

Stadtwerkstatt

15



PROLOGUE TO GRASBROOK

THE INNOVATION DISTRICT

**STADT
WERK
STATT**
auf Dialoge bauen

 **HafenCity**


Hamburg

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Urban Workshop 15 (Stadtwerkstatt 15) in a tent at the Baakehafen

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Programme of the Event

Exhibition with photos and layouts for the development project Grasbrook ■ At the beginning: **Film** with impressions of the area ■ **Senator Dr. Dorothee Stapelfeldt**: Prologue for the new district of Grasbrook – new urban development perspectives ■ **Chief Planning Director Franz-Josef Höing**: Urban structural framework conditions, procedures and further course of the process ■ **Prof. Jürgen Bruns-Berentelg**: Grasbrook as an innovation district – moderated panel session and questions from the audience: **Tanja Heine, Uschi Hoffmann, Prof. Jürgen Bruns-Berentelg, Chief Planning Director Franz-Josef Höing**; Presenter: **Markus Birzer** ■ Closing words and prospects: Senator Dr. Dorothee Stapelfeldt ■ final notes

Title: View of Grasbrook; in the background: Elbbrücken bridges and Veddel

Dear readers,

in recent months and years you could read in the media, and you will surely have taken notice in your everyday life, that construction work is being carried out many places in Hamburg. New housing, new railway lines and stations, new commercial premises and workplaces, and completely new districts are being built, in the HafenCity and Mitte Altona, for instance, or are in their initial planning phase as in the area between the Inseelpark and Spreehafen in Wilhelmsburg.

Hamburg is growing: many people are relocating to our city, most of them young. They come here in order to study, for training, or in order to start a family. In recent years more than 20,000 people have moved here every year. Unto these new inhabitants and those already living here the question regarding suitable housing is fundamental. We are seeking to shape the growth of our city. A special emphasis lies on space-saving inner growth in already developed areas, as well as the development of waste port areas – such as Grasbrook.

The considerations for an urban development of the Elbinsel island previously utilised by the port are still in their very beginnings. All the more important it is to us to involve you, as guests of the city workshop, and you, dear readers, and all interested residents of the city of Hamburg, in the planning of this new district at the earliest possible stage.

Therefore the Urban Development and Housing Authority has, together with the project development company HafenCity Hamburg GmbH, invited those concerned to an initial public information and discussion



event on 1 June 2018 – to the city workshop suitably titled „Prelude to Grasbrook“. In spite of high summer temperatures, approximately 250 guests came to the Baakenhafen in order to discuss its future with a view to Grasbrook.

I am especially happy that many citizens as well as representatives of district advisory councils and initiatives from neighbouring districts were among the guests. After this successful prelude a series of further public events concerning the reshaping of Grasbrook are to follow, to which I want to invite you already today.

Sincerely yours, Dorothee Stapelfeldt

Senator for Urban Development and Housing

IMPRESSIONS 1



AUFTAKT FÜR DEN GRASBROOK

STADTWERKSTATT

INFORMATION-

VERANSTALTUNG

Erste öffentliche Informations- und Diskussions-
veranstaltung zur Entwicklung des Stadtteils Grasbrook

Freitag, 1. Juni 2018, 18.00 Uhr (Ausstellung ab 17.00 Uhr)
HafenCity, Baakenhöft – ÖPNV: U4 HafenCity Universität

Programm und Information unter barbara.du@hcf.com und info@hcf.com
Eine Veranstaltung der Behörde für Stadtentwicklung und Wohnen und der HafenCity Hamburg GmbH

**STADT
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auf Energie setzen

 **HafenCity**

 **Hamburg**



ON THE PANEL AND AT THE LECTERN

Dr. Dorothee Stapelfeldt

Senator for Urban Development and Housing

Franz-Josef Höing

Chief Planning Director

Prof. Jürgen Bruns-Berentelg

Managing Director of HafenCity Hamburg GmbH

Uschi Hoffmann

District Welfare Work of the Elbe Islands (Veddel)

Tanja Heine

Director of Netzwerk HafenCity e. V.

