious projects, the proposed intervention in Oberhafen is one where the creative industry both influences social space and benefits from the redevelopment. It is the combination of the social and spatial factor that is forming the basic idea behind this Master thesis. By analyzing the site and its surroundings on three levels, (connectivity, flooding and the creative industry) findings form the base for an urban intervention.

The design proposal of Oberhafen and its industrial halls is about breaking down barriers to bring people together, encouraging a dynamic space open for all types of activities and strengthen the relationship between private and public space. Besides the creative industry as a main key player in the area and the connectivity of the site, the flooding issue that is occurring in Hamburg nowadays equally influences the dynamics and adaptation of the site. This new urban intervention is designed in the context of preserving and renovating the old industrial halls on site.

Although it is hard to fight against the dynamics of the city, this Master thesis is an invitation to a discussion about creativeness and how it can influence and benefit from an urban redevelopment project.

MAIN THESIS QUESTIONS

_ A discussion on how to approach an urban redevelopment project through urban analysis and **site appropriate aspects** instead of using standardized solutions.

_ How can the **creative industry** both influence and benefit from the spatial development of an urban area.

_ Re-introduce the **socio-spatial factor** in urban architecture and planning.

HOW?

An investigation of both the physical and lived space of the direct and urban environment. The analysis unfolds on three different levels.

- _ CONNECTIVITY
- _ FLOODING
- _ CREATIVE INDUSTRY

WHERE?

The investigated site within this thesis focuses on Oberhafen, a quarter of HafenCity Hamburg, Europe's largest inner city development project.



01.1

It is two terms that form the base in this master thesis for the investigation and the actual design proposal that come forward in the introduction:

Creative industry & socio-spatial aspect.

To understand those terms and comprehend where they come from, this master thesis starts off with an historical analysis of the harbor of Hamburg and a theoretical approach to previous research and theory about the creative industry and the socio-spatial aspect in architecture.

Introduction.

Understanding the background of this master thesis.

01.1

Presenting and designing the idea.

Urban Analysis and explanation about Hamburg

_ Hamburg in Europe

Source: Port of Hamburg
(www.hafen-hamburg.de)

SITUATING HAMBURG

Conveniently located between the Baltic Sea and the North Sea, easily access via the river Elbe, Hamburg connects Scandinavia with Central West Europe and the rest of the world.

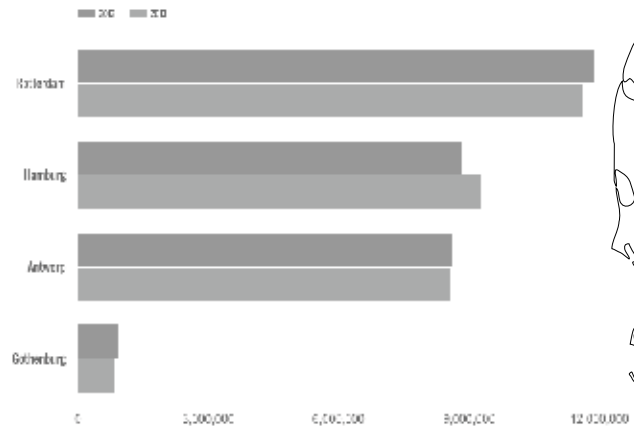
According to the figures of the Port of Hamburg (2015) the harbor of Hamburg is the second largest in Europe, with a transshipment of 137.8 million tons of cargo handling in 2015, after Rotterdam (440 million tons of cargo handling in 2015). Understanding the importance of the harbor of Hamburg, Hamburg Port Authority (HPA) is branding the port with the intention to further develop it into a smartPORT in the next few years. 'Smart' stands for intelligent information exchange to increase the quality and efficiency of the port as an important link in the supply chain. (Port of Hamburg, 2016)

Reading through the main points of the Port of Hamburg (2016) it is also becoming clear that the port is trying to contribute to the sustainable future and invest in renewable energy.

Being the fastest growing harbor city in Europe, Hamburg attracts a lot of billionaires opening up the opportunity for big architectural projects. Also more and more offices settle down in the city.

Table 1: Transshipment of TEU for major European ports in 2015
Source: Port of Hamburg (2016) (www.hafen-hamburg.de)

Gothenburg



HAMBURG

Second biggest harbor in Europe
 Transshipment of 8.8 million twenty-foot equivalent units (TEU) (2015)
 Transshipment of 137.8 million tons of cargo handling (2015)

Fastest growing port in Europe
 Important Civil Aerospace Industry

Rotterdam

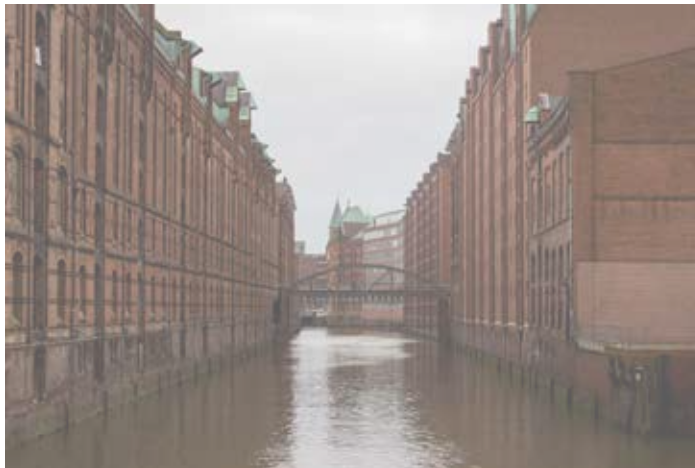
Biggest harbor in Europe
 Transshipment of 440 million tons of goods (2013)

Antwerp

01.2

History.

A time-line explaining the most important economical factors and turning points of the harbor of Hamburg.



Speicherstadt Hamburg

Because of its central location between the Baltic Sea and the North Sea and established on the river banks of the Elbe, Hamburg and its port always had an importance in the history.

The first flourishing moment of the port of Hamburg is in 1321, when Hamburg joins the Hanse, the most significant economic league of the early and late Middle Ages, playing a key role in this medieval trade alliance. It quickly becomes a trading hub between the North Sea and the Baltic Sea. This period is leading to a rapid increase of population and a grow of the city.

By 1780 trade with the American continent began and by 1850, the Hamburg flag was seen on every ocean in the world.

In the 17th and 18th century, Hamburg was a free port, meaning all the goods imported through the port of Hamburg could be stored and processed anywhere in the city and then re-exported without levies. This is the time the magnificent Baroque quarter Speicherstadt arises, now a protected historical monument. From this point on the port starts to expand extensively.



The port in the 14th century



The port in the 17th century

Image 1: Sandtorkai in 1866
Source: Hamburg Bildarchiv (2016)
(www.hamburg-bildarchiv.de)



image 1

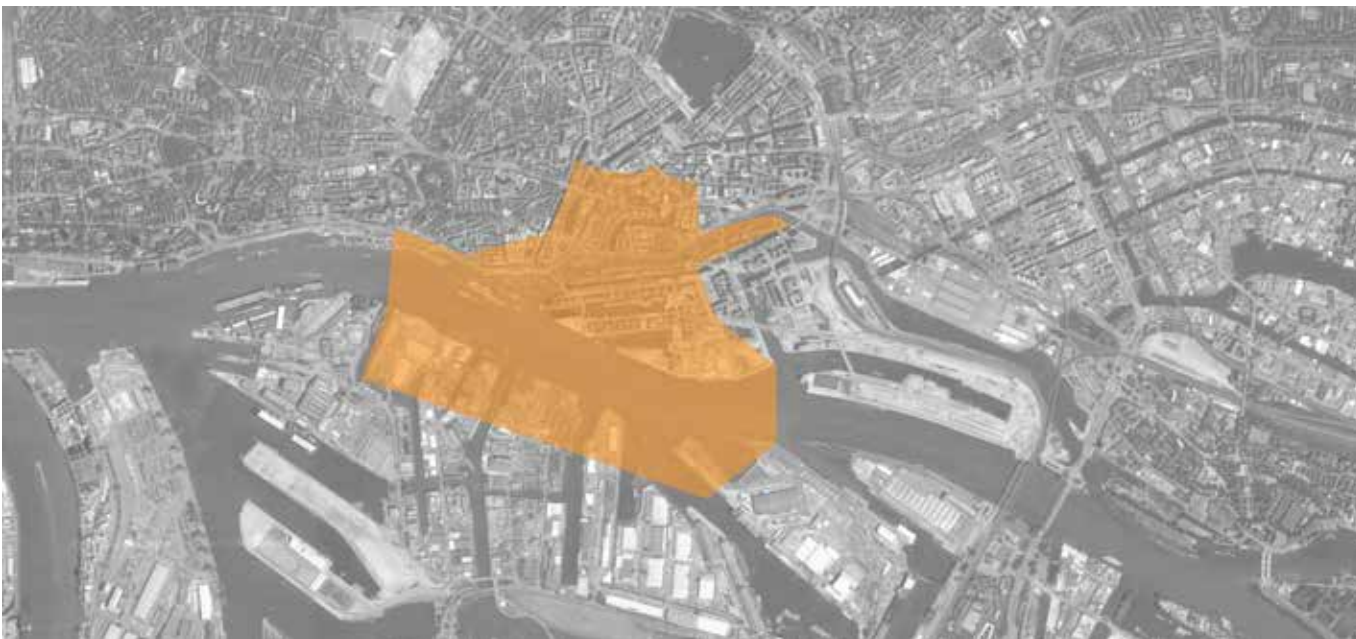
The answer to this rapid growth is the construction of the first modern harbor basin, Sandtorkai, built between 1863 and 1866, which allowed ships to sail right into the city center. This new basin was constructed around 4-5 meters above sea level and followed by the construction of many others in the area.

In 1872 at the Kaiserkai, the first ship to rail transfer took place, laying the foundation for Hamburg to become the largest rail port in Europe.

In 1881, the free Hanseatic City of Hamburg became part of the newly established German Customs Union, meaning the port and warehouse facilities benefiting from duty-free became centralized in what we know as a part of today's HafenCity. A city within a city now began to grow.



The port around 1866



The port after 1881

Image 2: Hamburg after WW2
Source: Hamburg Bildarchiv (2016)
(www.hamburg-bildarchiv.de)



image 2

Image 3: Modern Port of Hamburg
Source: Port of Hamburg (2016)
(www.hafen-hamburg.de)



image 3

After World War 2 and the allied bombing, around 70% of the warehouses were destroyed. Rebuilding was soon under way but with the invention of the freight container ship in 1956 the existing harbor basins close to the city soon became too small and shallow. From this point on the harbor starts to move rapidly to the south banks of the river Elbe.

With the third Industrial Revolution, being the multimedia, software etc. the area's importance of HafenCity as an industrial location continues to decline.

It is after the fourth Industrial Revolution in Germany, being the cultural and creative industry that the area's industrial facilities are no more in use.



The port after WW2



The port at the end of the 20th century

01.3

A new masterplan.

How the economy shifted from former industry to new resources.

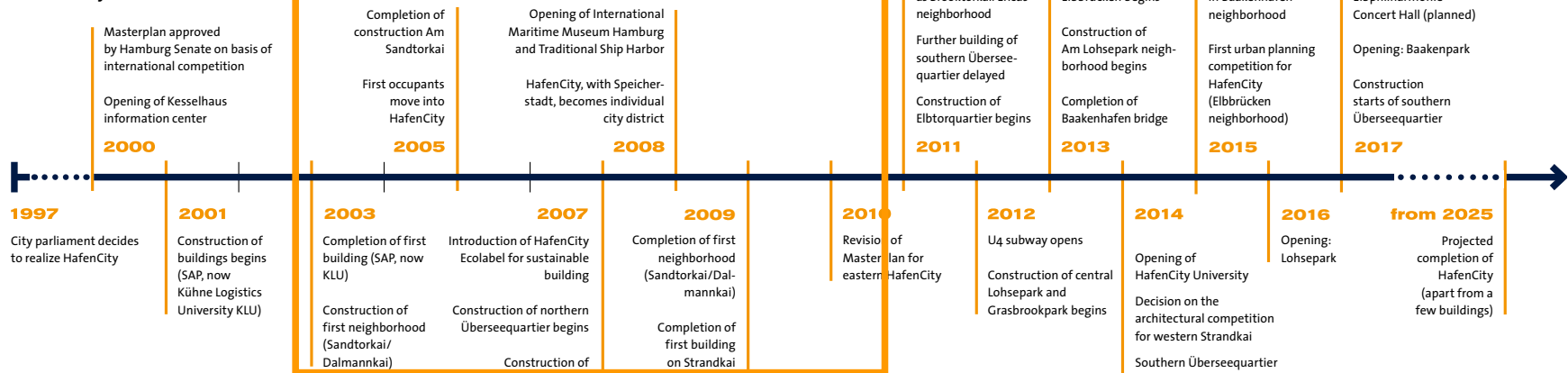
As HafenCity completely lost its importance as an industrial location, the senate made the decision in 1997 to create Europe's largest new inner city development, being HafenCity.

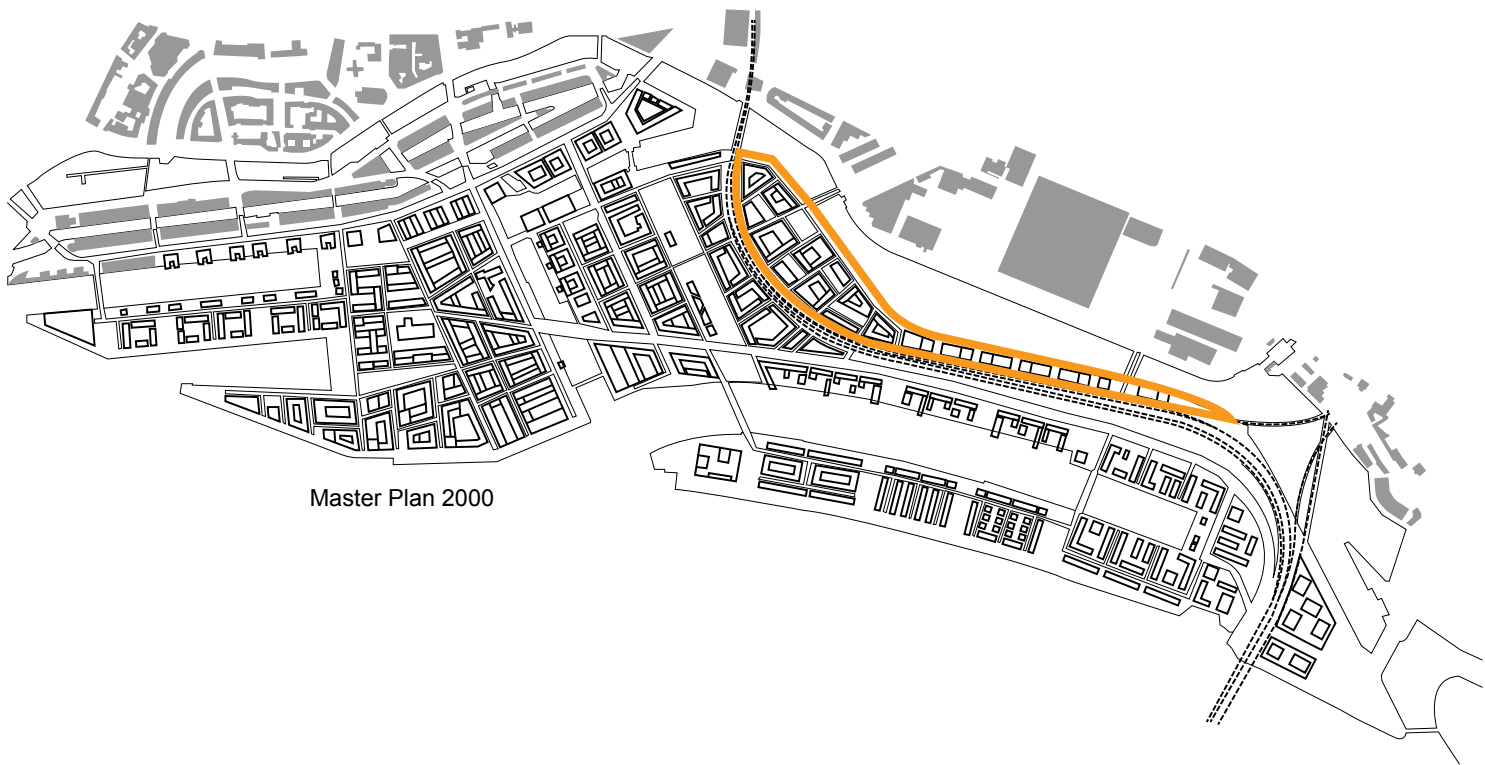
With the first Masterplan proposed in 2000, there was already a lot of critics from the public. One of the biggest problems arise was the fact that everything was designed from a very rational way of thinking. No qualities or elements characterizing and referring to the former industrial area of the site were meant to be kept.

A revision of the Masterplan in 2010 left Oberhafen clear from any further development simply because of public pressure and the fact it would be too expensive for the municipality to redevelop the whole site according to the techniques used in the rest of HafenCity.

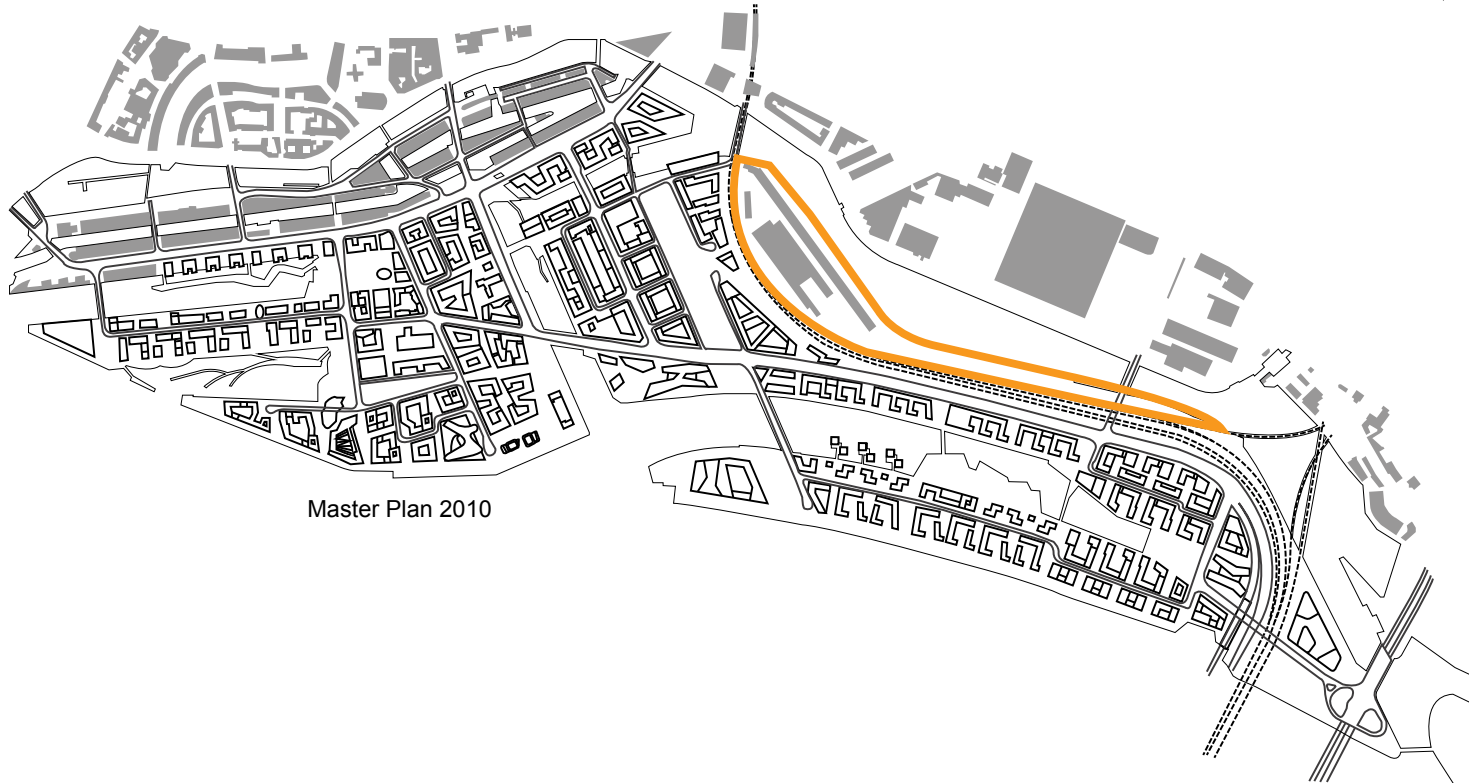
Table 2: Timeline of the redevelopment of HafenCity
Source: HafenCity Hamburg (www.hafencity.com)

Key stages of development in HafenCity





Master Plan 2000



Master Plan 2010

01.4

The new Industrial Revolution.
How the economy shifted from former industry to new resources.

THE FOURTH INDUSTRIAL REVOLUTION

With both a shift in economy and the moving of the port of Hamburg towards the south banks of the river Elbe, the image of HafenCity has changed in the late 20th century.

The economy nowadays is not focused anymore on mass-production but rather on the creative industries, explained by John Hawkins. Leaving an urban void in HafenCity by moving the port, played an important part in many of the planning and architectural decisions nowadays.

But also the social void left has to be changed. Human creativity and the creative economy is taking over the production leading towards diversity an new resources.

These new resources, influencing urban planning today are creating the socio-spatial framework for todays and especially future urban planning. As HafenCity is an historical reference to its rich port industry but nowadays the new hub for creative industry, old and new will come together in many of the districts. It is the dialogue between these two that will form the new image of HafenCity.

NEW RESOURCES

What do we understand under 'creative industry' and the 'creative class'?

Richard Florida describes the creative class as a socio-economic class, being the key driving economic force of cities after the second industrial revolution. "The creative class is composed of scientists and engineers, university professors, poets and architects, and also includes people in design, education, arts, music and entertainment, whose economic function is to create new ideas, new technology and/or creative content" (Florida, 2002).

