



Freie und Hansestadt Hamburg

Behörde für Stadtentwicklung und Umwelt

The Spatial Vision, draft abridged version

1. Why has a spatial vision been drafted for Hamburg?

We want Hamburg to develop into a growing metropolis that resonates well in international perceptions. The city aims to be even more competitive on the international stage by virtue of its flourishing economy and excellent quality of life. That is the strategic vision, encapsulated in the phrase “Metropolis Hamburg – Growing City”, that the city’s Senate has adopted as its policy guide. The draft version of the Spatial Vision was presented in March 2007 to specify these political aims in greater detail as they relate to town planning and development.

The Spatial Vision is some 200 pages long and it sets the framework for development in Hamburg up to 2020; the document contains five mission objectives, a master regional plan, nine planning themes and numerous illustrations.

2. What purpose does the Spatial Vision serve?

Looking towards 2020, the Spatial Vision formulates the objectives and tasks, the priorities and implementation strategies for Hamburg’s future urban development. The anticipated growth is to be steered in a manner that reinforces the urban qualities of the city while preserving Hamburg’s character as the “green metropolis by the water”.

The Spatial Vision connects the many individual projects in the city and forms the programmatic framework for the structure plan. However – in contrast to the structure plan – it contains no detailed statements on the future use of individual sites and properties.

The Spatial Vision also gives the general public a transparent view of the long-term objectives of town planning. Ordinary citizens, ward administrations, investors, residential builders and project developers are to be encouraged to participate in the process of urban development. Joint efforts can then be made to draft project ideas and to identify suitable sites for development in the spirit of the Vision.

3. What are the major objectives of future urban development?

The Spatial Vision contains five core objectives:

- **More city in the city**

By “more city in the city” we mean that the qualities which make up city life are to be identified, improved and that hitherto neglected opportunities should be taken to build dwellings, new workplaces and recreational facilities in the urban space. The objective here is to focus on disused land inside the city and on sites that are not being used as efficiently as they might be for the construction of new

neighbourhoods where people can live and work. The sites that can be put to new use include land previously occupied by port, railway, post, and army facilities, old hospital buildings, disused churches, industrial and commercial properties. The benefits: better use can be made of existing city infrastructure – from public transport to cultural and educational facilities; new jobs and good quality public spaces are created in existing neighbourhoods and, last but not least, greenfield development is kept to a minimum. Sustainable land development that helps conserve resources is both target and benchmark for the city planners. A “Campaign for Quality Open Space” is to be launched at the same time as new construction projects to enhance and add to the green/open spaces in densely populated neighbourhoods, so that the current residents also benefit from development in their neighbourhood.

- **Building on qualities: a home in family-friendly Hamburg**

The trend now is to move back into the city to live. The aim is to make Hamburg an attractive city for families, offering what they want of their place of residence. Currently some 1.7 million people live in Hamburg. The latest population forecast predicts that Hamburg could well have some 80,000 more residents by 2020. That translates into about 60,000 households. Achieving this growth would require building 5,000 to 6,000 new dwellings each year. To attain this objective, action is to be taken to encourage the sale of building plots. Development projects should aim to create attractive new residential areas and to fill in the “gaps” in popular districts of the city. Here the emphasis is on residential sites that are well situated - by the water, next to parks, near bus stops or underground stations or else in the centre of built neighbourhoods.

- **Using expertise – boosting the region’s economy**

The Spatial Vision is underpinned by the city’s core growth industries and aims to strengthen their function of driving business growth in the city. The focus is on those industries which are likely to require large amounts of land in specific locations. In particular that means firms that belong to the “port and logistics” or “aviation” clusters of excellence, which are benefiting from a raft of different aid measures. In the short and medium term suitable sites for, in particular, new logistics enterprises must be made available inside and outside the port bounds. One of the first such projects is in Obergeorgswerder, where a 25-hectare site is to be developed for logistics use by 2009. Already 16 percent of jobs in Hamburg are in the logistics sector, by 2015 the industry could have added a further 14,000 employees.

- **The Hamburg City Experience**

The objective is to strengthen and spotlight those special places in Hamburg which are key to the city’s image and to ensure that people can experience its special beauty. People’s first impressions of the city are dominated by the points of arrival, such as main roads, rail stations, airports and seaport terminals and these should therefore be made to look more inviting. The Elbe riverside experience is marked by urbanity, marine technology and the qualities of the landscape, making Hamburg unique among its rival metropolises. This space is to be home to special facilities, built to high quality standards, that act as magnets to visitors, such as the reconstruction of the old Emigration Centre called “Ballinstadt”, a floating youth hostel, piers for ships and viewing points. The maritime heritage in the shape of cranes, bridges, and ships is to be preserved as something that can be experienced on land or on the water. City tourists with cultural interests will be able to take a “circle line” port launch to tour these sights.

Other key projects in the “Growing City” concept are to become visible elements of the cityscape: the “Sporting City of Hamburg” uses the urban space when staging the world championship in triathlon and the Cyclastics cycle race. The “Cultural Metropolis of Hamburg” will gain a landmark of international standing when the new Elbphilharmonie concert hall opens in HafenCity.