Presenter: Markus Birzer



Left to right: Franz-Josef Höing, Prof. Jürgen Bruns-Berentelg, Dr. Dorothee Stapelfeldt, presenter Markus Birzer, Tanja Heine, Uschi Hoffmann

AN INNOVATION DISTRICT IN THE MIDDLE OF THE ELBE | KLEINER GRASBROOK: A NEW DISTRICT FOR HAMBURG



Senator Dr. Dorothee Stapelfeldt

The title of the urban workshop could also have been ‚A Milestone for the Inner Development of Hamburg’ - after all a new district is to be created in the heart of Hamburg. A district which, together with Veddel and Rothenburgsort will form the southern entry to the city centre along a prominent urban development axis preconceived by Fritz Schumacher 100 years ago.

Following the concept of the ‚leap over the Elbe’ from the inner city of Hamsburg to Harburg, Grasbrook will form a further stepping stone.

The great transformation space comprising the Hafencity, Billebogen, Rothenburgsort, Veddel and Grasbrook shapes a crossing of several urban development spaces: beside the ‚leap over the Elbe’ this contains the development of the eastern districts following the motto ‚upstream along the Elbe and Bille’ as well as the development of the inner city.

Grasbrook Is a Connecting Space

Grasbrook combines tradition and modernism: the tradition of the port of Hamburg as the economic centre of the city beside a newly developing innovation district where people will be working and living in the midst of fascinating green spaces and riverside locations. At the tip of the new green strip we have a direct view through the Magdeburger Hafen onto Harburg city hall not even two kilometres away. It is a place where, beside a functioning, solid port, a district will develop that in its urbanistic structure, its functionality and aesthetic is clearly future-oriented.

And it shall be a new, sustainable district, easy to reach thanks to modern mobility concepts, a district our city needs for its further development.

It is the task of a responsible urban development policy to take the further growth of Hamburg and the factual changes seriously such as for instance the tense situation on the housing market, and to develop high quality growth concepts based on these findings. The senate is aware of the importance this project has. Therefore we are particularly focussing on low-impact inward development in already developed areas as well as developing so-called conversion areas like Grasbrook.

Housing is the Social Issue of the 21st Century

We are very aware of what this entails:

We require affordable housing in the central areas of

our city. This is the social challenge of the 21st century. We require qualified jobs and locations where they can be created: in industry, services, science, research and development. Hamburg is a city of science, and this aspect is to be reinforced.

We require a higher structural density as well as our green network of waterside locations, developed through decades, in order to maintain the quality of living in our city.

We seek to design the growth in our city. We are not subject to forces beyond our control, the future lies in our hands. Cities will be the focal points of social change, in Germany as well as globally. Migration into the cities, into metropolitan regions, will continue. Therefore urban spaces where life, culture and communication can unfold are in demand.

With regard to Grasbrook itself we are calculating with housing for approximately 6,000 residents, a third of which are to be subsidised through public funding, as well as up to as many as 16,000 jobs, shopping facilities, daycare centres and a primary school. According to these figures we are facing one of the largest urban development areas in the years to come, and I am not exaggerating when I say that we intend to make it exceptional. More than that: it is to become an innovation district for the future with an attractive mixture of utilisations comprising housing and knowledge-based jobs in the immediate neighbourhood of the port.

Priority Inner Development

Our focus also lies on inner development, in combining housing and employment in an appealing environment featuring good local supply and fast traffic connections, sophisticated architecture both inclusive and energetically up-to-date.

The necessity to develop Hamburg further is beyond



Common transformation space comprising Hafencity, Billebogen and Grasbrook

dispute. Therefore we seek to develop modern and open, lively and urban districts with great imagination and care, here in Grasbrook and elsewhere in Hamburg. Every location requires its own answers, thus Grasbrook is not to become a simple extension or copy of the Hafencity in spite of the spatial closeness, but something completely individual. And it is intended to radiate beyond its own boundaries.