In todays economy and global society, creativity is becoming more valued. It is changing where people want to live, work and learn – where they think, invent and produce. (Howkins)

The creative industry is based upon a new way of thinking. A multicultural and diversity in individual skills and talent are the primary inputs. The creative economy brings together ideas about the creative industries, the cultural industries, creative cities, clusters and the creative class (Howkins).

With the creative economy being a driving force in Hamburg, HafenCity opens up for a new development and a place with enormous potential. Redeveloping the inner-city district with mixed uses will change the character of the city completely.

It is the socio-spatial aspect that will define the new urban way of planning, developing as a model for European inner cities and be flexible to adaptations in the future.

Image 4: Venecija #02
Source: Vlatka Seremet (1997)



Castello S. Croce
Pianta del kangaroo mio in S. Croce

image 4

Presenting and designing the idea.

Urban Analysis and explanation about Hamburg

_ Hamburg in Germany

SITUATING HAMBURG

Hamburg is the second biggest city in Germany and is often called 'little Berlin' because of the creative industry being a big part of the economic. In general, the creative industry contributes a striking part to the economy and bringing in gross value for about 65 billion € a year according to figures of BMWI.

7 BIGGEST CITIES IN GERMANY

1. Berlin
2. Hamburg
3. Munich
4. Cologne
5. Frankfurt
6. Stuttgart
7. Düsseldorf

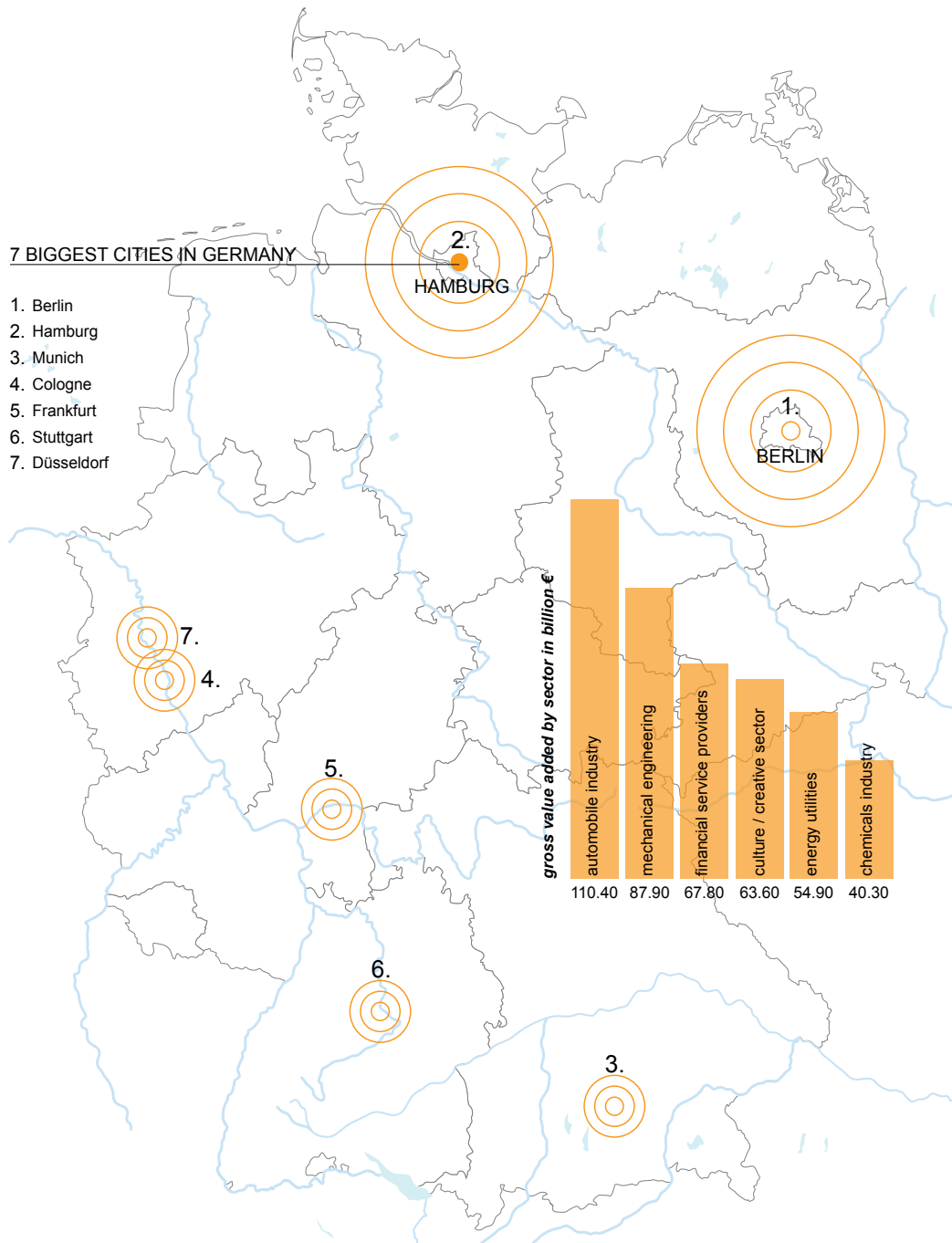


Table 3: Gross value added by sector in billion Euro in Germany
Source: BMWI (Federal Ministry for Economic Affairs and Energy) (2016)
 (www.bmwi.de)

Presenting and designing the idea.

Urban Analysis and explanation about Hamburg

- _ Hamburg region
- _ The Creative Industry

SITUATING HAMBURG

Hamburg is besides its harbor well-known for its creative industry. The creative industry, a very abstract term for bundling different disciplines, is divided in 12 sub-categories by the municipality of Hamburg.

1. Design Business
2. Advertising Industry
3. Press Market
4. Software and Gaming
5. Music
6. Literature
7. Film Industry
8. Performing Arts
9. Fine Arts
10. Architecture
11. Broadcasting
12. Other

To the right the graphic explains how much each category contributes to the economy in terms of numbers of companies.

The design business, mostly consisting of smaller enterprises, takes up the biggest percentage by 31%.

As the creative industry is flourishing it should be regarded with some suspicion as it will never be one of the major industries in an economy. The figures at the right (talking about 21.000 companies) also include persons working from home and independent, meaning the image of the distribution of traditional companies in Hamburg is a bit distorted.

most dense existing creative industrie

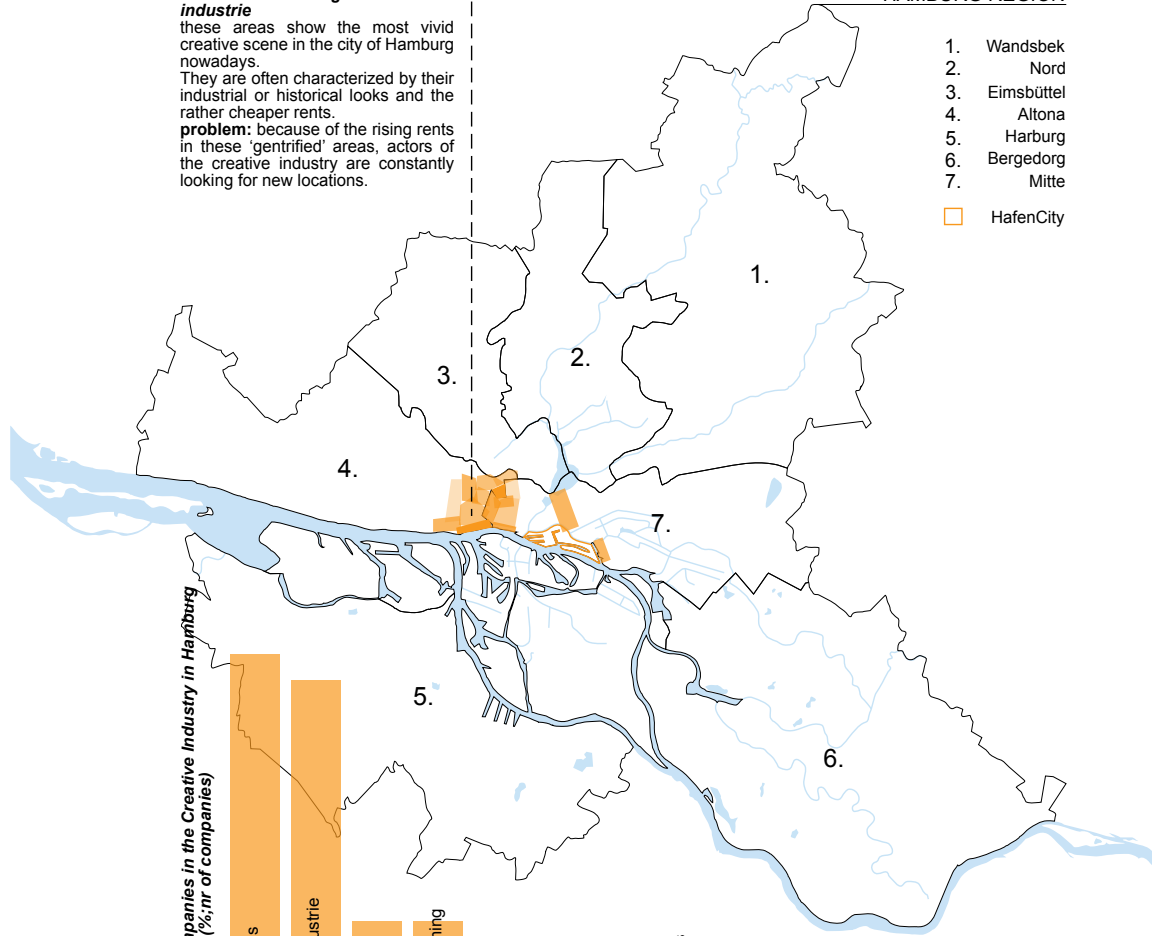
these areas show the most vivid creative scene in the city of Hamburg nowadays.

They are often characterized by their industrial or historical looks and the rather cheaper rents.

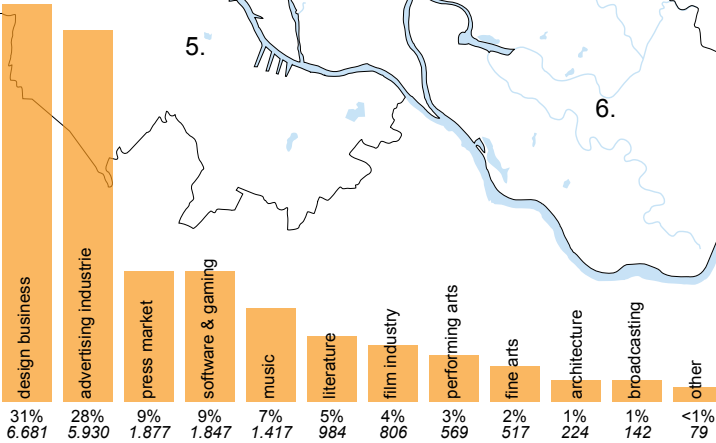
problem: because of the rising rents in these 'gentrified' areas, actors of the creative industry are constantly looking for new locations.

HAMBURG REGION

- 1. Wandsbek
- 2. Nord
- 3. Eimsbüttel
- 4. Altona
- 5. Harburg
- 6. Bergedorg
- 7. Mitte
-  HafenCity



the 21.136 companies in the Creative Industry in Hamburg (january 2014) (%:nr of companies)



Categorizing the different submarkets of the creative industry



Table 4: Companies Active in the Creative Industry in Hamburg
Source: Hamburg Chamber of Commerce (2014) (www.hk24.de)

01.5

Theory.
Explanation about the Socio-Spatial aspect

SOCIO-SPATIAL ASPECT

Left with an urban and spatial void after the city of Hamburg decided to clear the whole Hafencity area (with exception of Oberhafen) I started to reflect upon the impacts this could have on social relations. This thinking is referring to the theory of Henri Lefebvre in his *'Production of Space'* (1974). The key question here is what relationship there is between physical space and how we, as users, are experiencing this space. How do we relate social contact with physical space in our direct environment?

Claimed by Lefebvre (1974), there is indeed a direct connection between space and social relations. Space can be referred to as how different individuals and/or groups are situated in relation to one another. His theory has to be seen in the light when it was written. Lefebvre was a great sociologist and philosopher, best known for its critique on the everyday life. He introduced concepts as 'the right to the city' and was mainly criticizing post war socialist functionalism. Analyzing French suburban housing he claimed that social relations in space are abstracted and devised by plans of state institutions.

Testing this theory on the development of Hafencity, it became clear we can interpret the actual masterplan as the theory pointed out by Lefebvre. Lefebvre claims space is divided on three levels that exists on a simultaneous level:

- Conceived space,
- perceived space,
- lived Space.

Conceived space is the space that institutions devise in plans and schemes. Like the masterplan of Hafencity, this is often used to control space and society in an urban context and to sustain capitalist relations.

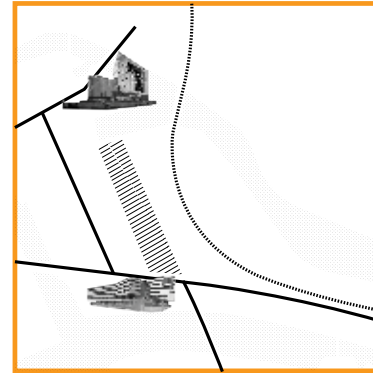
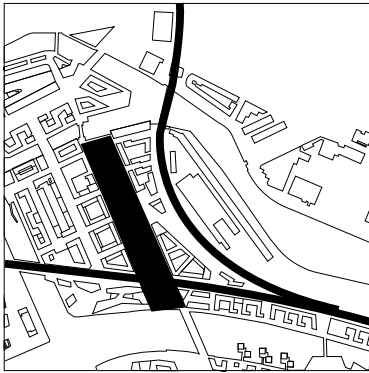
Perceived space is the space that we, as users and consumers of space, experience in our immediate environment. This is relating to how we see and experience certain city districts, or on a smaller scale, the street for example.

Last is the lived space, one of the main ideas behind this master thesis. Lived space is referred to the space that we create by appropriation, how we use space for our needs.

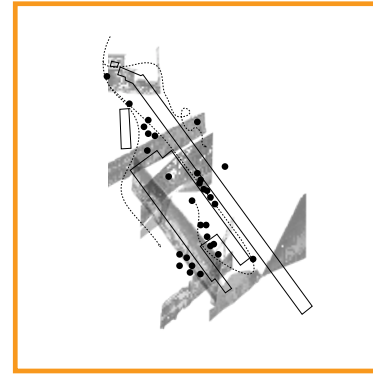
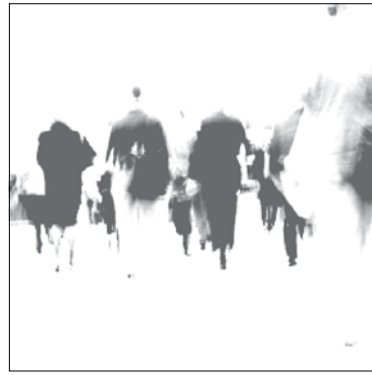
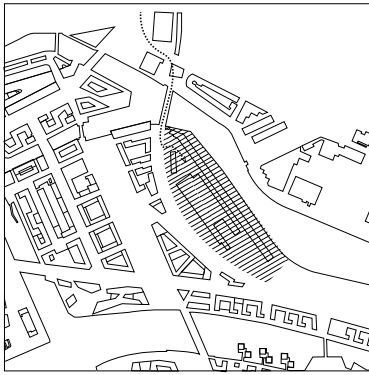
Although there is a distinction between the physical and social space, these will always exist together. Reflecting this theory upon the actual proposal in this master thesis, it is about designing spaces that are devised by architects but yet give an open interpretation to its users and how they use it according to their needs. It is so we could state that there is a relation between social relation and physical space; called the socio-spatial aspect.

Theory by Henri Lefebvre
The Production of Space, 1974

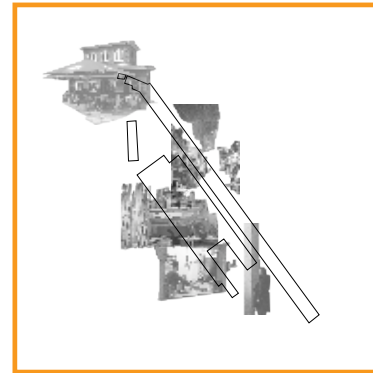
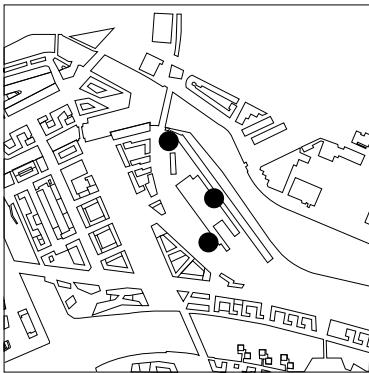
Conceived Space



Perceived Space



Lived Space



SPACE

The space of social relations

The production of space on 3 levels

- _ CONCEIVED
space that institutions devise in plans and schemes.
- _ PERCEIVED
space in our immediat experience
- _ LIVED
created by appropriation

URBAN

The urban as an object is not a given truth, meaning that the content of urban space, depending on the process of its production, can be analyzed and critized.

- _ URBAN
a level of analysis rather than a geographical dimension
- _ URBANISM
an ideology of the spatial role of the state
'savoir' of urban space
- _ URBANIZATION
provides development according to urbanist ideology

DIFFERENCE

A relationship between inhabitants, which is based on their differences rather than a differentiating separation.

Segregation - Integration



General Masterplan.

The planning behind HafenCity and the introduction of problems and opportunities

HAFENCITY

HafenCity is a very interesting urban project in many ways. Not only because it attracts so many architectural offices building landmarks but in general the whole master planning.

To understand the Masterplan proposed by the municipality, investigations were made on different levels to understand the complex coherence. These levels being:

- HafenCity Districts
- Infrastructure
- Public and Private Space
- Stage of Development
- Building Functions Ground Floor
- Building Functions Second Floor
- Flooding

Although the municipality is striving for a mixture in use and functions, the completed areas of Hafencity nowadays are mainly used by working people (9to5 principal) and residents that can afford the high priced housing.



HAFENCITY DISTRICTS

General Masterplan.

The different layers of the Masterplan of HafenCity

- _ HafenCity Districts
- _ Infrastructure
- _ Public and Private Space
- _ Stage of Development
- _ Building Functions Ground Floor
- _ Building Functions Second Floor
- _ Flooding

HafenCity is being developed from west to east and north to south. The 10 districts in the area are a mixture between districts focusing on residential, offices or cultural activities, or a mixture of the above. Altogether more than 2.32 million sqm gross floor area is to be developed as pointed out by HafenCity GmbH.

In 2009, the urban area Am Sandtorkai/Dalmannekai, was the first neighborhood to be completed. One of the most iconic buildings in this area is the Elbphilharmonie that is scheduled to be completed in 2017.

HAFENCITY DISTRICTS

■ HafenCity districts

1. Am Sandtorkai / Dalmannekai
2. Am Sandtorpark / Grasbrook
3. Strandkai
4. Überseequartier
5. Brooktorkai / Ericus
6. Elbtorquartier
7. Am Lohsepark
8. Oberhafen
9. Baakenhafen
10. Elbbrücken



INFRASTRUCTURE

HafenCity consists of a close network of pedestrian streets, regular car lanes and bus lines. The most important and beneficial infrastructural work is the U4 subway line with two stops within HafenCity. Start of operation of this subway was in 2012. In the east, the line will be extended towards the Elbe bridges to continue above ground.

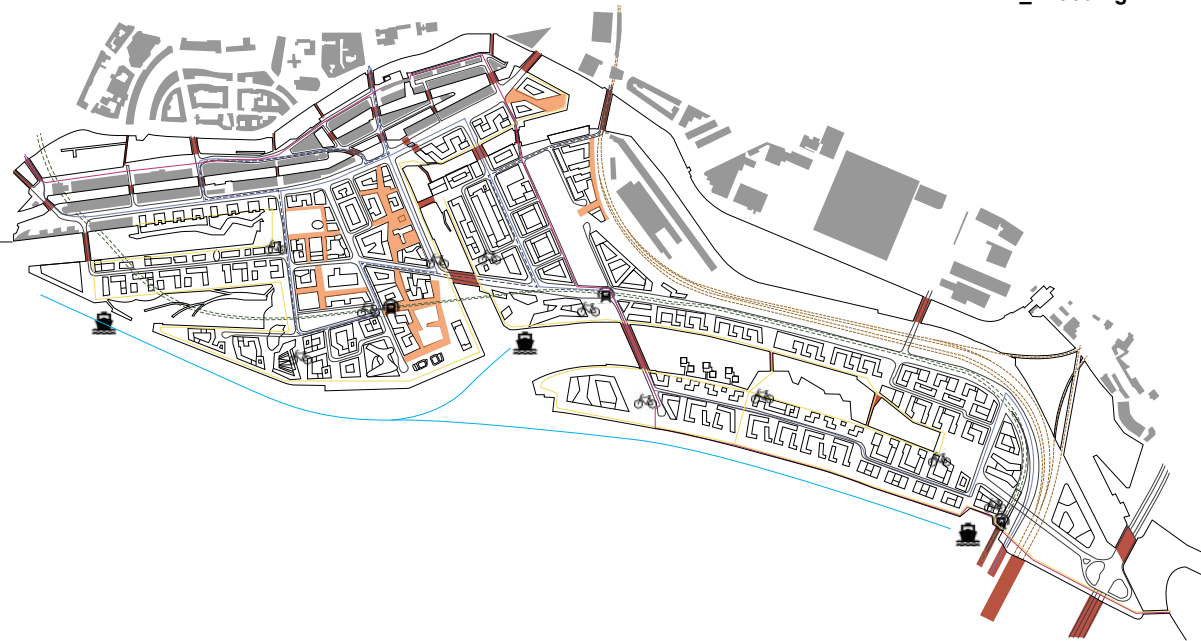
Along the whole shoreline there is a promenade, bringing people closer to the water. A major bicycle tourist route (Elberadweg) is crossing HafenCity. Also a cruise terminal is planned to have a direct connection with HafenCity.