- **The metropolis is city and region**

The metropolitan region of Hamburg is one of eleven such in Germany. One objective contained in the Vision is to initiate projects involving cross-border cooperation between states in the Federation, so as to position the metropolitan region well compared with rival regions. Such cooperation should above all aid growth industries and include close collaboration in terms of international marketing. Key projects for regional cooperation include growth initiatives pioneered by private and community actors (e.g. Süderelbe AG), cross-border regional parks (Wedeler Au / Rissen-Sülldorfer Feldmark) and improvements to traffic infrastructure.

As a metropolis and heart of a region with a population of 4.5 million, Hamburg provides an excellent technological, social and knowledge infrastructure. Another step towards a secure future is to give the region and metropolis a more pronounced identity. The metropolis character of Hamburg is especially evident in the downtown and HafenCity areas, the port, airport, inner and outer Alster lakes, the shores of the Elbe and the Reeperbahn. New projects in these locations are to be conceived and designed so as to be in keeping with the city's cosmopolitan character and its distinctive features.

4. What is the city's strategy in order to attain these objectives?

Top priority is to free up spaces as fast as possible for use in accordance with the stated objectives, in particular for developing dwellings and workplaces. This is to be achieved by cooperating with all the varying actors involved in the process of urban development. This will include new modes of public private partnerships modelled on the success of the Business Improvement Districts scheme in Hamburg and cooperation between the city and its surrounding districts. Set objectives are to be agreed with the city wards in relation to individual projects and the future provision of building sites, with incentives offered to promote their implementation. The objective is to arrive at a fair, functioning spatial distribution of the opportunities and burdens attendant on the growing city.

Further possibilities for steering developments are the strategic use of municipal property, e.g. releasing sites for specific purposes or purchasing certain properties. But the most important steering tool will be an on-going dialogue on the future course of development in the city. The Spatial Vision offers a solid framework for discussion. It sets the long-term objectives and priorities for urban development and is nevertheless flexible enough to accommodate new developments.

5. Which areas of the city are the focal points of development?

The "Leap across the Elbe" is the core project of this Spatial Vision, standing for sustainable growth inside city limits. Urban development activity is, in future, to be concentrated in the geographical centre of the city and aims to "bridge the gap" between downtown Hamburg and the district south of the Elbe, Harburg. The new HafenCity development, the stepping stone on the north shore, is already under construction. Wilhelmsburg is Europe's largest river island and here numerous new building projects are being prepared, existing neighbourhoods rejuvenated and innovative approaches to planning tested; these will be presented to the wider public in the context of the International Building Exhibition (IBA) and the International Garden Exhibition (IGS) in 2013.

The BSU believes that a pool of sites, which could be used for new neighbourhoods to live and work, is dormant in an "urbanization zone" between the inner city neighbourhoods that are already densely built and the more scattered settlements in the outer city. This is where the Second Green Ring sweeps across the city, its huge parks (including Altona Volkspark,

Niendorfer Gehege (deer park), Ohlsdorf Cemetery and Öjendorf Park) making the ring a superb location. This transition zone offers opportunities for new urban qualities and connections in the shape of disused rail facilities, old army barracks, hospital land and smaller plots that are not being used as well as they might be.

The development is to eschew structures of a single type in favour of a varied mix of uses and building types that will benefit both the immediate surroundings and the city as a whole. There is often a chance to integrate new uses into the existing centres in this urban setting and to promote them as attractive locational factors.

Between now and 2020 a variety of urban development measures will be concentrated in selected urban spaces; these spaces may also open up new development opportunities that affect the entire city. The key areas for action named in the central general plan include:

- *Altona/Eimsbüttel.* Rail facilities no longer required in the centre of Altona are to be redeveloped with dwellings and workplaces, central sports facilities are to be concentrated in the Volkspark Altona and the existing stock of commercial properties secured.
- *Stadtspark/Barmbek North.* The themes here are the creation of a considerable number of new, family-friendly dwellings on sites in the immediate vicinity of the Stadtspark that have been converted from their former use as hospital and rail facility, and the remodelling of the station and neighbourhood centre.
- *Wandsbek* The site of the former Lettow-Vorbeck barracks in Jenfeld is being converted and will include a new urban neighbourhood with dwellings, workplaces and a top quality park.
- *Neugraben/Fischbek.* A family-friendly residential area is being created on the site of the former Röttiger barracks, with scope for commercial use as well. Other themes include a new commercial site north of the B 73, a new public transport stop and improvements to the centre.
- *Bergedorf.* Here too the issue is enhancement of the centre, including a new coach station (ZOB) and redevelopment with dwellings and workplaces. A new residential neighbourhood can be created at the "S-train" stop Allermöhe in Oberbillwerder. New commercial sites for the logistics industry are to be developed south of Brookdeich.

6. Who drafted the Spatial Vision?

The Spatial Vision was drafted by a working party consisting of Machleidt + Partner Office for Urban Design and the FPB Freie Planungsgruppe Berlin GmbH in cooperation with the Ministry for Urban Development and the Environment.

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