Bridging of Hafencity and Veddel

Hence Grasbrook will be an important piece for realising the 'leap over the Elbe' and thus connecting Veddel and Wilhelmsburg with the city north of the Elbe. Grasbrook will form a part of the eastern entry to the inner city and will, together with Rothenburgsort and Veddel, represent a common urban and social space. This again will not evolve by itself. Coming from Grasbrook, in fact, we intend to and will actively seek a connection with the northern part of Veddel. We are in the process of adding a new, exciting chapter to the changeful history of Grasbrook.

Starting in 2018 Grasbrook is now to become a modern, future-oriented district - a district cherished by residents and employees as well as those who spend their leisure time on the watersides or in the parks.

OFF TO NEW SHORES GREAT OPPORTUNITIES IN GRASBROOK

The Chief Planning Director

Over the last 20 years Hamburg has substantially contributed to the central debates regarding change and development in large cities. The entire republic is always also looking to Hamburg: What is happening up there in the North, and is it convincing? With the Grasbrook project, Hamburg is once again accepting a great challenge. We do not seek to simply create a continuation of the well-tryed on the other bank of the river Elbe, we want to act courageously. We want to think new thoughts without securely knowing where the journey will lead us.

The city has gathered a great amount of experience with regard to developing large coherent areas, often wastelands. The focus lies on developing attractive and simultaneously affordable housing estates as well as creating attractive work locations. Perhaps we have not always succeeded in communicating this balance in recent years, but the emphasis must equally refer to the places people work, and a wide range of general utilisations. When we talk about urbanism we do not only mean intelligently organised density of structure, but also a lively mixture and the unfolding of beautiful situations. This is what we talk about when discussing the Grasbrook. We should choose an offensive approach, spatially connecting different utilisations. For this we need to think about completely new, flexible spatial designs and building structures.



Chief Planning Director Franz-Josef Höing

Green Footprint for the Leap over the Elbe

Although I have always talked about a dense new city we need a good supply with park areas and open spaces. One idea is not to start a new district with large new structures, but with a green footprint – a park on the river bank. This would show the charm of confronting the structurally developed and clearly defined promenades of the HafenCity with soft, green contours on the opposite shore of the river.

These are but initial ideas for the development of Grasbrook. How it will appear in the end is not yet decided. There exist some proxy sketches, yet no precise plans. Hence we can comfort all those who have been fearing the presentation of a turnkey concept today. We are currently in a stage of preliminary examinations as well as an inventory of the respective

space: How do the old warehouses and the vegetation appear? How are the access routes arranged? Yet one thing is certain already now: the project deals not only with a new district that needs to be balanced within itself, but also with its spatial connection to its immediate neighbourhood. The aim must be to functionally and spatially connect Grasbrook with Veddel, Rothenburgsort and the developing Elbbrückenquartier district at the entrance to the HafenCity.

To Grasbrook with the Tubeway?

We must seek answers to the question how Grasbrook is to be developed. An insight gained from the infrastructural development of the HafenCity is that interesting localities become excellent by establishing efficient infrastructures at an early stage. Therefore I believe that also Grasbrook should be connected to the tubeway network. Mobility in the new district should by all means be devised in a future-oriented manner, for instance following a low-automobility concept.

From my point of view an array of different work and life concepts should potentially be realised here. A diversified social structure and a mixture of different income groups form the precondition for variety. We need to ponder what this might entail for the plot structure. This always becomes interesting in fragmented and diversified locations. Here an intelligent process is required, promoted by a driving institution.

Then we arrive at the question of how to achieve architectural variety without appearing arbitrary. Here a field of tension between a robust basic structure and a flexible adaption to utilisations that are yet unknown is demanded. In a manner of speaking we



Grasbrook: the future Hafentor district with the Saalehafen to the right

are dealing with devising a ‚bookshelf‘ of sorts that we want to develop for Grasbrook: Without knowing, which books will populate it some day, the bookshelf needs to make a convincing appearance in the given space.

What’s Next?