General Masterplan.
The different layers of the Masterplan of HafenCity

- _ HafenCity Districts
- _ Infrastructure
- _ Public and Private Space
- _ Stage of Development
- _ Building Functions Ground Floor
- _ Building Functions Second Floor
- _ Flooding

INFRASTRUCTURE

- restricted pedestrian area
- bridges
- ferry line
- ferry stop
- broadwalk
- rental bikes
- streets
- U-bahn
- U-bahn station
- night bus line
- bus line
- trainrail
- Elberadweg



PUBLIC & PRIVATE SPACE

General Masterplan.

The different layers of the Masterplan of HafenCity

- _ HafenCity Districts
- _ Infrastructure
- _ Public and Private Space
- _ Stage of Development
- _ Building Functions Ground Floor
- _ Building Functions Second Floor
- _ Flooding

Most unique about the public space is the 10km long quayside promenade all around HafenCity along the water. Approx. 28.1 hectares of public parks, squares and promenades (25 % of the total area) is planned in the whole HafenCity area.

The biggest park is the Lohsepark in the center. This park will incorporate wide-range social, urban and ecological functions, as well as a memorial to the history of deportation in Hamburg during WW2.

PUBLIC & PRIVATE SPACES

- public green space
- private green space
- public open space
- public accessible private space



STAGE OF DEVELOPMENT

HafenCity is trying to create an inner city development that is well-mixed with different urban environments. Promoting this mix in functions and mix of people by housing for different income groups, integration of leisure etc, the city is trying to promote the image of the whole HafenCity area.

Using these projects the city is trying to attract investors and boost several projects in the area.

By doing this, also tourists are growing in numbers, which is beneficial for the economy on general of Hamburg.

With the first building to be completed in 2003, the whole area (apart from a few buildings) is planned to be completed in 2025. This is of course an enormous small period for such a big development pushed by the politics and economy in Hamburg.

General Masterplan.

The different layers of the Masterplan of HafenCity

- _ HafenCity Districts
- _ Infrastructure
- _ Public and Private Space
- _ Stage of Development
- _ Building Functions Ground Floor
- _ Building Functions Second Floor
- _ Flooding

STAGE OF DEVELOPMENT

- build
- under construction
- site development in preparation
- tender / ready for allocation
- sites allocated



BUILDING FUNCTIONS GROUND FLOOR

General Masterplan.

The different layers of the Masterplan of Hafencity

- _ Hafencity Districts
- _ Infrastructure
- _ Public and Private Space
- _ Stage of Development
- _ Building Functions
- _ Ground Floor
- _ Building Functions
- _ Second Floor
- _ Flooding

Most of Hafencity buildings on the ground floor are used for public facilities, like shopping, leisure, cafés, cultural activities etc. This is to provide a strong public character of Hafencity.

BUILDING FUNCTION GROUND FLOOR

- public
- school
- office
- commercial
- residential



BUILDING FUNCTIONS SECOND FLOOR

HafenCity buildings consist of different uses. According to the figures of HafenCity GmbH, Hafencity will provide 35.000 offices, creating more than 45.000 jobs.
Housing will be around 6000 to 7000, ranging from luxury homes to 1500 to 2000 subsidized homes for about 14.000 residents.

Besides this, the master plan provides a density of uses for retail, education, culture and recreation.

General Masterplan.
The different layers of the Masterplan of HafenCity

- _ HafenCity Districts
- _ Infrastructure
- _ Public and Private Space
- _ Stage of Development
- _ Building Functions Ground Floor
- _ Building Functions Second Floor
- _ Flooding

BUILDING FUNCTION FIRST FLOOR

- public
- school
- office
- commercial
- residential



FLOODING

General Masterplan.

The different layers of the Masterplan of HafenCity

- _ HafenCity Districts
- _ Infrastructure
- _ Public and Private Space
- _ Stage of Development
- _ Building Functions Ground Floor
- _ Building Functions Second Floor
- _ Flooding

The main dike protecting the city center of Hamburg is running north from HafenCity, excluding the area from flood protection. All new buildings in HafenCity are elevated an additional 4-5m above the former ground floor, making it completely flood protected.

More in dept material and explanation about flooding in Hamburg and HafenCity is provided further on in this thesis.

FLOODING

- only building protected
- protected up to 5m
- protected up to 7.5m
- dike



CONCLUSIONS FROM ANALYSIS

It is clear that the municipality of Hamburg is aiming for a development in HafenCity that is aiming for diversity. A synergy of multiple layers, such as a new infrastructural network, the relationship between private and public spaces and diverse use in program, forms the base for the master planning of HafenCity area.

Although diversity is promoted through the master planning, the already built districts are somehow proving the opposite. Due to the fact the redevelopment of HafenCity is in such a short time notice, urbanization of the area is still in full development. Most of the existing areas nowadays are, in terms of functions on the ground-floor, mostly retail. Additional to this, office space is taking up a big amount of the actual buildings.

In terms of housing, existing projects are mainly offering the higher class and more expensive housing. These different factors are especially attracting a certain group of people, mainly working class and people who can afford the housing. This results in the area being used according to the 9to5 phenomenon.

Public space, the promenade and parks are the main features that make HafenCity such an attractive area. Still here there is some room for improvement as the promenade is still acting as a small barrier, blocking the connection to the upper levels and the interaction with the water.

What to take from analysis



OBERHAFEN

Oberhafen is situated on the east side of HafenCity. Like every other area in HafenCity, it is also a man-made harbor, constructed around 5m above sea level. The area of Oberhafen dates back to the 17th century when it was mainly used as an access into Hamburg city center. Mainly used as a transportation hub, most of the buildings on site served as freight terminals to dispatch food from the ships on to the land before it was further transported north to the former market halls (Deichtorhallen). Though they have consisted until recently of railroad facilities, it has been used now since 2013 for various creative uses.

03.

A first impression of the site

A FIRST IMPRESSION

_ Desolated Area

Due to the very long old freight halls, placed in one linear direction over the site and the lack of any public space the perception and perceived space of Oberhafen is very desolated.

The old freight train halls are mostly in bad condition, vandalized with graffiti on the outer walls and do not show much activity from the outside. The whole area is paved and therefore completely not attractive. It almost feels like one huge parking plot.

_ Enclosed Area

Enclosed by the water on one side and an elevated train-rail on the other, Oberhafen is isolated from Hafencity and central Hamburg.

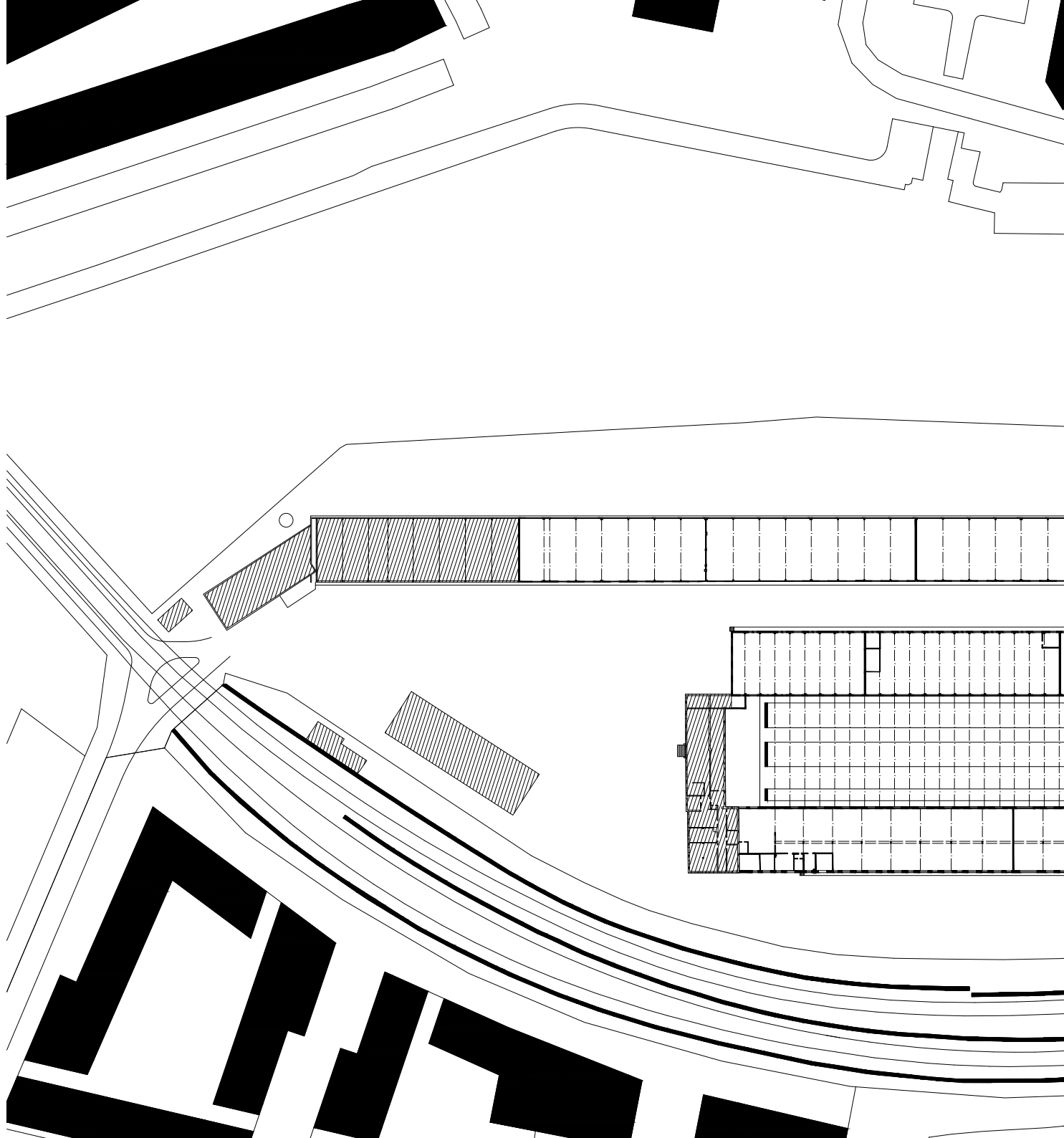
The back side of the building facing the water is inaccessible (mainly for safety reasons) which excludes any interaction with the river. Most of the area which does not include the freight halls is also fenced, blocking people from discovering the rest of Oberhafen.

The only entrance to the area is on the west side, limiting the accessibility of the area.

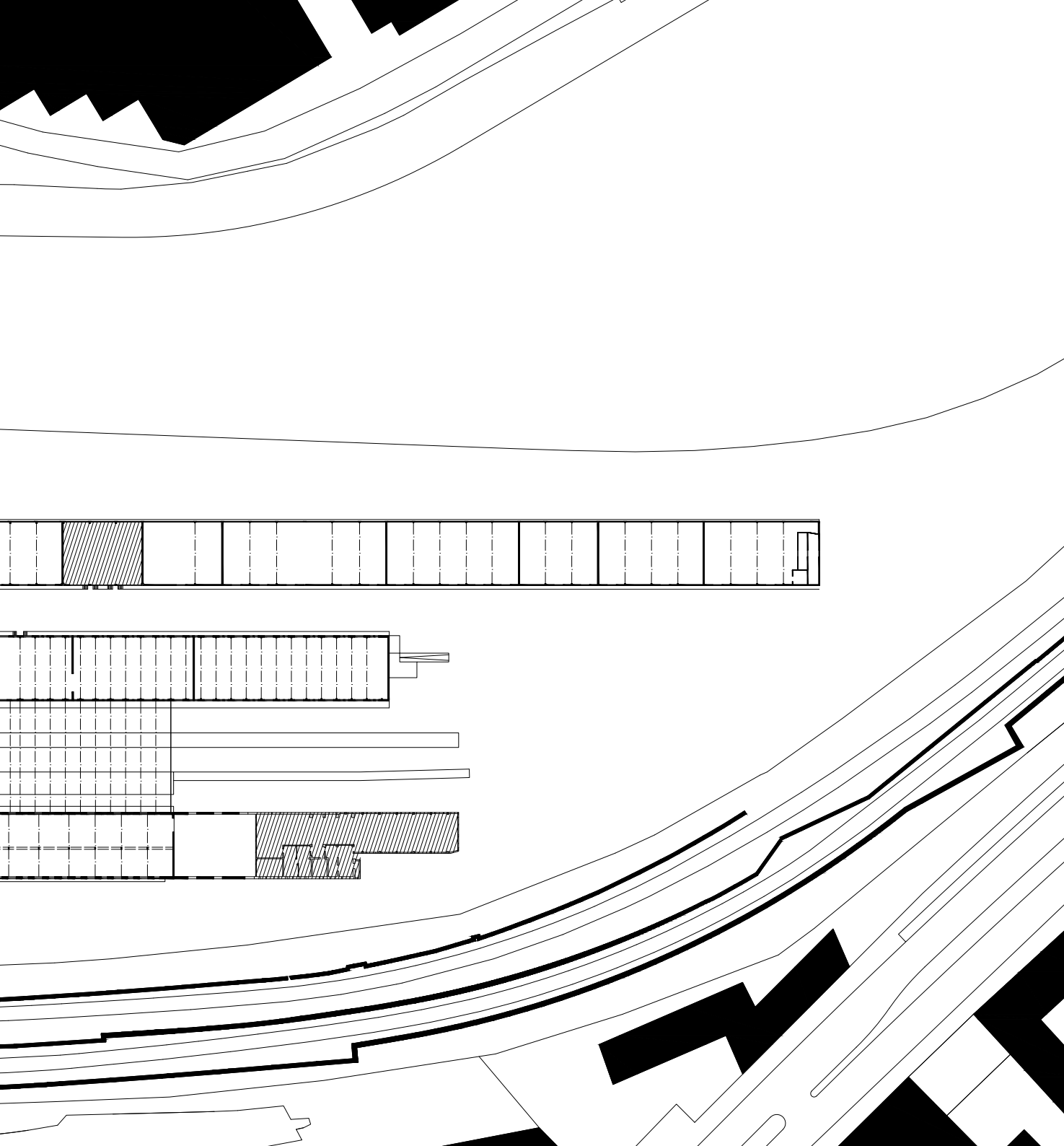
_ Characteristics

Oberhafen is characterized by its prominently present industrial steel constructions. Some of the buildings, that were used as the office spaces of the freight train halls on site, can be seen as the landmarks of Oberhafen nowadays as they look over the river and can be spotted over the elevated train-rails from Hafencity.





Plan Oberhafen
(current situation)
scale to fit



OBERHAFEN NOWADAYS

The actors on site

_ Activity

Contrary to the first impression of the site, there is already a lot of activity in the buildings. Most of them are rented out to smaller creative companies, common workspaces, small bistros and even a summer outdoor club. Although the area is isolated and not attractive to outsiders, people from Hamburg are aware of the activities and events having place in Oberhafen.

Although the first thought would be that the area mainly attracts young people and creative artists etc. the actual is contrary. Because the wide range of activities on site, the users and people attracted to the site are also a mix. This is one of the most interesting features of Oberhafen that will be further explored in this thesis.



OBERHAFEN NOWADAYS

_ Managing the buildings

The old freight train halls are owned by HafenCity GmbH, who has a strong entrepreneurial state role. The general task of HafenCity GmbH is managing the whole development of HafenCity.

HafenCity GmbH works on two levels:

1. Financing (mainly for infrastructural works)
2. Development (acting as a master developer)

In terms of Oberhafen, HafenCity GmbH will do some minor renovations to the existing halls on site by the end of 2016. The spaces are rented out to actors for a maximum of 5euro/sqm.

In terms of public space, there won't be any investment, although this is open for future plans.

_ Managing the actors

Hamburg Kreativgesellschaft, a private company but on municipal level, is in general trying to support and better the conditions of the creative industry in Hamburg.

Hamburg Kreativgesellschaft works on four levels:

1. Profiling (helping start-ups to promote their idea)
2. Financing (linking start-ups to major financing key players or start crowd-funding projects)
3. Networking (between the different branches in the creative industry)
4. Real Estate (managing different spaces that are suitable for businesses in the creative industry)

In general for Oberhafen, start-ups go with their idea or concept to Hamburg Kreativgesellschaft. They revise their idea and when the right financing is found, a space can be rented out to the start-up. Nowadays there are about 6-10 actors active in the area, each with their own or co-working space. Although this system works quite well, actors in the area are saying that a smaller similar management, specific for Oberhafen, would work more beneficial.

New actors will be attracted to the area after the renovations by the end of 2016. In this process not only Hamburg Kreativgesellschaft will play a key role in the decision making but also the actors that are already established in the area. This way, a mixture of different actors over the different categories of the creative industry will be moving into Oberhafen.

PRIVATE COMPANY BUT ON MUNICIPAL LEVEL

Kreativgesellschaft is attached to the cultural ministry of Hamburg. In most cities similar organizations are connected to the more financial ministry. Although some cities in Germany have a similar structure, Hamburg was one of the first to introduce this system.

_ The mission is to support the local actors and better the condition in general of the creative industry in Hamburg.

4 WORKING LEVELS



PROFILING

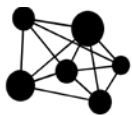
Kreativgesellschaft is organizing workshops to help small entrepreneurs starting up their business regarding how to promote themselves, their product and how to deal with certain problems.



FINANCING

As Kreativgesellschaft does not have a lot of financial resources themselves, the organization does not hand out money. The strategy is:

1. Hook up new businesses with financial key players
2. Give financial advise
3. Founded the first regional crowd funding program for the creative industry.



NETWORKING

Between people and institutions. Workshops vary from bringing all the branches of the creative industry together to focus on one or more in particular.



REAL ESTATE

Kreativgesellschaft tries to find and rent spaces like Oberhafen with the intention to subrent these to businesses in the creative industry.

ADVANTAGES

1. Bottom-Up process to support small entrepreneurs.
2. For the case of Oberhafen, Kreativgesellschaft looks at the individual needs before renting out spaces.
3. A close relationship with actors from the creative industry.

DISADVANTAGES

1. Kreativgesellschaft is an organisation for the whole creative industry in Hamburg. A more smaller organisation or part focusing on a specific area such as Oberhafen could be more beneficial for a future development.

STRONG ENTREPRENEURIAL STATE-ROLE

HafenCity Hamburg GmbH is managing the development of the HafenCity area. It is responsible for the "special city and port fund", which consists of land owned by the City of Hamburg located in the HafenCity area.

_ Developing HafenCity at Hamburg's behest.

2 WORKING LEVELS



FINANCING

HafenCity GmbH acts as a public land owner. They got the state-owned land at zero-costs under a "city and port" asset. HafenCity GmbH sells the land to private investors and borrows money mainly for infrastructure works. The goal is the target of break-even (so there is no money transfer to or from the city budget).



DEVELOPMENT

HafenCity GmbH acts as a master developer to create a new downtown for Hamburg city to a significant degree as public good.

1. plans and build the infrastructure and public spaces of the whole HafenCity area. This includes streets, quay walls, promenades, parcs, plazas, etc.
2. sells development sites. This is only after architectural competition and building permits are completely granted. When this is finished, HafenCity GmbH will acquire investors, builders and main users based on the conceptual ideas.
3. organizes the communication and marketing of HafenCity.

ADVANTAGES

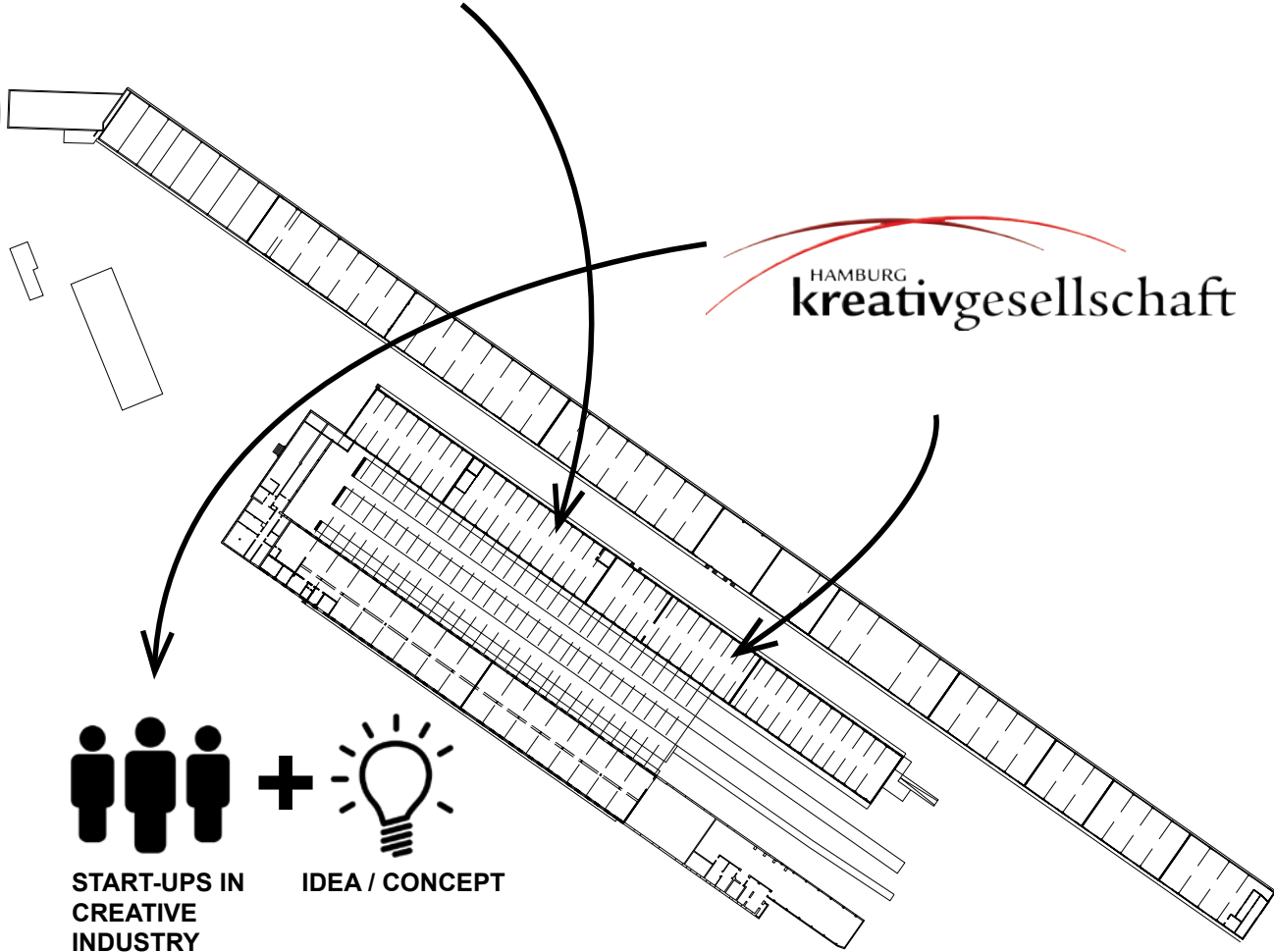
1. Quality enhancement of the architectural projects and urban design.
2. Having control over the whole development process; reducing the risk of project failure

DISADVANTAGES

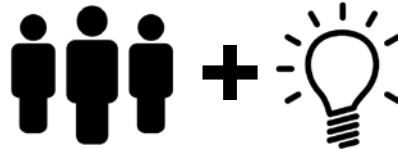
1. expensive land asks for big investors. Smaller entrepreneurs have less options or are left behind. Problem with the Oberhafen area as there is no financial income for HafenCity GmbH.



Situation nowadays



HAMBURG
kreativgesellschaft



**START-UPS IN
CREATIVE
INDUSTRY**

IDEA / CONCEPT

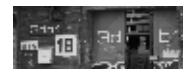
EXISTING ACTORS IN OBERHAFEN



(1) Club Moloch
- summer open-air club



(2) Halle 424
- exhibition space and
small concert venue



(3) Set It On
- construction theater
and film sets



(4) Hanseatische Materialver-
waltung
- non-profit organisation collect-
ing waste material of film sets
etc., making them available
again for the creative industry,
schools etc.



(5) Die Halle Parkour
- parkour sport center



(6) Filmfabrique
- co-working space





DESIGN STRATEGY

After the different analysis on different levels, from a larger scale (Hamburg region), to a small scale (Oberhafen), three factors form the base for the design strategy of this master thesis:

1. Creative Industry
2. Flooding
3. Connectivity

They are implemented in the design proposal, working simultaneously. In the following chapter, these three factors will be explained more in dept and what they mean for the decision making in this master thesis.

04.

Presenting and designing the process.

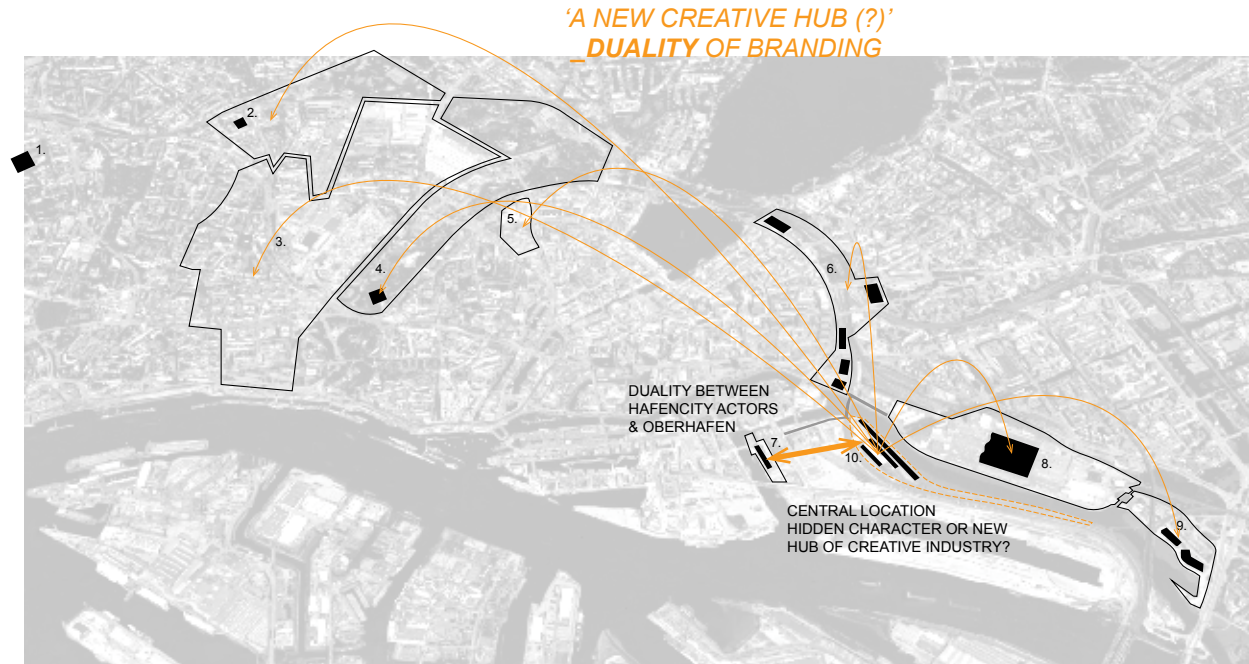
Analyzing HafenCity and Oberhafen

04.1

SOCIO ASPECT THE CREATIVE INDUSTRY

The Creative Industry.
An Introduction to the Creative Industry in Hamburg.

Comparing some of the areas that are significant for today's movement of the creative industry.



(1) Frappant _ (2) Sternschanze _ (3) St. Pauli _ (4) Green Belt & Hamburg History Museum _ (5) Gängeviertel
(6) Museum Mile _ (7) Designxport _ (8) Grossmarkt _ (9) Brandshofer Deich _ (10) Oberhafen

As pointed out by figures, in the beginning of this thesis, the creative industry in Hamburg has a vital role in the economy. On the following pages, some of the most vibrant city districts and/or buildings referring to the creative industry are explained. Making this comparison with Oberhafen it becomes clear that the area can become one of the major hubs for the creative industry as it has a lot of similar characters.

MUSEUM MILE

Hamburg Kunsthalle Art Hall and Contemporary Gallery

Hamburg biggest museum containing a permanent collection through art history.

The museum consist of three striking buildings, each representing the time they were built in. The brick building from 1869 with its ornamental facade, the neoclassical extension building from 1919 made of light-coloured shell limestone, and the white cube of the Galerie der Gegenwart designed by architect Oswald Mathias Ungers and opened in 1997.

City Library

Art and Trade Museum

Hamburg leading center for art, applied art and design.

Deutsches Schauspielhaus

Old Market Houses

Historical old market halls now serving as mainly exhibition spaces.

Utilised by 'Kunstverein' (dedicated to the presentation and communication of contemporary art by young artists), Freie Akademie der Kunste, Galeriehaus Hamburg and a concert hall.

Deichtorhallen

One of the most important exhibition halls for contemporary art and photography in Germany and Europe.



Both Deichtorhallen and The Old Market Houses just across the river of Oberhafen, are the perfect example on how to integrate a new function (exhibition space for contemporary art and photography) into an old building with a striking character.

Like the halls in Oberhafen, the framework is the industrial looks of the buildings wherein new spaces are created.

Although Oberhafen is only five minutes walking distance to Deichtorhallen, it is still considered as a part of the 'museum mile'. This connection should be developed in further development of Oberhafen.



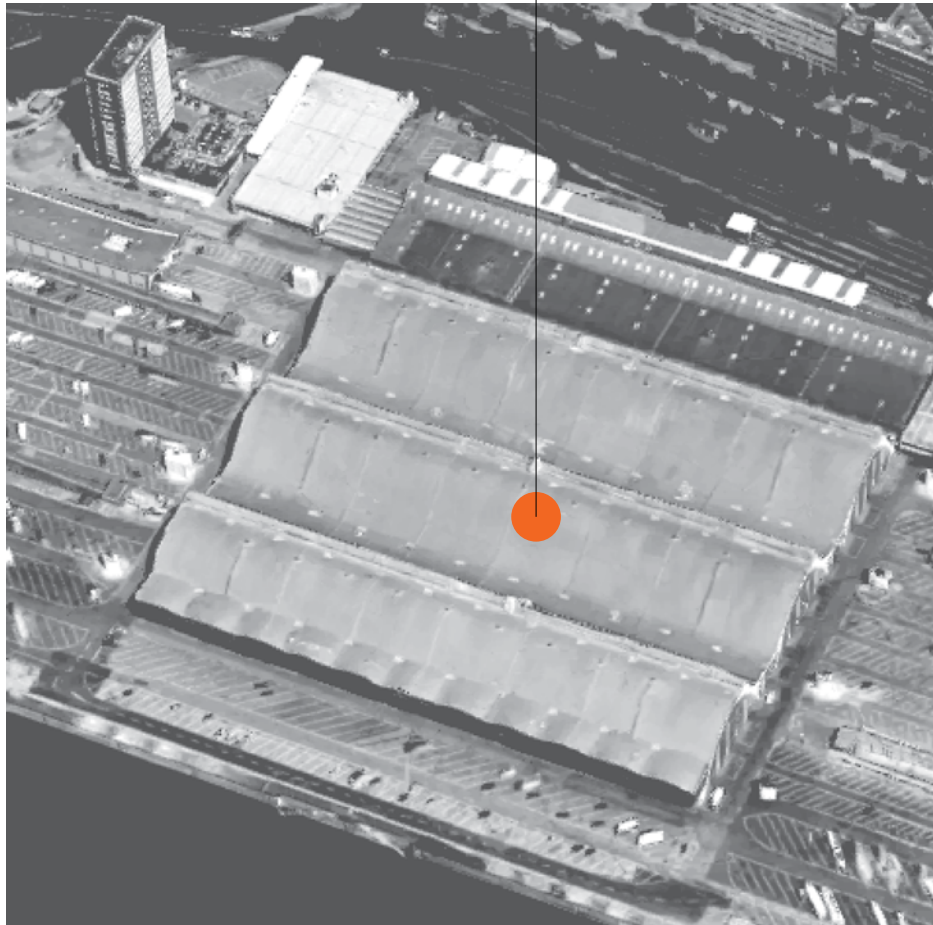
GROSSMARKT

Impressive Market Halls

A fresh market for fruit, vegetables and flowers. North Germany's largest fresh food center, located in the center of the city (open 24 hours!).

Party transformed into a musichall with the capacity of 3.600 standing places.

In the direct Neighborhood of the Grossmarkt, enterprises in media, graphic design, architecture etc. have taken place. In the future a connection with Oberhafenquartier would be favourable also renting out space to larger firms in the creative industry (showrooms, concert halls, etc.).



DESIGN XPORT

Design ist ALLES ist design

Contributing to the urbanization of HafenCity, DesignXPort provides a permanent public location for current design and a meeting point for designers. With the presence of exhibition space, a library, workshops and a small bar, DesignXPort tries not to be only passive but mainly active in bringing creative minds together.

Design is give and take.



GÄNGEVIERTEL

Komm in die Gänge

An old part of the city. 12 buildings are being kept in their original state to accommodate a lively neighborhood with cultural and social activities. Some permanent residents.



New vs. Old

Through public pressure and manifestation Gängeviertel managed to preserve 12 of its old buildings and keep the original character. Like Oberhafen the area, is set on a background with new buildings, mainly offices.

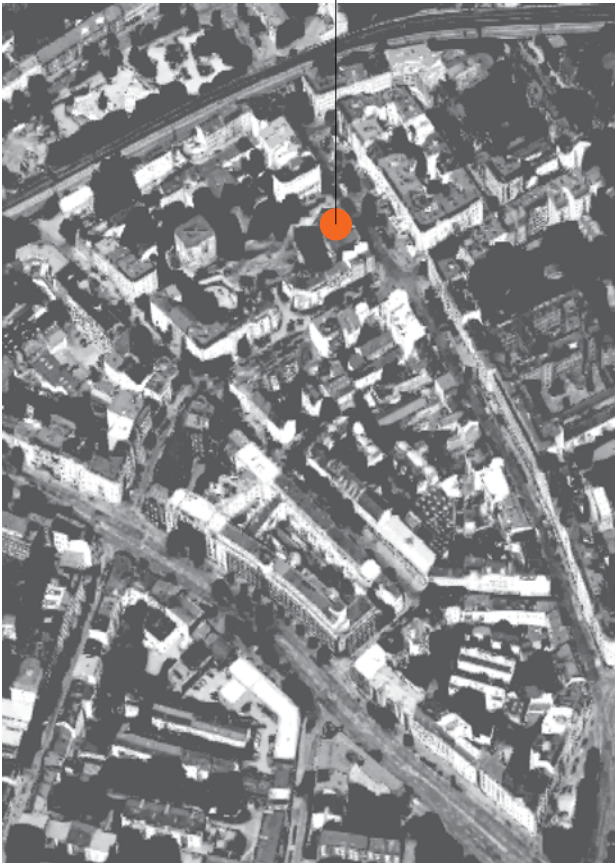


STERNSCHANZE

Rote Hof

Sternschanze, nowadays a very popular area for students, is situated North from St. Pauli area. The rather political left wing area is characterised by small restaurants, student bars, hip shops, etc.

The Rote Hof or Rote Flora is a landmark for the neighborhood. During the nationalist years in the 30's, this building was the headquarter for the workers movement and the resistance against the Nazis in Hamburg. Nowadays it functions as an art centrum, a party venue and a political movement.



ST. PAULI

Reeperbahn and its surroundings

With its many hip bars and shop and vibrant nightlife, St. Pauli is one of the most lively neighborhoods of Hamburg.

The Reeperbahn, a former area of rope production for the naval industry, is nowadays a street with many clubs and sex shops. Although St. Pauli is mostly just known for its Reeperbahn and red light district with tourists, it offers a lot of hip shops, design exhibition and is a vibrant neighborhood for the creative industry.



vibrant center of St. Pauli

legendary Gruenspan club

St. Pauli Museum

red light district



St. Pauli and Sternschanze

What were once seen as the most problematic areas because of drug problems, sexshops and old, desolated buildings, both these areas are nowadays very popular with students and creative people. More and more people are looking to live at the borders of the city and these areas are as for today one of the most expensive to live in. A clear process of gentrification.

The raise of renting prices makes artists to move to other areas in order to find a cheaper place to start again. Oberhafen is clearly one of these nodes, having the same old character and low rent.

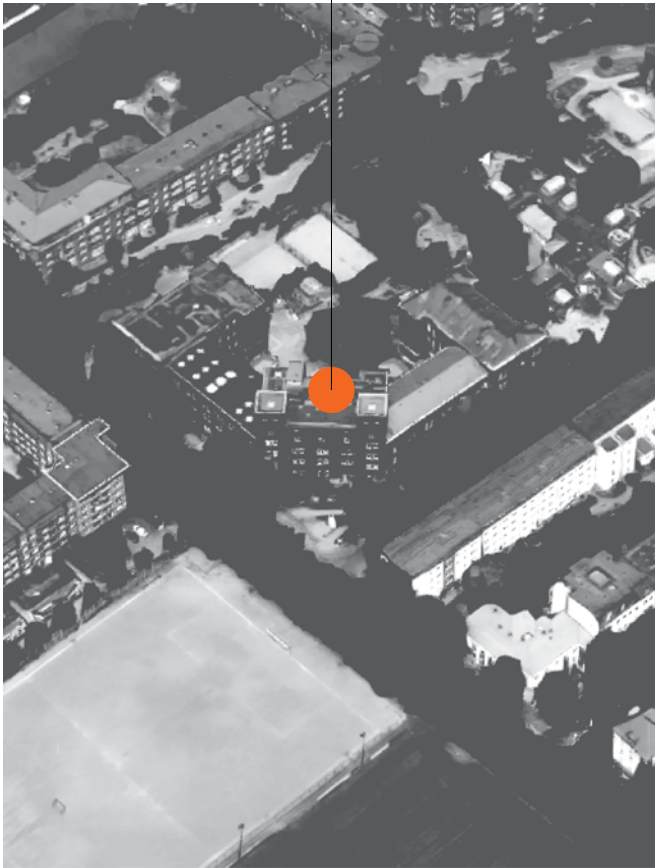


FRAPPANT

Exchanging ideas

This non profit club and community brings people together from different disciplines related to art, design, photography, urban planning, film, fashion, architecture, etc. It consists nowadays of 144 members, going their own way and further within the growing network. Exchange of ideas and visions is central.

Frapant provides studio spaces, exhibition spaces and event areas. It is frequently open for public, organizing parties, exhibitions, readings and cultural events.



OBERHAFEN

The new creative hub

Characterized by its old industrial halls, Oberhafen is about to come the new hub for the creative industry. Situated close to the Museum mile and with the presence of the old industrial halls of the former trainstation, this gives the ideal opportunity to renovate and reuse the buildings for the better cause.

Hanseatische Materialverwaltung

This non-profit organization is the focal point for material and ideas. Starting from the idea that after every film shoot, event, etc. there is an enormous waste of material. Hanseatische Materialverwaltung collects these materials and makes them available for anyone who works in the creative industry., creating an open fund where new ideas can be realized.

Halle 242

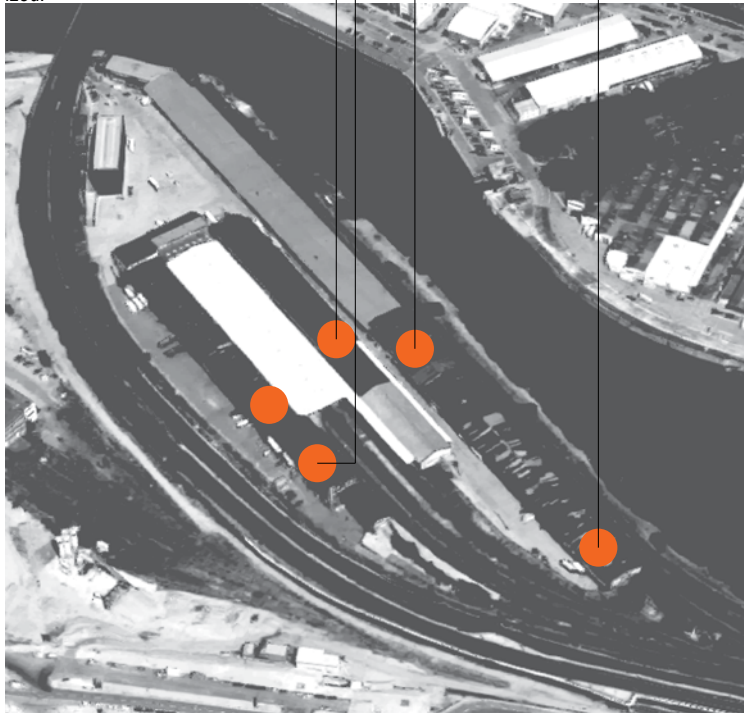
since 2014 this venue hall provides a concert hall for classical and jazz music and an exhibition space (giving place for 200 people)

FilmFabrique

Founded in late 2010, in cooperation with Gängeviertel, this organisation became a meeting place in the Hamburg cultural film industry. Moved into Oberhafen in 2014.

In concrete terms, it is the association and its members aim is to allow the public to experience the creation process of short movies, to exchange views on and to present the resulting short films.

Die Halle Parkourcenter



**ELB
JAZZ**



THE CREATIVE INDUSTRY IN HAMBURG AND OBERHAFEN

Due to its central location between the city center of Hamburg and HafenCity, and the many similarities it has to other vibrant existing areas in Hamburg (well known, industrial character, hidden, etc.) it is clear Oberhafen could be developed as the next hub serving the creative industry.

The question arises is if this is the best for the area? Is it beneficial to develop Oberhafen as the new hub or is it more beneficial keeping it as a hidden gem?

As the creative industry is constantly on the move, looking for new and cheaper places, developing the area too fast and forced as a new node will result in the creative industry moving out faster and the area to disappear again.

Creative industry is also often used to brand the image of the city (something that is very clear in Hamburg). It attracts young people, students and is popular with tourist but is vulnerable due to the real estate market and phenomena such as gentrification.

The other striking thing about Oberhafen is the duality with HafenCity. Designxport, an exhibition space, is providing a permanent public location for current design and a meeting point for designers. The space they were given in HafenCity can be used 10 years for free. This way it is contributing to the urbanization of the area and used for branding the city.

04.2

Flooding.

General info about the flooding aspect in Hamburg.

FLOODING

One of the biggest challenges for the whole Hamburg area was to deal with the flooding. Because of major tidal ranges and extreme weather, Hamburg has to deal a lot with flooding. In the early '60s, Hamburg knew its biggest flooding, causing death to 315 people.

After that event, the city center and other critical parts were protected by the built of a new dike. HafenCity in contradiction was left out of this range causing it still to be endangered by extreme flooding.