During the course of the months to come we will be carrying out three to five events with international guests, during which we will be discussing the essential issues and targets for Grasbrook with a view to the fundamentals. Thereby we will be looking into good examples in other places. The resulting objects will enter into the mission statement of the planning team that will be establishing their designs and presenting their intermediary results at different occasions over the course of the year to come. You, the citizens, will be offered the opportunity to assess, discuss, contribute, decelerate or accelerate the procedures at each one of these stages.

NEW URBAN QUALITY ON THE SOUTH SHORE: INITIAL PLANNING IDEAS FOR GRASBROOK

Prof. Jürgen Bruns-Berentelg

In September 2017, the then Lord Mayor of Hamburg, Olaf Scholz, presented the basic idea of transforming Grasbrook employing a strategic approach to urban development. There existed no concrete urban design. Moreover the development of a new district presented the central idea, featuring a green river bank, dense urbanisation, mixed utilisations and innovative qualities contributing to the economic development of Hamburg, far beyond mere quantities.

Therefore when dealing with Grasbrook the central question is, in fact, ‚how should inner city areas be developed further? We do not seek to copy the HafenCity,



Prof. Jürgen Bruns-Berentelg

Veddel or the Billebogen. Quite the opposite – its all about differences within the city. As a part of the inner city Grasbrook has its own focal points and an individual identity.

We should be asking the question which options the location offers initially. The 16,000 jobs referred to earlier could be suggestive of a complex consisting of office buildings. In actual fact the mixture is far more differentiated. We are talking about commerce, retail and gastronomy. Manufacturing is equally viable as are different forms of urban production, so-called ‚maker spaces‘, as well as company headquarters. All of this naturally belongs to the inner city appearance as do a multitude of different living concepts,

With all these considerations in mind, the northern Veddel, i.e. the part that is not yet developed, necessarily needs to be incorporated. Here the municipality has already concluded some preliminary work, and looking north intensely, towards the inner city entrance, then this entails connecting Veddel and Grasbrook not only on a west-to-east axis, but also on a north-to-south axis.

Hence Grasbrook not only develops a uniquely individual urban development logic that will inspire future discussion. In addition, within this highly differentiated inner city development process the question arises, what the new district can and will effectuate for the future?

Quality Urban Space on the Southern Side of the Norderelbe

It is the first time that a highly urban space with inner city qualities is being created directly on the southern bank of the Elbe. For the first time Hamburg will receive a direct counterpart to the town centre with the HafenCity. This is connected with an array of questions also arising from the combination of living and working spaces. How shall these different aspects be represented and interconnected? This needs to be perceived in connection with the noise exposition and the noise profile of the location, as the port and industrial activities will be next door neighbours on Grasbrook. The area is equally characterised by railway lines, the port security zone and a port basin. Also for this reason it is essential to deal with the local preconditions as the harbour facilities are to be conserved for the coming 20 to 30 years.

Against this backdrop the development of the new Grasbrook district contains three neighbourhoods. A northern area, the Moldauhafenquartier directly on the river Elbe and with a low noise profile, thus an ideal residential estate. The Freihafenquartier is the second one, which is partially also suitable for residential purposes, but more so for offices, and the Hafentorquartier as the third one, where industrial and commercial utilisations can potentially be realised, as well as research institutes, labs, possibly offices, and other exciting usages.

Buildings under Monument Preservation Will Be Conserved

The planning area also encompasses a warehouse on Dessauer Straße and the banana ripening house, which are both under monument protection and shall

be conserved. The area also contains buildings on the south side of the Moldauhafen that are to be abandoned in 2022 as the lease contracts default then. Furthermore the area comprises areas that have been left to the Czech Republic until 2028. An exchange of areas to be negotiated during the next five years, though, could enable developments also in these areas in near future.

All in all nearly five kilometres of river bank will be gained for the city on Grasbrook featuring excellent visual relations. From an urbanist point of view it is not defensible to have logistics warehouses, goods vehicle shipment and empty buildings placed in such excellent locations. We are challenged to develop solutions actually capable of fully utilising the spatial potential. The same applies to the premises under monument protection. There exist opportunities for cultural utilisations or a number of smaller, innovative niches and activities. In the process highly interesting milieus can be spawned.

Regarding residential utilisation the question arises how this can function when port activity is going on around the clock. At night noise levels reach 45 to 50 decibels in many areas, not much more than in the HafenCity. The real issue is railway and road traffic noise, which yield a substantial strain. Locating industrial structures at the edge of the development can achieve effective noise protection for residential estates. At the same time technical noise protection systems can achieve substantial noise reduction, which has for instance been impressively demonstrated by the HafenCity window. And last but not least there lies a great potential in the arrangement and design of the buildings. Greater difficulties will be encountered when dealing with the traffic noise both on the Elbbrücken bridges and along the railway line.

Ecologically the proposal will massively upgrade Grasbrook. Currently the area is practically hermetically sealed. By creating green areas and green roofs the situation will clearly improve in comparison to the present situation. An exciting question is to which extent shallower bank zones can be developed when creating a green river edge. This could yield an extraordinary ecological gain and at the same time improve the experience of the proximity to water, thus enhancing the quality of stay for residents and visitors to the district.

Veddel Profits in Many Ways

Regarding the green spaces the idea of a large park on the bank of the Elbe derives from the initial plannings for the Olympic games. As one of the first measures this could already be realised 2023 or 2024. Not only the future residents of the new district would benefit from the riverside park, but also the inhabitants of Veddel. But how do you arrive there coming from Veddel? We are looking into a way of creating a subway under the Elbbrücken similar to the one on the northern end of the bridges, where pedestrians and cyclists can reach the Entenwerder park by driving along a boardwalk under the bridge. This is only achievable, though when also the northern part of Veddel is urbanised.

A further great advantage of Grasbrook plannings for Veddel is a new underground station on Grasbrook. Presently the U4 ends at the HafenCity University, from December 2018 on at the new station Elbbrücken on the north bank of the Elbe, from where it could be carried further onto Grasbrook, which would also enable connecting Veddel. No matter where we plan possible underground stations for Grasbrook and Veddel, we need to enable access. On the



The first planning draft presented by Mayor Olaf Scholz on 12 September 2017

northern side of the Elbbrücken a new, 70 metre long skywalk bridges the barrier consisting of the railway line and the road, hence connecting the S-bahn and the U-bahn rail systems. Yet between Grasbrook and Veddel the barriers to be surmounted are even wider. Therefore tunnel solutions may be preferable. Such physical connections, though are a basic requirement for these districts to merge together.

Some final words regarding financing. From the Senate's side the HafenCity Hamburg GmbH has been assigned the task of developing the project. This is a comparable role to the one the company played in the development of the HafenCity HafenCity. The financing of this project is represented by the proceeds from real estate sales as well as a special investment fund. Social infrastructure and education institutions are funded by the public authorities, but everything else is financed by selling real estate. This is an important prerequisite for reflecting social justice within such large urban development projects in the

budget of the city. Pressure needs to be applied on the private developers towards creating innovation and spawn value-oriented developments, as is already enacted in the Hafencity, We consistently apply calls for tender as opposed to highest bidder procedures. Hafencity Hamburg GmbH is not under pressure to

be profitable. The money and the quality benefit the entire city through the individual projects, the infrastructures and increased quality.



Impressions of Grasbrook

INVITATION TO A CHANGE OF PERSPECTIVE

PANEL SESSION WITH GUESTS



The development on Grasbrook and the effects it will have on the neighbouring districts was discussed with the following guests: Senator Dr. Stapelfeldt, Tanja Heine, Uschi Hoffmann, Chief Planning Director Franz-Josef Höing and Prof. Jürgen Bruns-Berentelg.