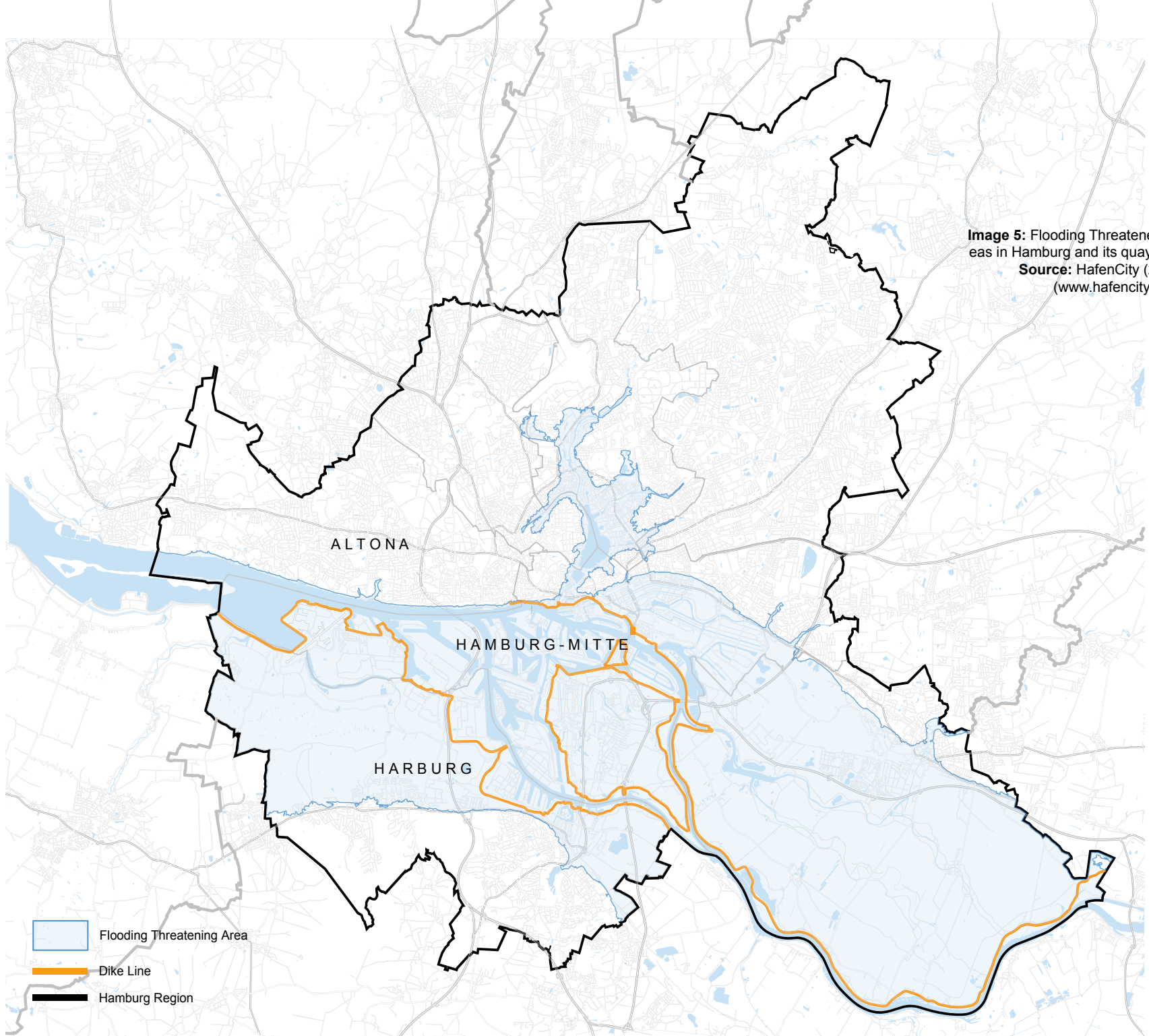


Image 5: Flooding Threatened Areas in Hamburg and its quay wall.
Source: Hafencity (2016)
(www.hafencity.com)

FLOODING

Flooding.

General info about the flooding aspect in Hamburg.

The river Elbe (rising in Czech Republic and flowing into the North Sea) flows straight to Hamburg. As any other river it undergoes a tidal range, which is not any exceptional or problematic event. Although Hamburg endures a rather large tidal range up to 3.6m.

Table 5: Explanation Tidal Range

Source: Wikipedia
(www.wikipedia.com)

Table 6: Daily Tidal Range measured in St. Pauli, Hamburg

Source: Bundesamt für Seeschifffahrt und hydrographie (www.bsh.de)

A normal tidal range during the day (measured in St. Pauli which is a reference point for the whole city area) ranges from an average low tide level of 3.4m above level 0 to an average high tide level of 7.1m above level 0.

We speak about flooding when:

- flooding : the waterstand is between 1.5 and 2.5m over the average high tide
- serious flooding : the waterstand is between 2.5 and 3.5m over the average high tide
- very serious flooding : the waterstand is over 3.5m over the average high tide.

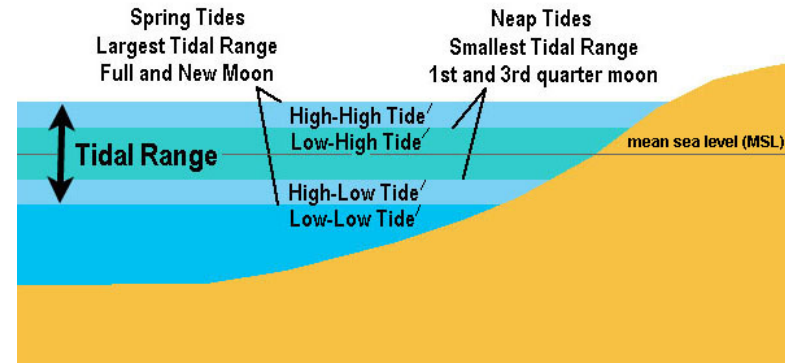


Table 5

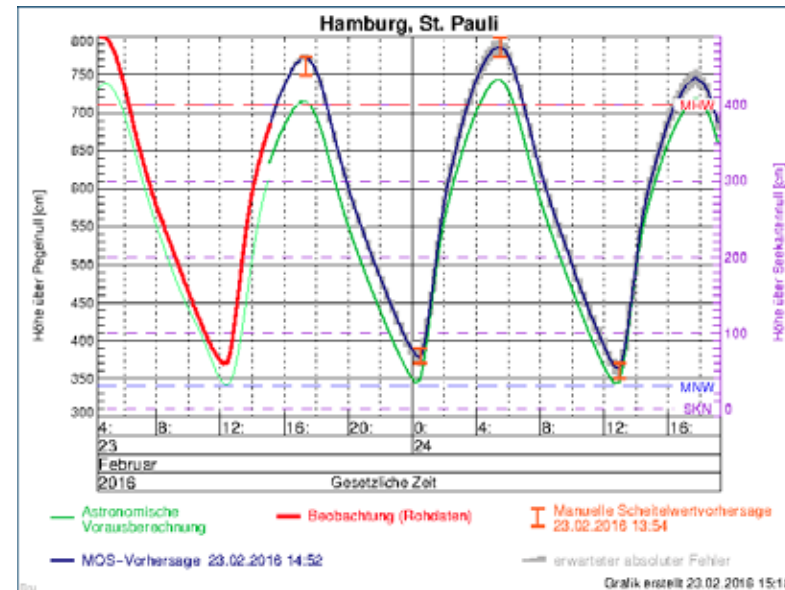
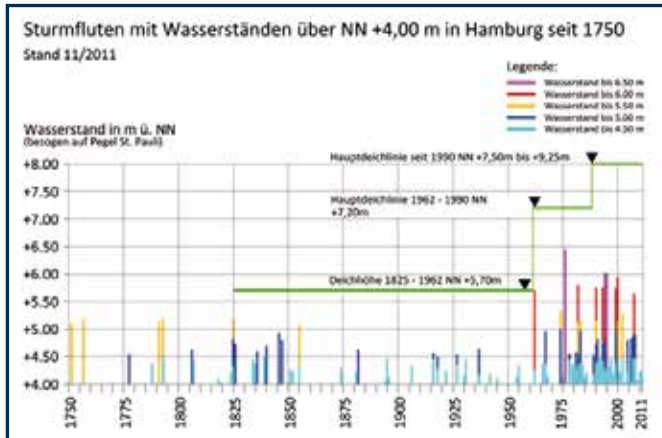


Table 6

FLOODING



Flooding is a serious problem in Hamburg as it occurs (not always as serious) every year and the well known effects of the rising sea level worldwide are not beneficial.

Measurements had to be taken to protect the city center from further flooding problems. This has been done in the form of a dike, protecting the inner city up to 7.5m.

While the inner city is protected, south from the dike, HafenCity still struggles with its flooding problem. The design water level to reach complete safety nowadays should be up to 7.5m.

The new development of HafenCity reaches this by:

1. Raising the existing ground (which is safe from flooding up to 4-5m) by another 4-5m. By doing this the ground floor is completely safe from worst case scenario flooding and the 2 cellar levels can be used as parking.
2. The existing ground is used as a buffer and creates on the other hand a walkway along the water for 10.5km all around HafenCity.

As it is too expensive for the development of Oberhafen to use any of these technical solutions, the challenge is to find a sustainable solution to embrace the flooding events.

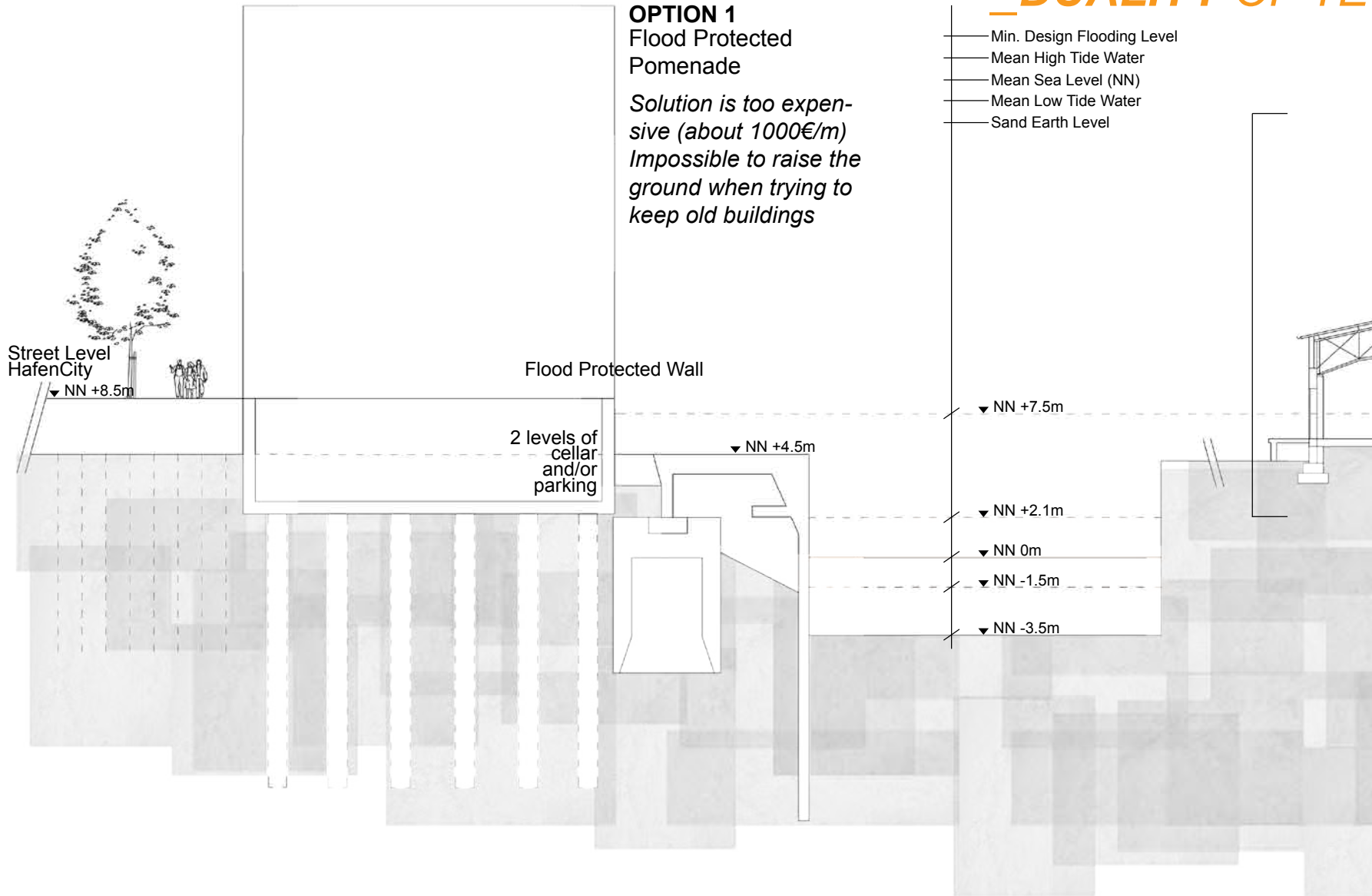
Flooding.

Finding a sustainable connection for the flooding problem in Oberhafen.

Table 7: Flooding events since 1750 in Hamburg

Source: Bundesamt für Seeschifffahrt und hydrographie (www.bsh.de)

'EMBRACE THE F _DUALITY OF TE



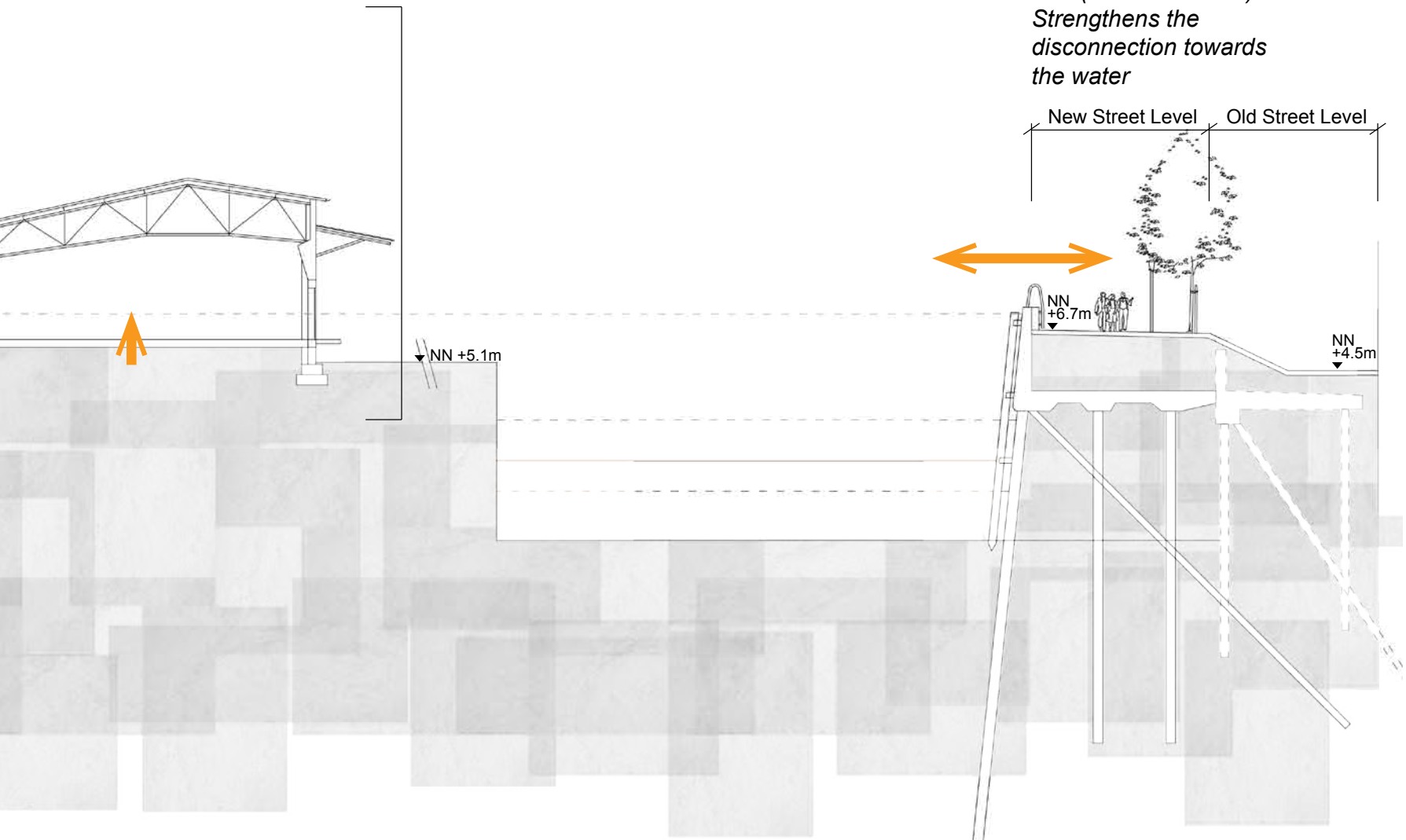
LOADING' CHNIQUE

OPTION 2

Flood Protected Dike

Solution is too expensive (about 5000€/m)

Strengthens the disconnection towards the water



04.3

Connectivity.

An Introduction to the connectivity between Oberhafen and both HafenCity and the city center of Hamburg.

Comparing the characteristics of Oberhafen to the landmarks designed by 'starchitects' in HafenCity.

SPATIAL ASPECT CONNECTIVITY

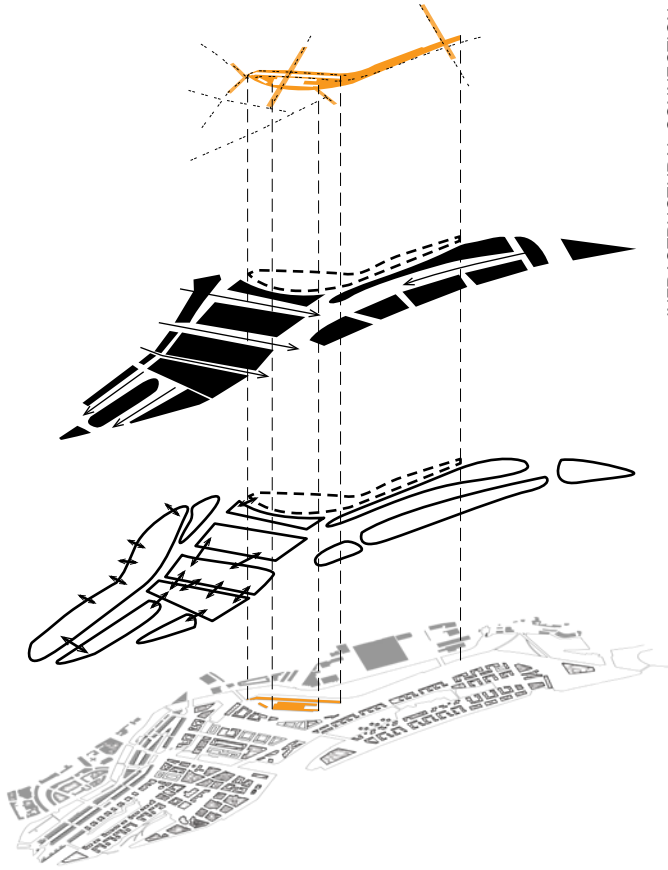
The redevelopment of HafenCity gave the opportunity to the city to put itself on the map architecturally and to develop as a model for the European inner city of the 21st century.

The development ranges from sophisticated neighborhood planning to major architectural cityscape. Besides the regular residential and office blocks (which are designed up to the highest level of sustainability), the masterplan provides plots on every corner of the area allocated for landmarks often designed by 'starchitects'.

The main challenge is to decide where Oberhafen, as an isolated industrial place, fits into this network of primary attractors.

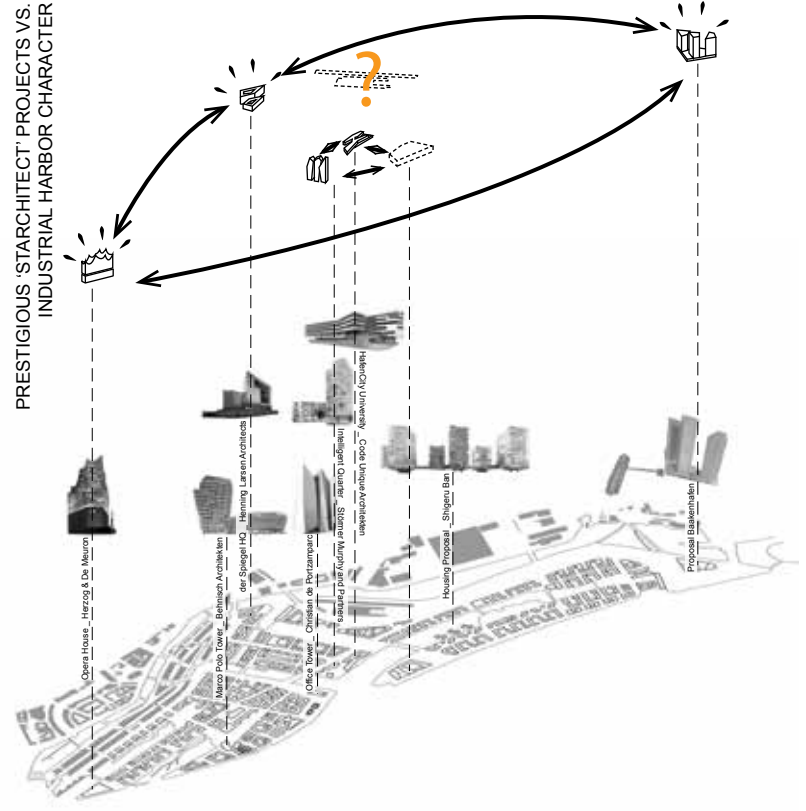
Besides the more mental connection with the iconic buildings of HafenCity, it is important to connect Oberhafen physically with its context. The importance is to find the major axes in both HafenCity and the city center and extend those into Oberhafen, but also to connect the vibrant Oberhafen area with points of interest in its direct surroundings.

The connectivity from and towards Oberhafen contributes to the opportunity to develop the area as a new vibrant node for the creative industry.



INFRASTRUCTURAL CONNECTION

'OBERHAFEN AS A
NEW LANDMARK (?)'
_DUALITY OF
CONNECTION



PRESTIGIOUS 'STARARCHITECT' PROJECTS VS.
INDUSTRIAL HARBOR CHARACTER

04.4

Oberhafen as an extension

CONCLUSION

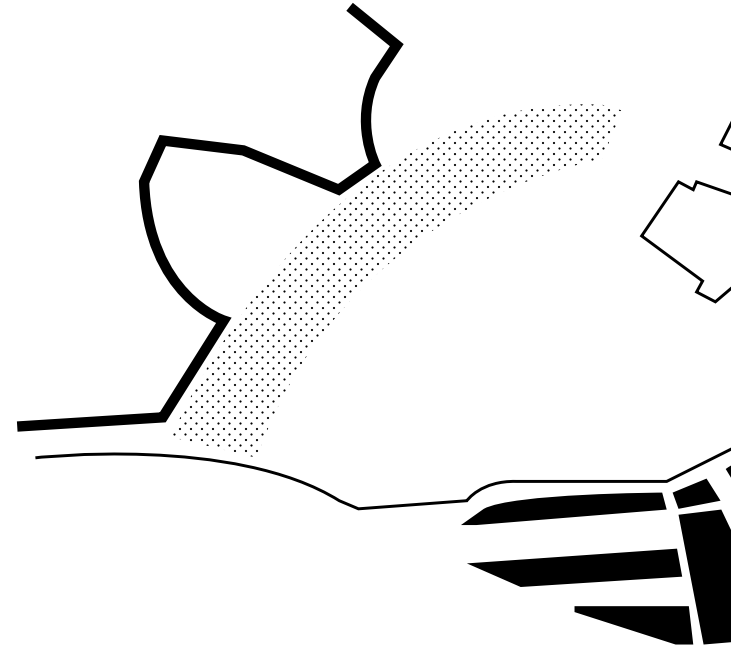
The 3 main elements being connectivity, the creative industry and flooding give the opportunity for Oberhafen to develop itself as an extension of both HafenCity and the inner city.

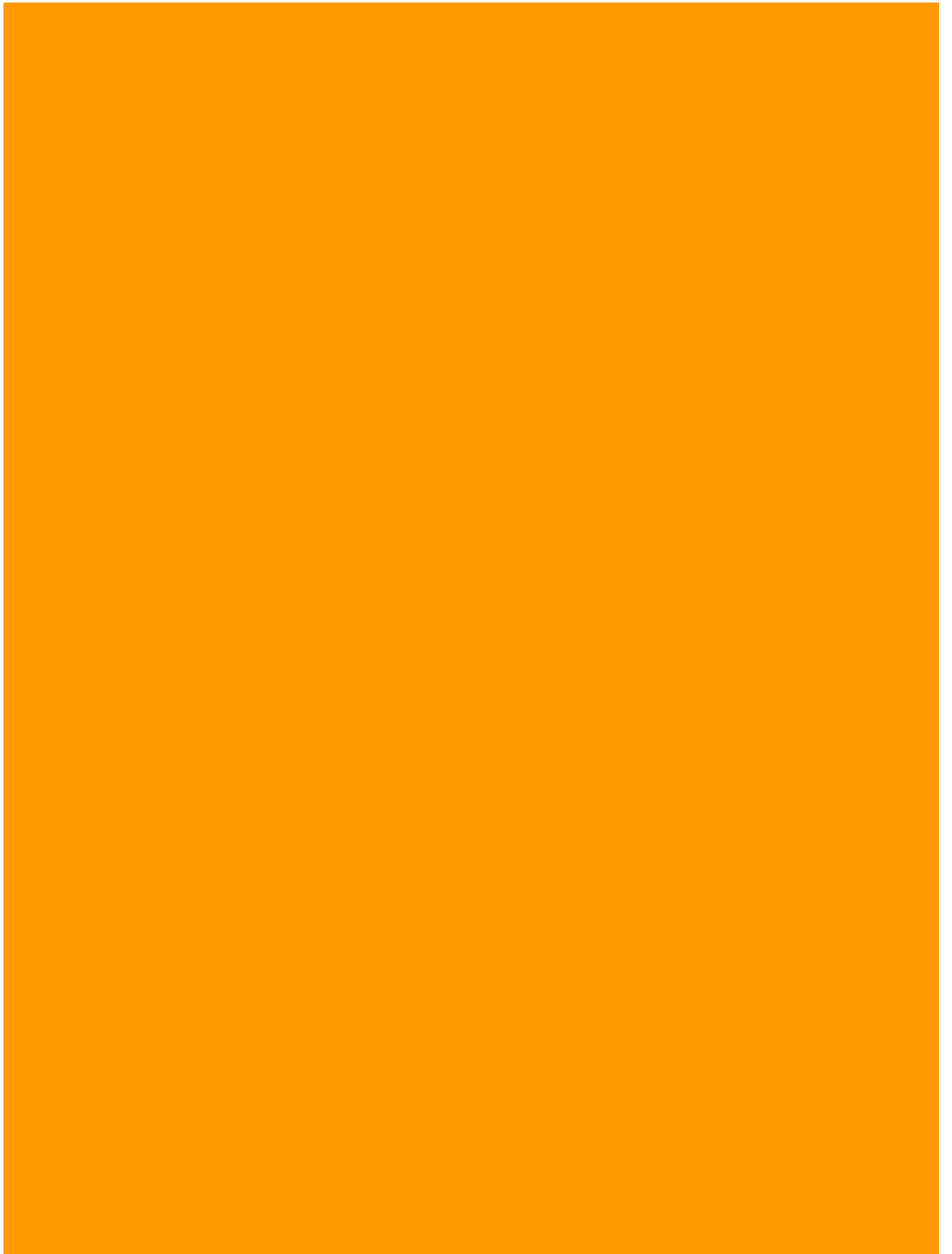
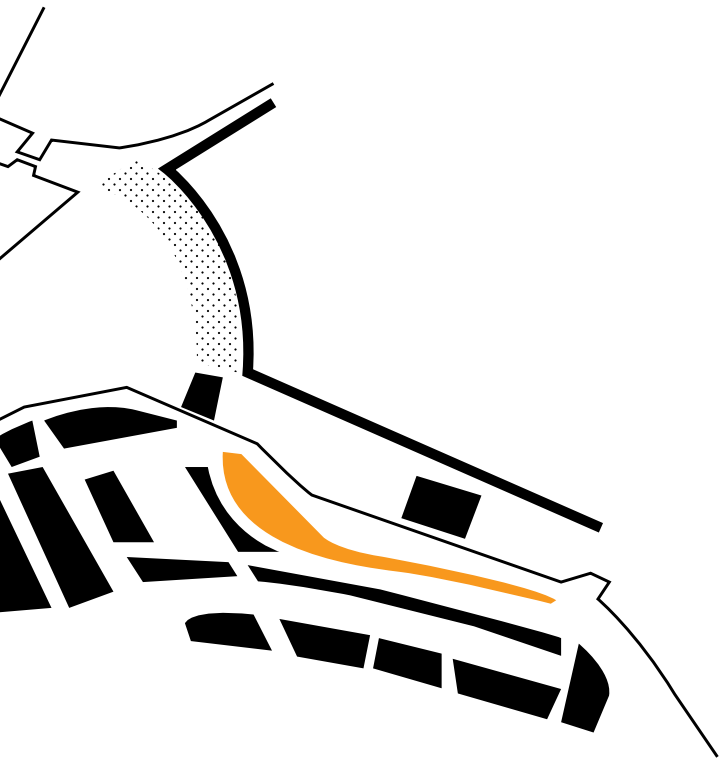
A well considered connectivity to Oberhafen should contribute to the awareness of the area while the activities of the creative class are providing a vibrant node in the city.

The flooding is probably the major challenge as a dike, used to protect the inner city, is blocking any interaction with the water and raising the ground level, the technique used in HafenCity, is simply too expensive and unrealistic to keep the original buildings.

New sustainable design elements to counteract the flooding in the area should thus be explored.

The actual intervention and redevelopment of Oberhafen should be handled with care, trying to find the most sustainable solution. Although it might seem the best solution to develop the area as a new node for creative industry, it is still delicate as this proposal is not about over-exploiting the potentials of the site.





05.

Synergy of the 3 different levels

DESIGN PROPOSAL

The 3 main elements being connectivity, the creative industry and flooding give the opportunity for Oberhafen to develop itself as an extension of both HafenCity and the inner city.

The redevelopment and transformation of Oberhafen in general is about creating new workspaces, public space and making Oberhafen attractive again to the public. Contrary to the ongoing plans on municipality level, this thesis is proposing a minimal investment in both the public space of Oberhafen as well as an investment on building scale. The characterizing structures on site that are to be demolished are kept in the proposal in this master thesis.

The result of this minimal investment is attracting new creative businesses (and keeping the established) in Oberhafen. This will both bring in capital as well as different users and be advantageous for the image of Oberhafen.



Attracting **NEW** creative businesses and keeping the existing in the area

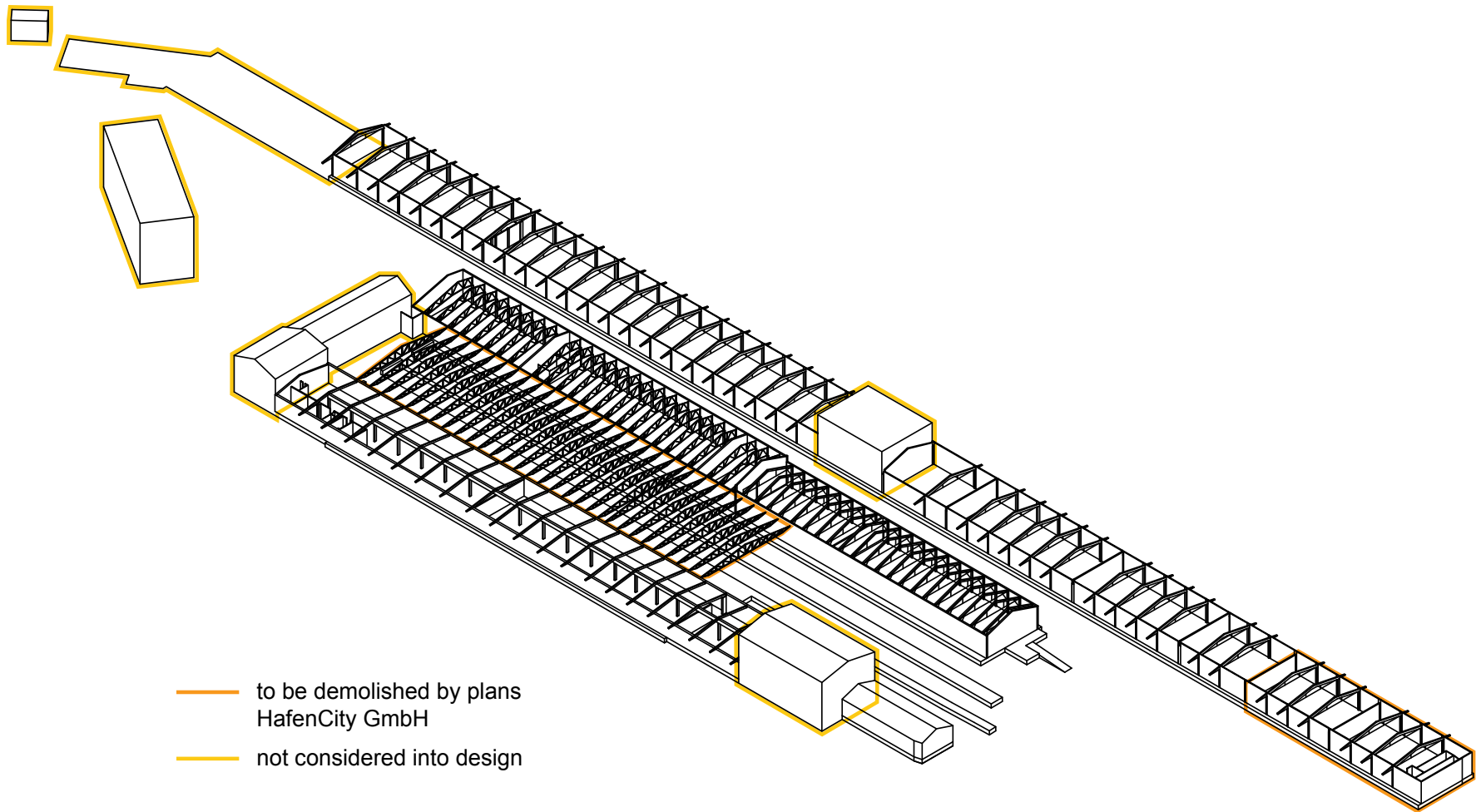


Creating new workspaces, public space and making Oberhafen attractive to the public

**TRANSFORMATION
OBERHAFEN**



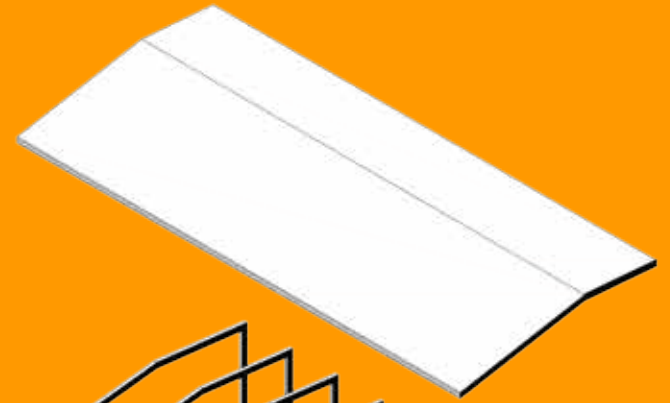
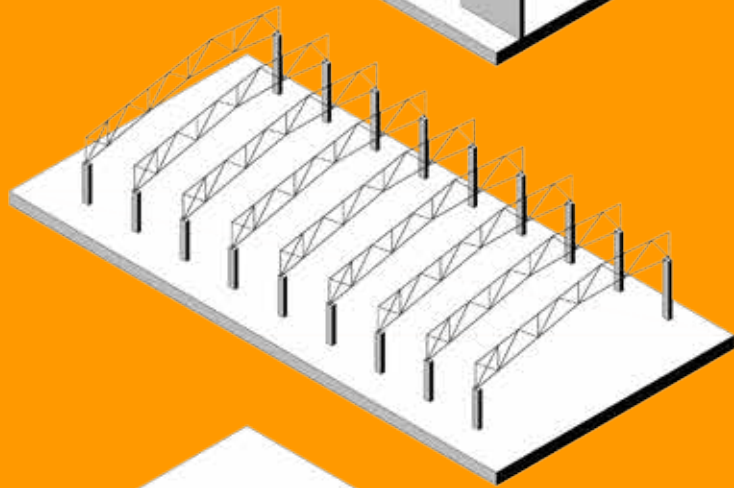
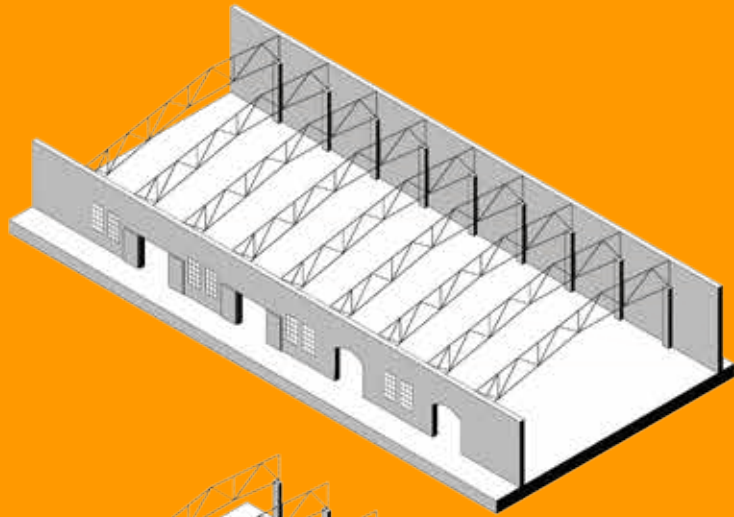
INVESTING in both Oberhafen and attracting new businesses / key players



MINIMAL STRUCTURE

The minimal investment on building scale is about a new proposed structure, flood protected levels according to the functions and needs of its users and a permanent flood protected guideline through the site.

The new proposed structure is an adaptable, contemporary structure added on top of the old one. It is shaped in relation to the existing structure, following the same dimensions and characteristic gabled roof.



CREATIVE INDUSTRY

The already established actors in Oberhafen, are kept in the proposal as they are already contributing to the vibrant character of the site. These six existing creative businesses are relocated in the proposal, according to their functions and four new actors are proposed.

These are ranging from theater spaces to student workspaces for the nearby HafenCity University (a great opportunity and beneficial to bring in students, both for the site and the university itself).

The whole idea behind the actors on site is to manage a wide range in functions and actors spread out over the subcategories of the creative industry in Hamburg. Hereby not only a niche of users but also a wide range is attracted to Oberhafen and its activities. This is resulting in lowering phenomena like gentrification, etc.

Theater Space

Can be used by Halle 424 for their annual ElbJazz event or by any other theater/music event.



Die Halle Parkour is given a new renovated space with flood protected offices and material storage.

Music Rehearsal Studios and 3D Design

The new addition to the old structures is providing space for activity that absolutely need flood protection and has more economical resources.

Restaurant

A flood protected kitchen space with restaurant space will attract people from outside the area.



The workspace of Set It On will keep its current location and will be provided with flood protected workspace and offices.



Halle 424 is provided new exhibition space that is adaptable to the flooding.



The main actor of Oberhafen nowadays, Hanseatische Materialverwaltung will keep its original central space. The buildings will be renovated with a provided flood protected area for the main office.



FILMFABRIQUE

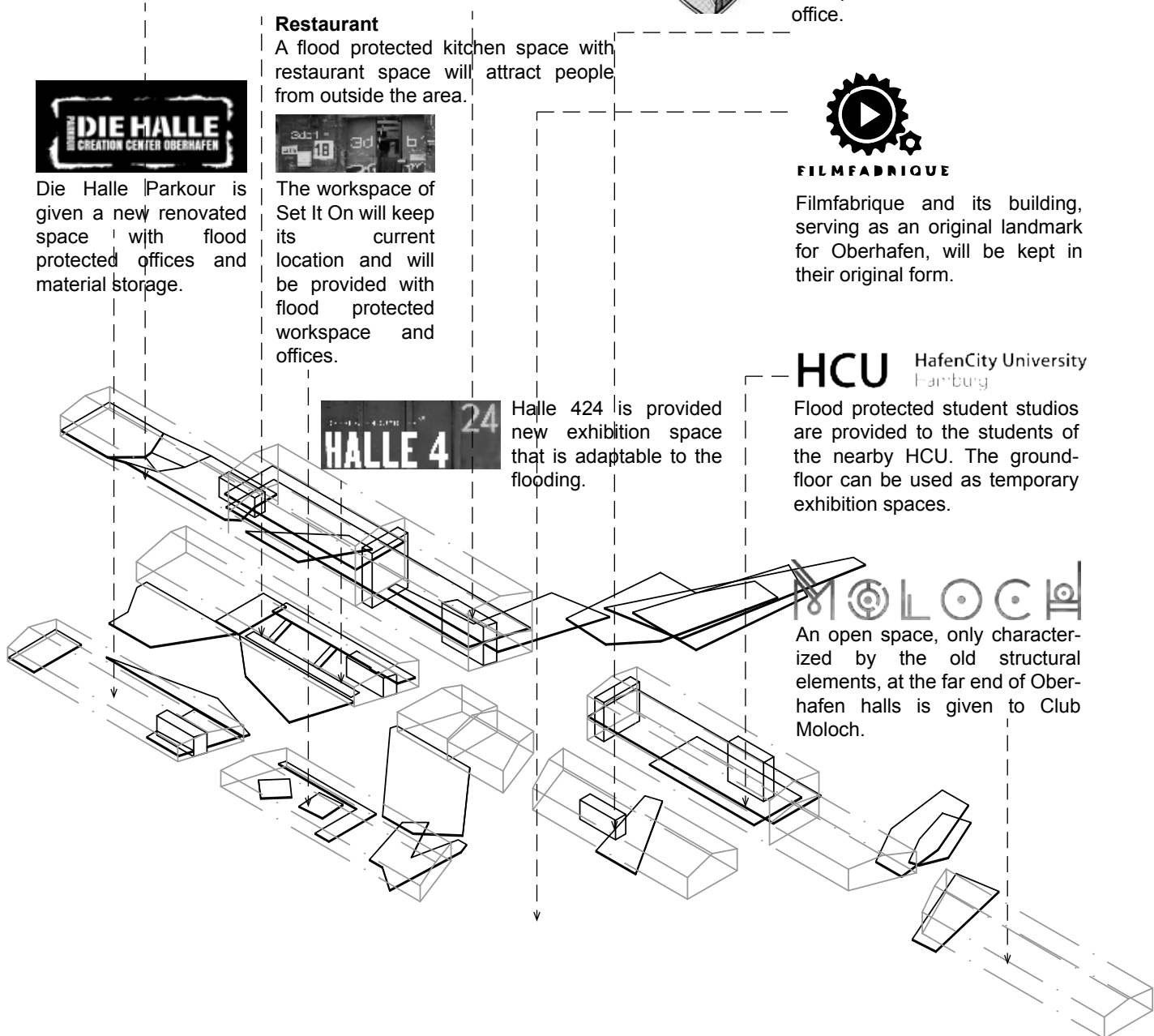
Filmfabrique and its building, serving as an original landmark for Oberhafen, will be kept in their original form.

HCU Hafencity University Hamburg

Flood protected student studios are provided to the students of the nearby HCU. The ground-floor can be used as temporary exhibition spaces.



An open space, only characterized by the old structural elements, at the far end of Oberhafen halls is given to Club Moloch.