The planning for Grasbrook immediately influence the neighbouring districts, Veddel and HafenCity. Therefore also inhabitants from both districts, representatives from the local advisory boards, associations, initiatives and social institutions joined the urban development workshop. On the panel Uschi Hoffmann, director of the district welfare work of the Elbe Islands, described the situation of Veddel, where approximately 5,000 people from 60 nations live and where „many things are lacking“ currently. The local supply as described by Uschi Hoffmann is „quite bad“. Therefore she perceives the transformation of Grasbrook as „a great opportunity for Veddel – at least if we are allowed to participate in the development.“

As concrete wishes she pointed to „quality bicycle and pedestrian access routes“ and an enhancement of the public transport facilities, in order to counteract the insular situation of Veddel. Uschi Hoffmann admonished that the exchange between Veddel and Grasbrook would need to function „in both directions“. In order to achieve a „change of perspective“ she suggested holding the next development workshop in Veddel „then you can see how we live there.“ In the later discussion with the audience some guests made similar remarks. Senator Dr. Dorothee Stapelfeldt promised to hold one of the upcoming discussion events in Veddel.

From the perspective of the association 'Netzwerk HafenCity' the planned development in Grasbrook is a positive further development, according to director of the board Tanja Heine. Like Uschi Hoffmann from Veddel she also gave expression to the hope that, thanks to 6,000 new neighbours, local and medical supply as well as social infrastructure and other institutions would be established permanently in the area. „Thus I believe that not only Veddel will benefit from Grasbrook, but that also Grasbrook will benefit from Veddel, and hopefully also from the HafenCity“ said Tanja Heine, at the same time emphasizing that „We need the underground and we need a bridge over there.“

Growing Together Needs Time

Bridges, connections and integration facilities were a central issue in the following debate. An integration of the districts surrounding Grasbrook in planning,

but also improvements for the socially disadvantaged residents were discussed broadly. Among other suggestions, the creation of more green spaces as leisure areas for the public was promoted rather than urbanising such areas. Chief Planning Director Franz-Josef Höing reminded of the concept of a 'leap over the Elbe', describing it as a 'generation task'. Höing also referred to the opening of the Spreehafens in 2013 as well as the planned improved access routes to this water expanse. Prof. Jürgen Bruns-Berentelg said that „the variety of districts lend a city its character.“

Critical comments were made with regard to a computer image of the new district as well as an image movie about Grasbrook, with the Skyline of the HafenCity in the background. The critics were referring to the symbolism that in both cases there was too much visual orientation towards the HafenCity. Instead Grasbrook should be „developed and drafted from the south“, they postulated. The Chief Planning Director invited citizens to participate in the planning process to begin next year, where such matters are to be treated intensely, as well as how the buildings are to appear.



More Digital Participation Options

Also this extended planning process was an issue: What is the role of the HafenCity Hamburg GmbH, and to which extent will local politics be involved? „How will the concrete planning procedures take place?“ Dr. Dorothee Stapelfeldt assured that the HafenCity Hamburg GmbH would, in fact, be controlling the process, yet the district and the district assembly would be participating equally closely as the authorities. The senator repeated that currently „stocktaking“ was being carried out, and that in the months to come „Grasbrook workshop talks“ and other development workshops would be scheduled for the public, before the urban development contest were to be advertised.

The idea was voiced to consider digital and other forms of participation in order to reach migrant and non-academic groups. Senator Dr. Dorothee Stapelfeldt pointed to digital participation that is already being offered in many places, and promised to extend the facilities „in order for those who otherwise will not attend the events to voice their opinions“.



Q & A – 3 QUESTIONS TO ...

USCHI HOFFMANN, DISTRICT WELFARE WORK OF THE ELBE ISLANDS (VEDDEL)



1. You have described the local supply situation in Veddel as 'bad'. What precisely is lacking Veddel that should be considered in the plannings for Grasbrook and the northern part of Veddel?

In Veddel we need a supermarket, preferably one covering the full product range, and we need a drug store. Access to medical specialists nearby, moreover we need a bank, a post office and a pharmacy in the vicinity.

We badly need a mosque for the muslim community in Veddel. All these wishes must be taken into consideration when developing the Grasbrook district, especially when good traffic routes are established between the districts. But it is by all means important to create such facilities not only in Grasbrook, however good the connection routes may be. You always have to keep in mind that the new routes should not lead through subways, as tunnels always are perceived as fear-inducing spaces. It would be great if routes were established that also could attract tourists, skywalks, for instance.