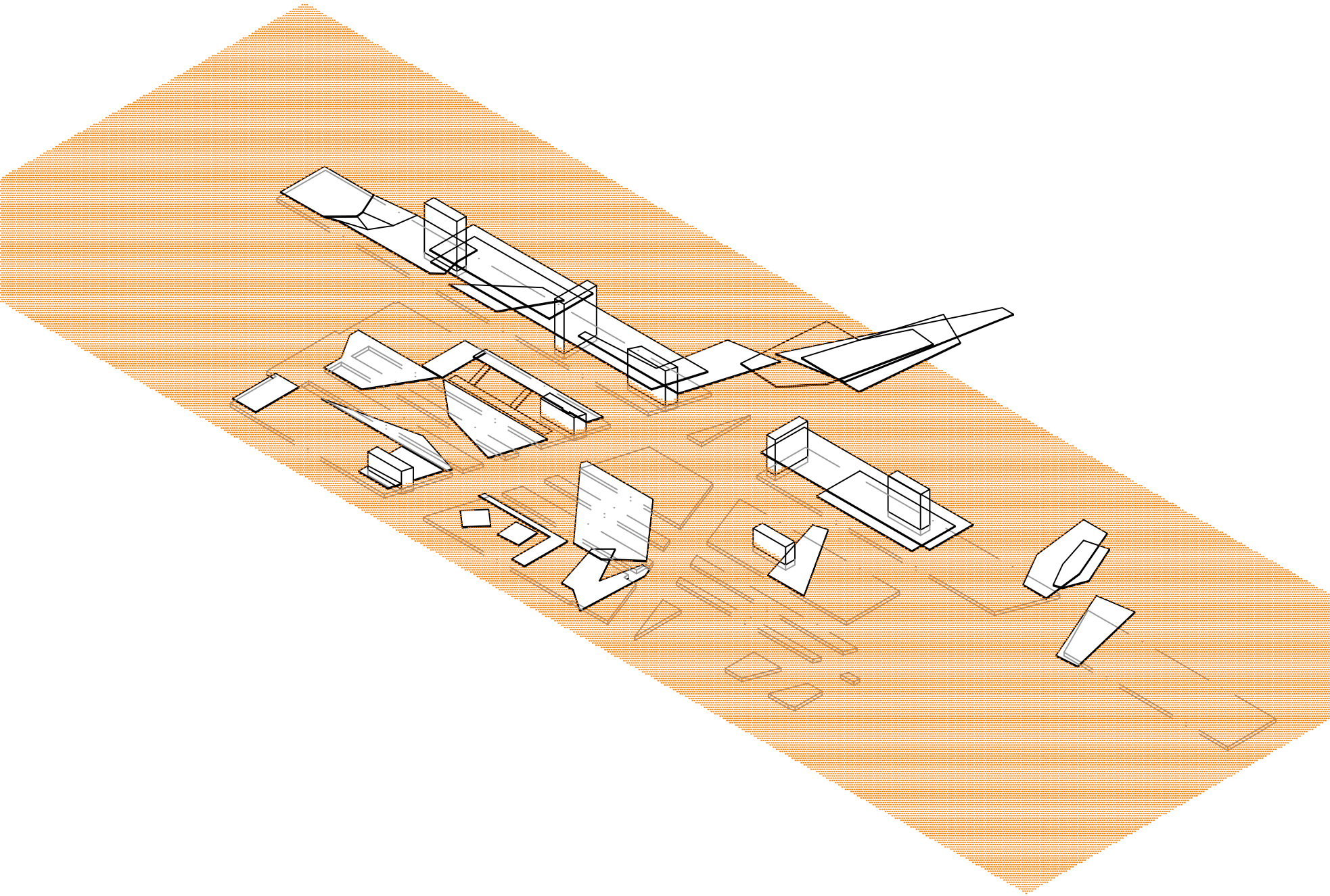


FLOODING

The flooding is probably the major challenge as a dike, used to protect the inner city, is blocking any interaction with the water and raising the ground level, the technique used in HafenCity, is simply too expensive and unrealistic to keep the original buildings.

New sustainable design elements and floors providing space to counteract the flooding in the area should thus be explored. In terms of usable floor space, different levels are introduced on site and in the buildings. Some are permanent (according to the functions) but solutions like floating platforms are implemented in some cases as well.

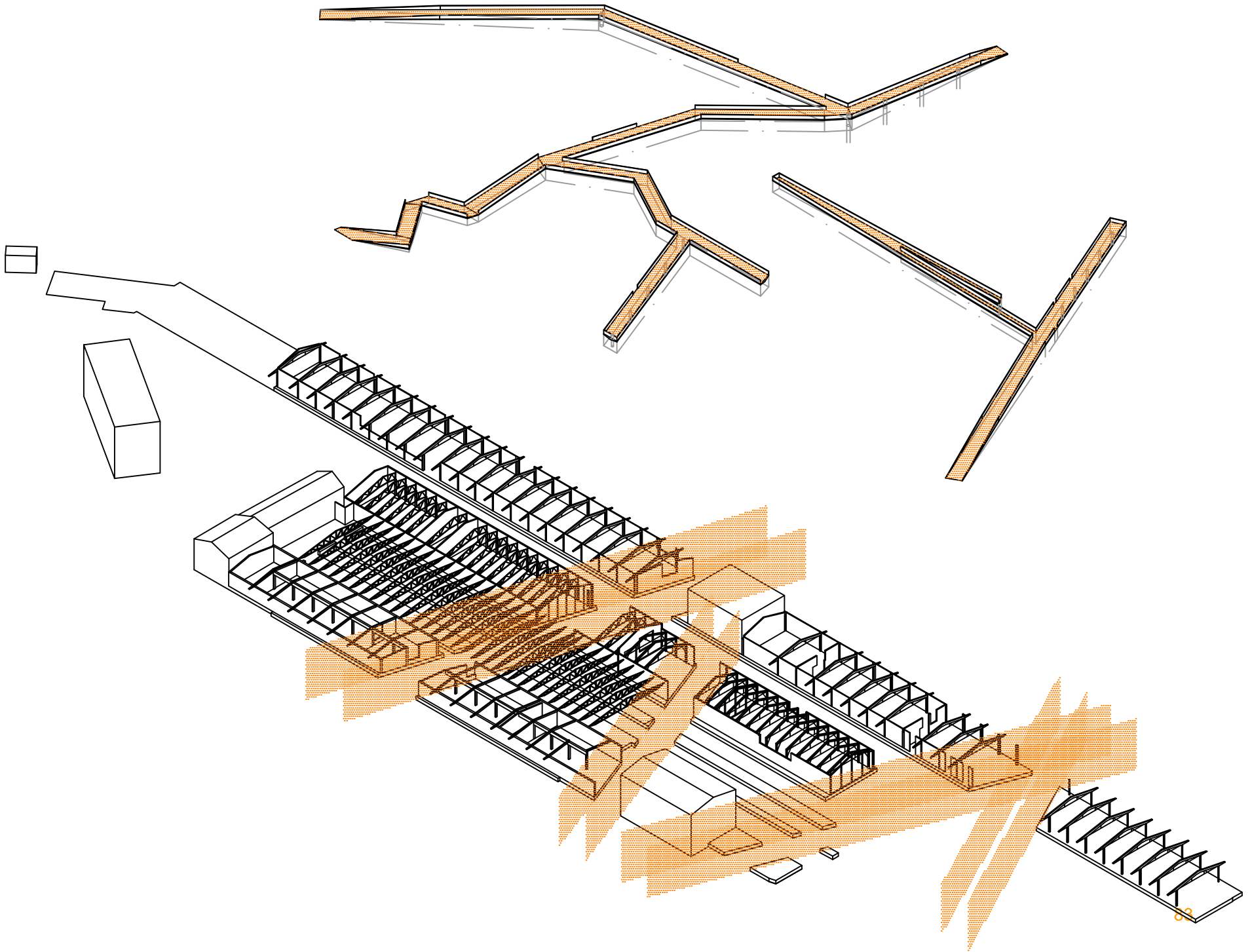
Vertical circulation in the existing buildings is provided by a solid core, leaving the opportunity to add new temporary structures on top of the existing.



CONNECTIVITY

Dealing with the linear flow of people and placement of the old freight train halls, a radical perpendicular cut is proposed. This allows people to move faster through the site and experience more of the old structures. Additionally, this movement is first of all providing a better connection between the actual spaces and actors and creating more inner and outdoor relations between different spaces and public space.

The permanent pathway provided in Oberhafen is elevated 3.5m above groundlevel, making the structure flood protected in any event and providing a constant safe opportunity to move within the site.





DESIGN OUTCOME

The design outcome in this master thesis is a proposal, not a finished or fixed design. With the proposed intervention this master thesis is raising the discussion how urban redevelopment projects can take into account some site appropriate aspects. This proposal is giving a view upon how the three elements, described above, could be implemented on site with a minimal intervention.

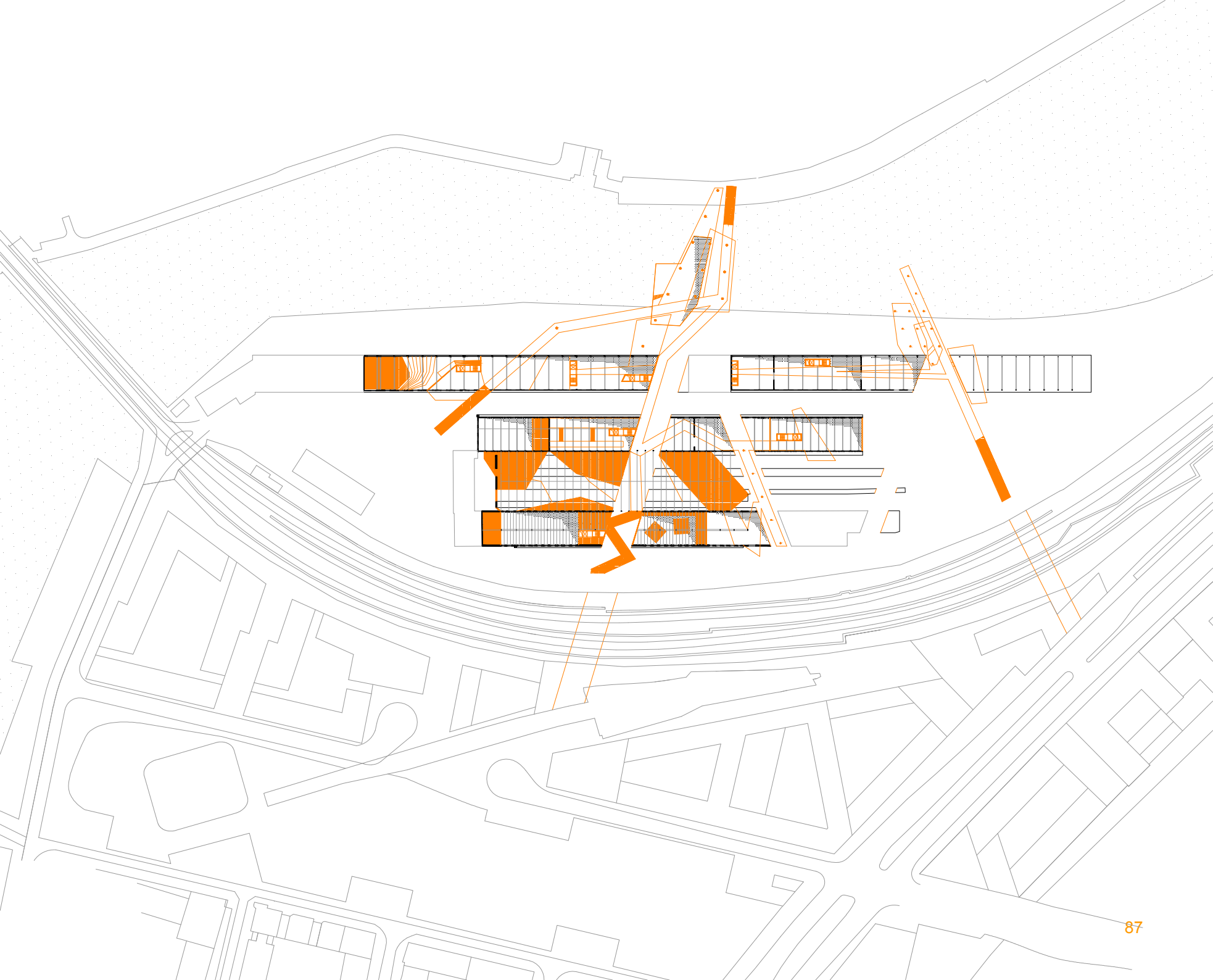
Sections in this chapter are illustrating in an abstract way how the implementation of this intervention could look like on site and what it could actually mean for both the physical structure as the way spaces are used in terms of creative industry and social relations.

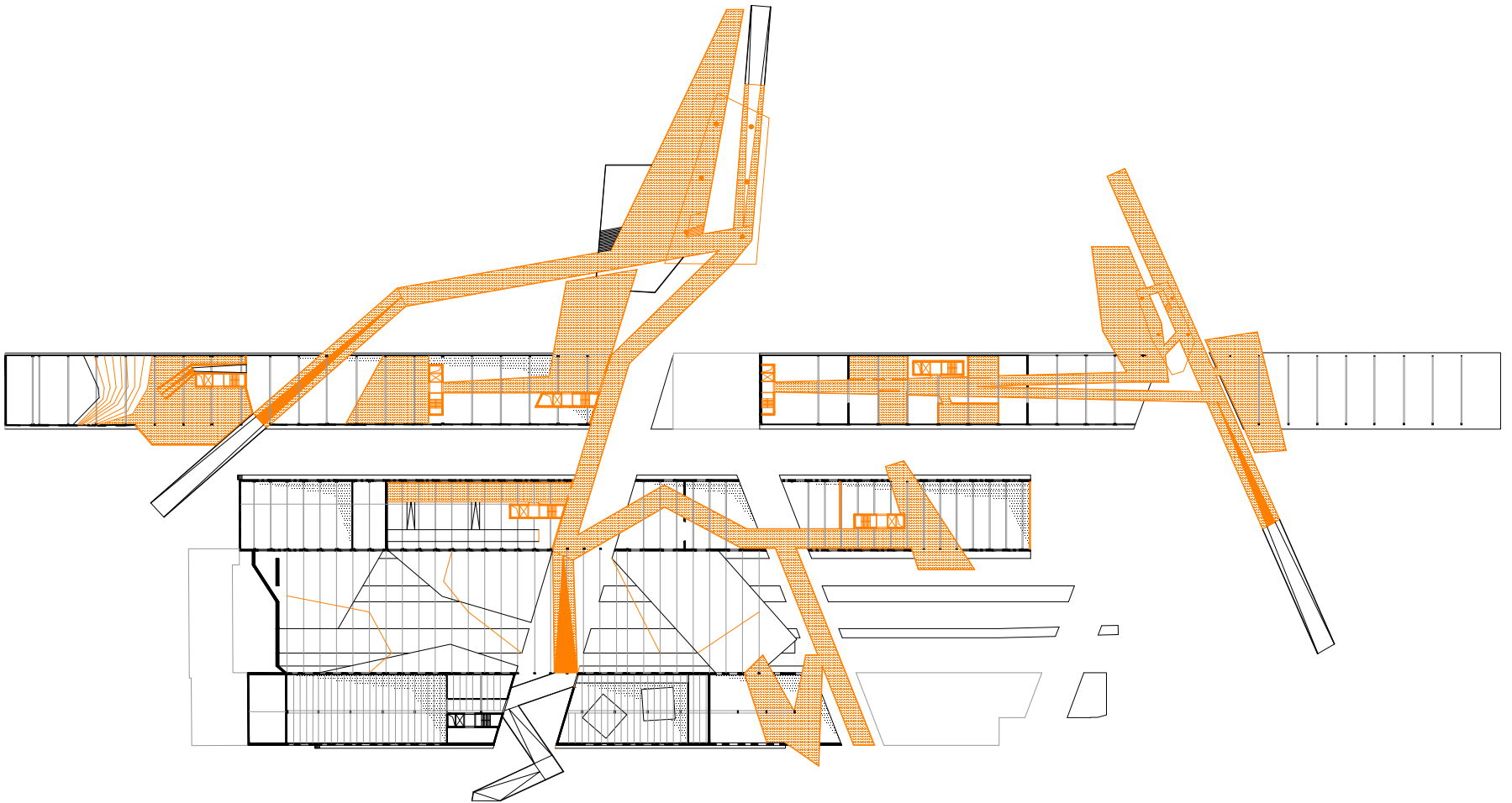
Detailing is left open for further discussion as there was no intention in this master thesis to focus on that matter. Most important is raising the discussion about the socio-spatial aspect in relation to creative industry.

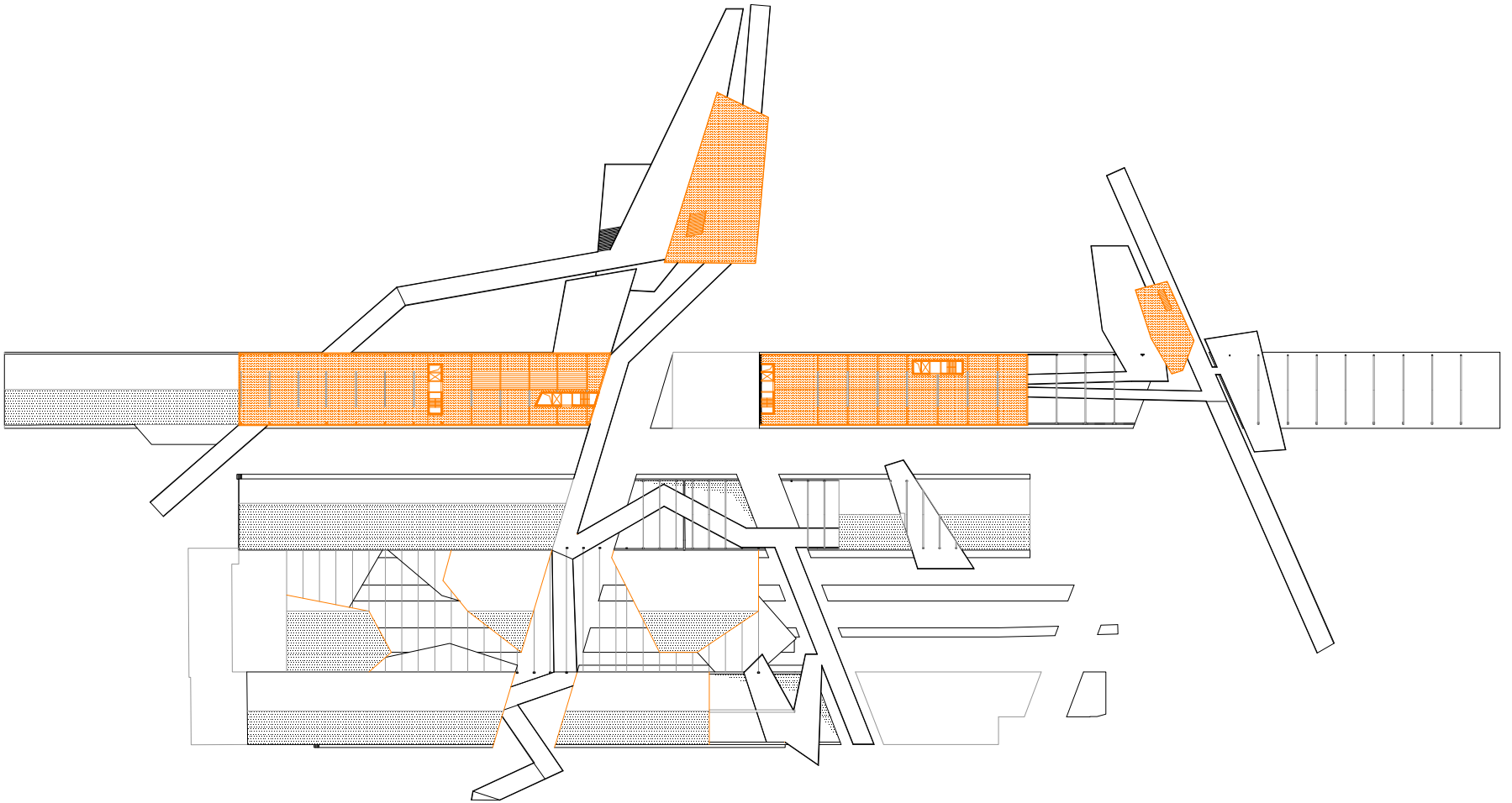
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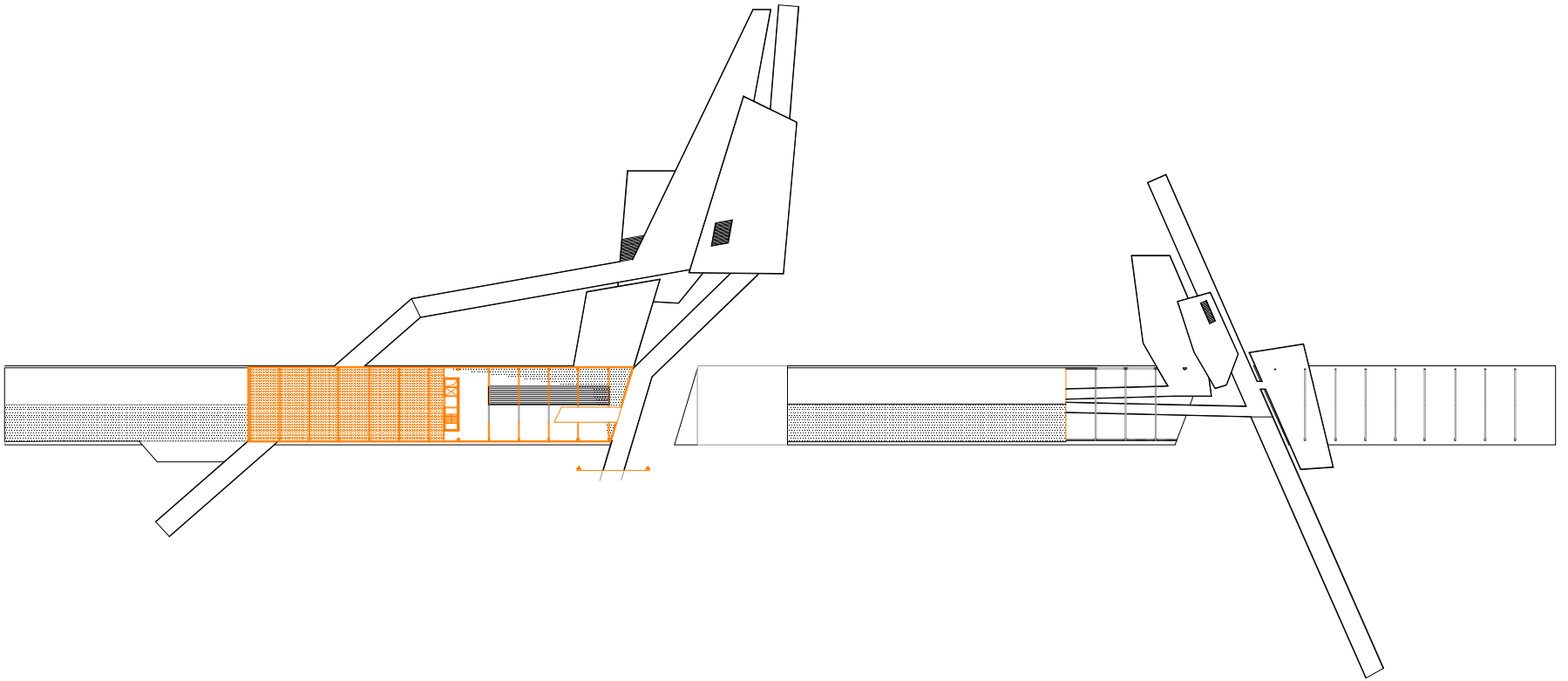
Oberhafen Intervention