2. Can Grasbrook also benefit from Veddel?

In the plannings it is important to provide attractive and necessary facilities for both districts on both locations. This for instance entails that the district school of Veddel cooperates with the planned primary school in Grasbrook, or even becomes a school with two branches. Then it is important to lend the Veddel branch an attractive profile, for instance by means of an 'immersive English' course. With regard to other plannings it is very important to create a balance between the two districts.

3. Are the residents of your district interested in the plannings for Grasbrook – and how should the participation possibilities be designed?

The people living in Veddel are actually interested in the development. Unfortunately the often feel neglected and unnoticed, or they are ignorant of the fact, that planning is taking place. Therefore it is important to inform the residents here about the development and offer participation formats on location.

Q & A – 3 QUESTIONS TO ...

TANJA ANTONIA HEINE, DIRECTOR OF NETZWERK HAFENCITY E.V.



1. What do you consider a positive further development for the HafenCity through Grasbrook ?

The HafenCity currently accommodates nearly 4,000. One day this figure should rise to 14,000. This makes the HafenCity one of the smaller districts. This figure stands in contrast to a number of tourists reaching 15,000 daily already now. Thus the supply of services, gastronomy etc. is slanted towards tourism. For retailers and small shops the small number of inhabitants is problematic.

In the town centre there exists hardly any residential property. Hence the HafenCity has hardly any neighbours in the nearby districts. A connection with Grasbrook and 6,000 new neighbours would improve the situation for all: The group of potential clients is extended and the residents of the HafenCity have access to a wider range of facilities on the Grasbrook.

2. You herald a underground line to Grasbrook and Veddel. Why?

Not all segments of an urban society are yet represented in the HafenCity. For instance we have a university, but no student life. The link to colourful, naturally grown districts with an own character is important for the development of the HafenCity towards a lively neighbourhood. In this respect Grasbrook, as a district that is also being newly developed, will only be a stop on the route to Veddel or, eventually, Wilhelmsburg. Without a bridge and the connection to the underground grid an exchange between the districts will not be able to function.

3. Are the residents of your district interested in the plannings for Grasbrook – and how should the participation possibilities be designed?

The interest in the plannings for the Grasbrook district is great as Grasbrook is a directly neighbouring district. It offers a similarly attractive position by the water as the HafenCity does, yet it will not be strained by tourism to the same extent. It would be great if the possibilities for online participation were extended as that would allow citizens to participate more flexibly with regard to time. We would also welcome meetings in smaller groups, where constructive solutions can be established.

PREVIEW OF FURTHER PROCEDURES

The development of the new Grasbrook district sets high demands to communication and participation both on the neighbourhood and on an overall urban level. From the very beginning the challenge consists of reflecting on how to embed the new district into its neighbourhood, especially Veddel, but also Rothenburgsort, Wilhelmsburg and the HafenCity. On the other Grasbrook comprises the great opportunity to become a district of innovation with significance for the entire city, a ‚research lab‘ of sorts.

In preparation of the urban development contest to be announced in 2019, four ‚Grasbrook workshop talks‘ are to be held with experts, actors from the neighbourhood and interested citizens of Hamburg. Different fields such as the mixture of utilisations and lively neighbourhoods, employment and innovation, mobility, urban development and infrastructure are to be discussed profoundly. At the same time options for online participation will be available.

The results of the complete discussion process consisting of experts‘ and citizens‘ perspectives are to be documented and will particularly form an element within the announcement of the urban planning contest as well as the further procedures on the way to the development of the new district Grasbrook in form of a ‚document of ideas‘.

You will find current issues and schedules under:

www.hafencity.com | <https://www.hamburg.de/bsw/>



Some subjects to be discussed during the further process

IMPRESSIONS 2



Imprint

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**STADT
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auf Dialoge bauen


Hamburg

Ministry of urban
Development and Housing