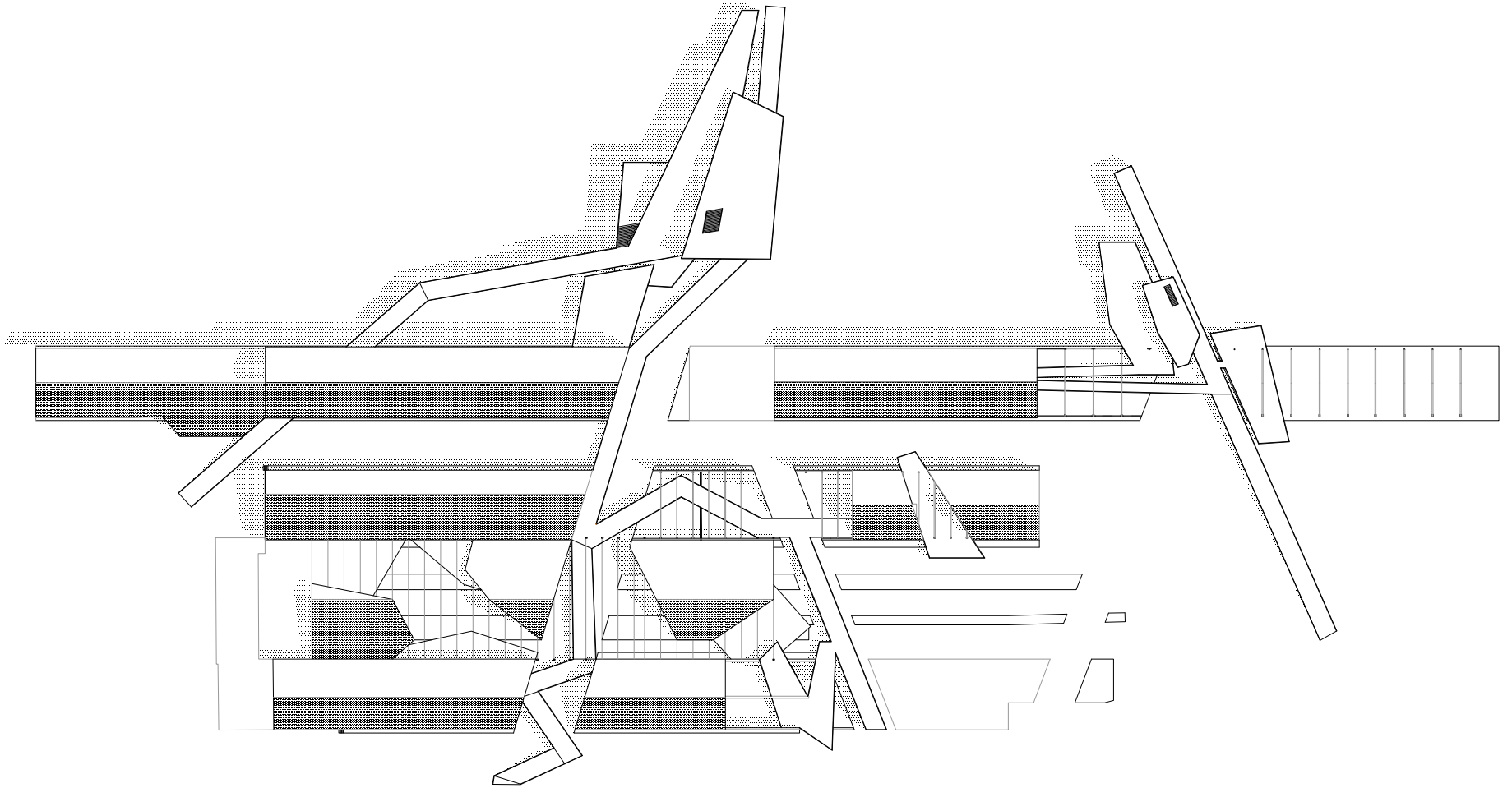








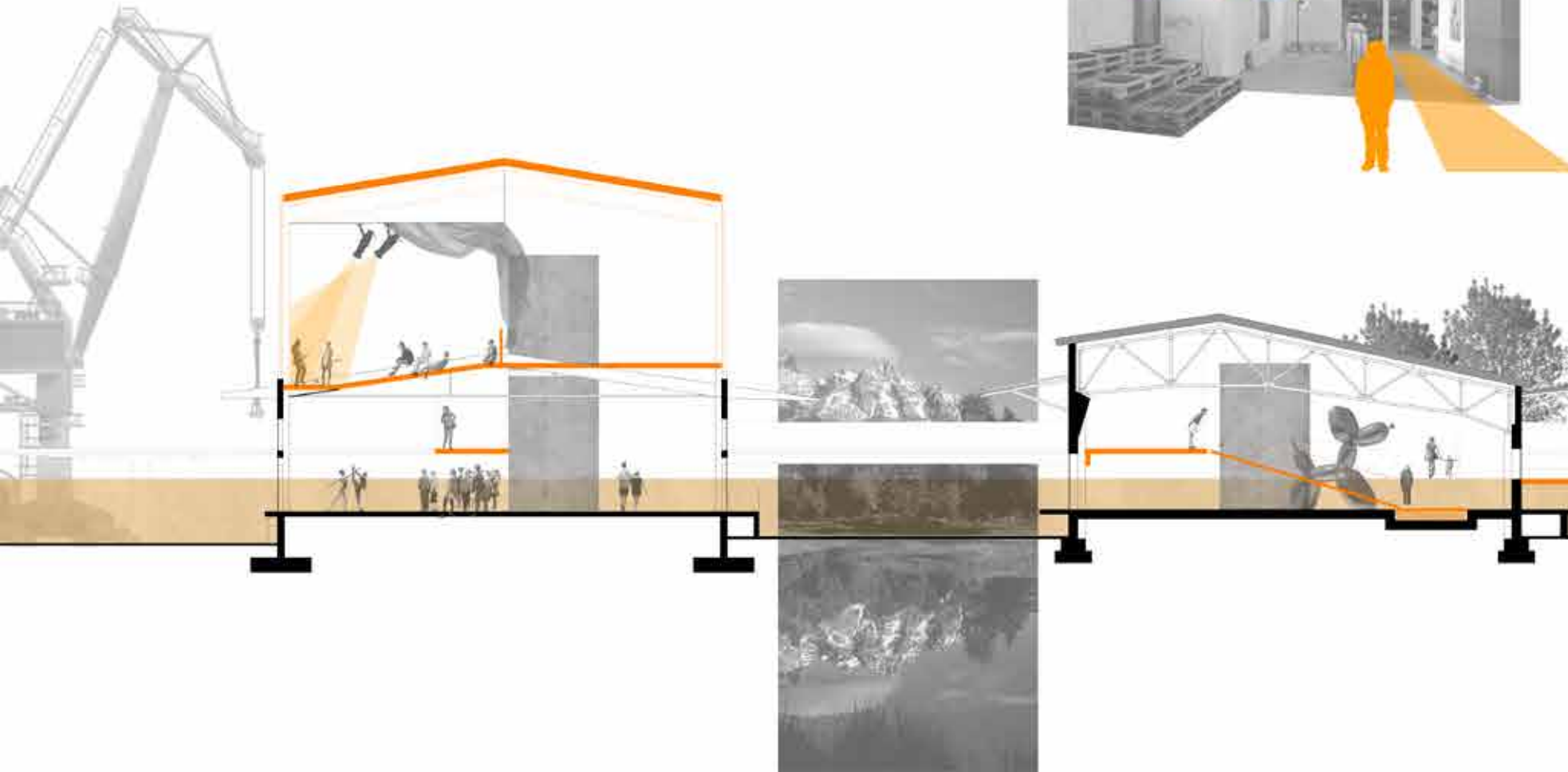




AMPHITHEATER

An additional light structure on site could attract new users that are benefiting from completely flood protected spaces. Actors with more resources are investing in the site and bringing in a variety of users and activities.

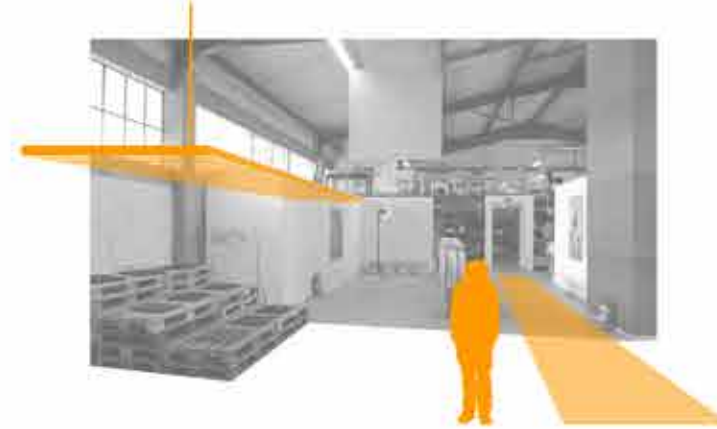
Possible actor: Music rehearsal rooms



COMMON OPEN SPACE

An open space that is permanently accessible thanks to the flood protected walkway/viewing-platform. A secondary pathway will defer with the level of flooding. The program can range from small concert venues, art exhibitions, workshops, etc.

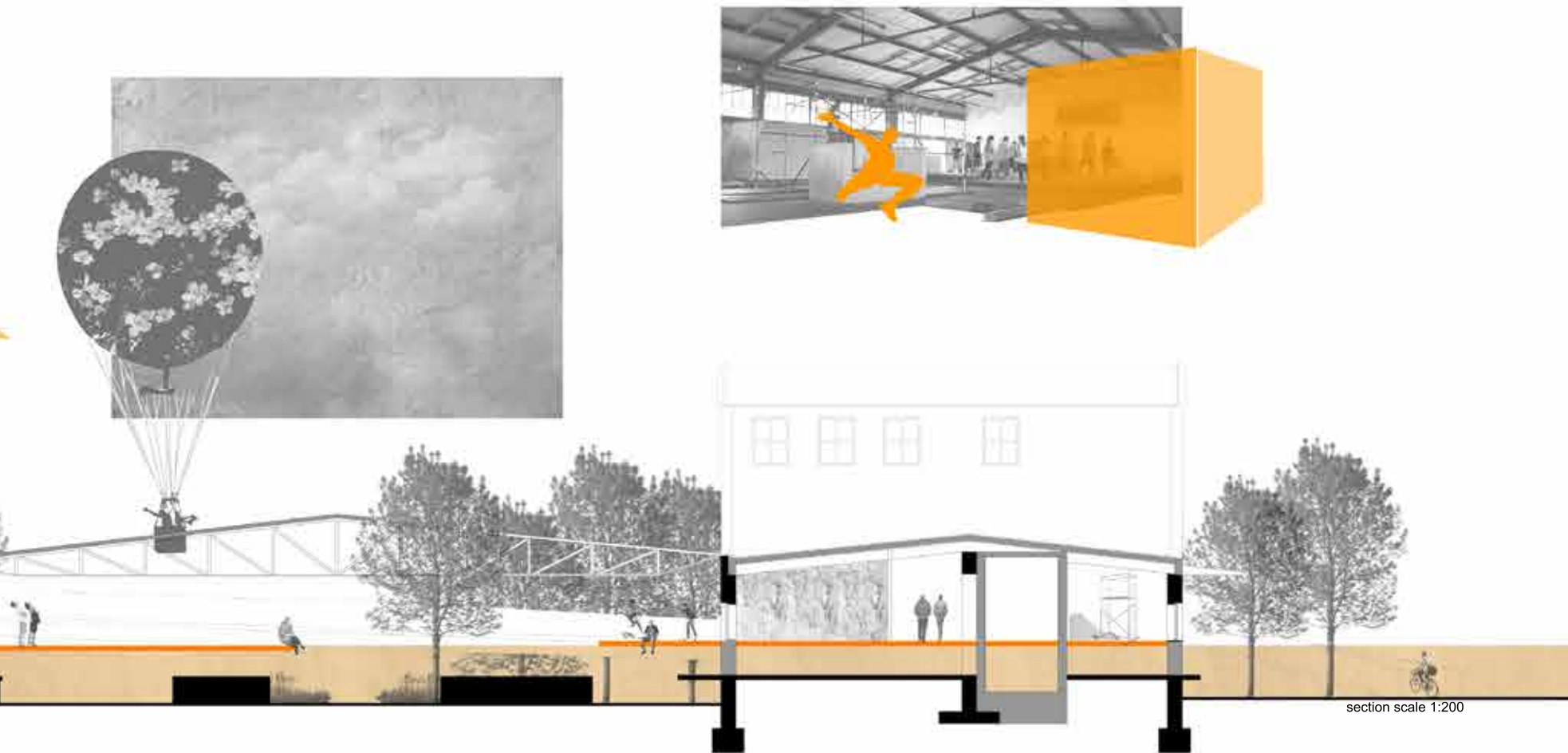
Possible actor: Halle 424



SPORT FACILITIES

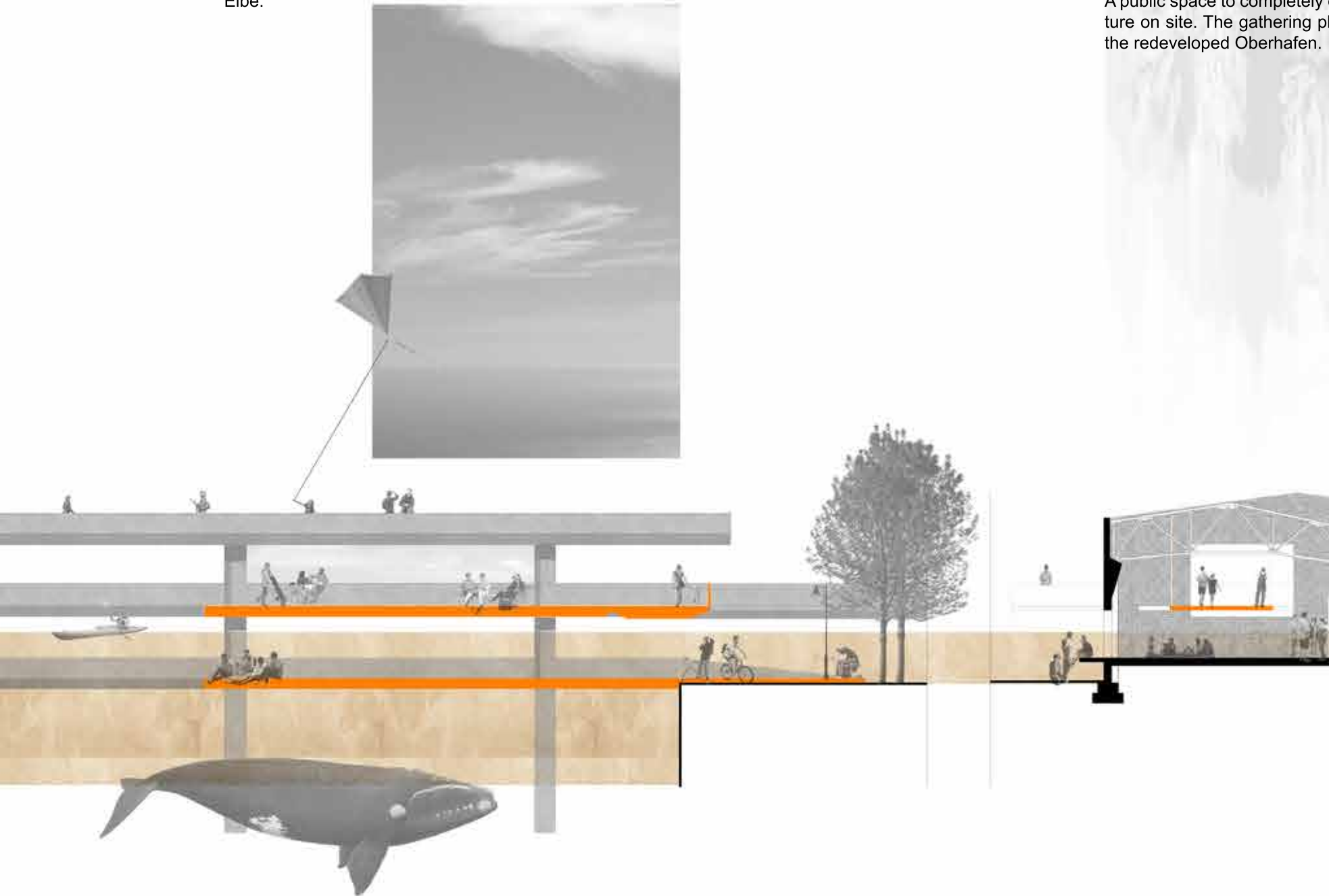
This main space is open to a variety of constellations according to the needs of the present activities. Other than flood protected office space and a material room, the open floor is exposed to the flooding on site.

Possible actor: Die Halle Parkour



EMBRACE THE WATER

Different levels over the water both to experience the waterfront and reach the other side of the river Elbe.



A GUIDELINE THROUGH THE WATER

A public space to completely experience the waterfront and reach the other side of the river Elbe. The gathering place for the redeveloped Oberhafen.

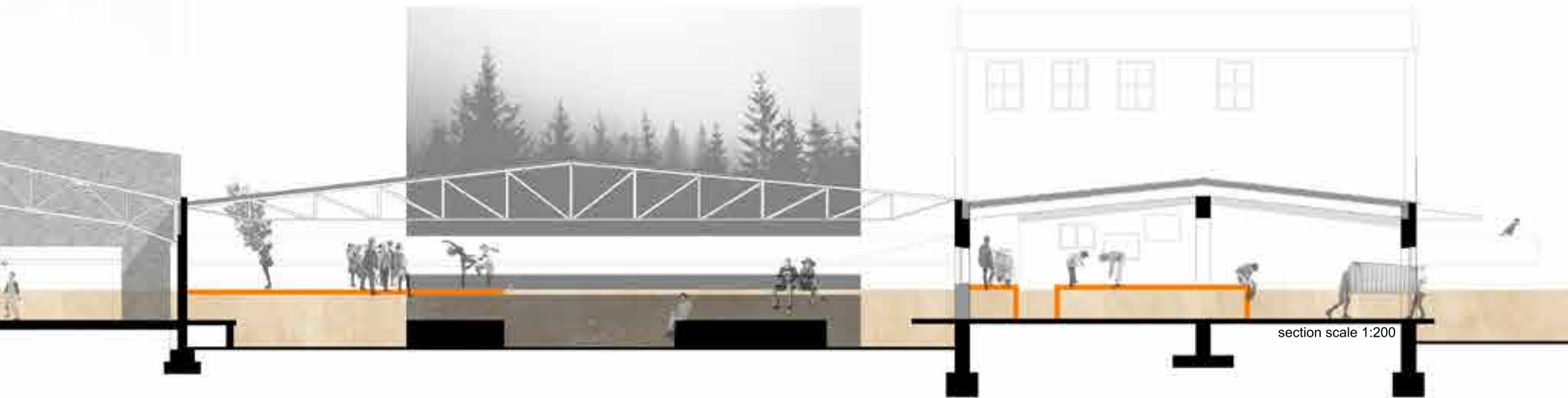
THE SITE

experience the structure and guideline of

WORKSPACE

An open workspace with provided flood protected platforms for machinery.

Possible actor: Set It On



PLATFORM FOR IDEAS

This open space provides the opportunity for actors to have dibs on the activities. A flood protected platform is provided for office space or viewing platform to experience both the old structure and the activity.

Possible actor: Hanseatische Materialverwaltung



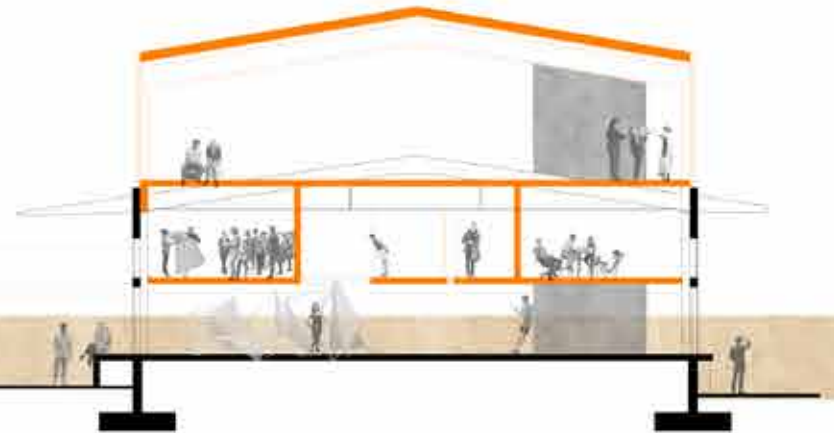
FLORISH PUBLIC SPACES



CO-WORKING SPACES

Flood protected workspaces with an open groundfloor that can be used for multiple purposes.

Possible actor: HafenCity University



OUTDOOR AREA

This open outdoor space is characterized by the old structures of Oberhafen. No intervention is made as it is exposed to the flooding and the creativity of the actors.

Possible actor: Club Moloch





REFLECTION

Although it is hard to fight against the dynamics of a city, this master thesis is inviting to a discussion about creativeness and the socio-spatial aspect. As this subject is related to many other factors and the fact creative industries are very often used to brand the dynamics of a city, this thesis focus on three main subjects to support the design decisions.

By analyzing both local context and looking at a broader urban perspective, this thesis is a promoting an option to look at urban redevelopment projects of industrial harbor sites in a context-based way instead of using standardized solutions known in the field of urban architecture and planning nowadays.

The actual design proposal is challenging to look at these situations from a different perspective. Contrary to what we see in Hamburg nowadays where architecture and urban planning is used to put the city on the map and promote big infrastructural and architectural projects, this master thesis is narrowing down its focus. A proposed local and contemporary structure is inviting the discussion about the socio-spatial aspect and leaving room for further development. Besides the physical intervention, local context is at the same time focusing on the economy and the actual key players and users of the site.

A mixture of different actors from throughout the different categories of the creative industry is promoting multiculturalism, diversity and dynamics of the city.

With a lot of complex issues about the dynamic of the city, this thesis is not covering all the elements that could influence such an urban intervention. It is by narrowing down the focus that it is opening a discussion for what could be take into account when it comes to future urban planning and re-development projects of former industrial harbor sites.

06.

Purpose Master Thesis

How does it fit in the discussion about urban architecture?

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Tom Uyttendaele

