2016 Otto Linne Award for Urban Landscape Architecture - Competition brief

lost in transition

New Opportunities for the Wild East of Hamburg
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left: “Am Steinlager”
The “Otto Linne Award for Urban Landscape Architecture” - revived in 2009 - offers young graduates and students of landscape architecture another opportunity to come to grips with issues and challenges currently facing their chosen profession in the year 2016. The award honours the memory of Hamburg’s first director of gardens, Otto Linne (1869-1937), forges a link with his innovative approach to the development of landscape architecture and promotes the professional growth of young planners. It rewards excellent work in the field of urban landscape architecture and communicates to the general public how extremely important high standards of landscape architecture and open space planning are for people living in the urban environment.

For many years there has been passionate debate in Hamburg on the subject of developing our urban open spaces. Anyone who has been following this discussion will have realized how much importance has always been attached to the quality of open space in Hamburg and the extent to which this issue impacts the quality of life in Hamburg and the image of the Free and Hanseatic City. And so it is good to see that not only has attractive open space been created or is now emerging in the inner city and HafenCity, but that the development of urban open spaces is playing a key role in districts and parts of the city not usually of primary concern to the public.

In a reflection of Otto Linne’s basic tenets, the participants in the 2016 competition are called upon, in the context of an open remit, to use their initiative to identify the location’s core issues and challenges, to develop innovative ideas and discuss a pioneering approach to landscape architecture in the urban setting. In 2016 the issue is to sensitively develop hidden potential in the east of Hamburg.

REASON AND OBJECTIVE

Competition entrants are called upon to draw closer towards making the forgotten urban typologies in the competition area experienceable. In the process, urban planning, architectural design, traffic flows, sociological and artistic perspectives can and should play a role alongside the landscape architect’s approach.

The young landscape architects should cooperate with people from at least one other specialism to produce designs that also advance the debate on what fields should be part of the professional landscape architect’s job and the future development of the profession. This aspect seems important in that the boundaries with related professions (architecture, town planning etc.) are becoming fuzzy, and the self-image of the profession and public perceptions of its importance are changing too, as people start to take an increasingly critical look at open spaces.
Otto Linne, born on 2 December 1869 in Bremen, learned the art of gardening at the Royal Gardens in Dresden. After his military service in Rostock he attended the Gardening Instruction and Research Institute at the Game Park in Potsdam. Brief stints followed as a gardening technician at the municipal gardens in Berlin-Treptow, Lübeck and Dresden-Blasewitz. In 1894 Linne became chief municipal gardener in Magdeburg. Five years later, then aged 29, he was appointed director of gardens in Erfurt. Here he completely reformed the administration of gardens and created numerous new facilities. After nine years he transferred to Essen, where he worked in the same capacity. In early 1914 Hamburg established a separate gardens department, the last big German city to do so. Up until then gardens and cemeteries had been managed by the engineering department of the building authority. Otto Linne was chosen as Hamburg’s first director of gardens. Under Linne’s stewardship the plans for Hammer Park made good progress and Hamburg Municipal Park (Stadtpark) was opened to the general public.

Otto Linne’s work in Hamburg was interrupted by the outbreak of the First World War. When the war had ended, he dedicated himself to restructuring Hamburg’s parks and gardens. As a result of post-war changes in society, the vast majority of people were unable to make much use of the existing parks and gardens. The poorer sections of the population in particular lacked both time and money to visit the more distant parks. Thus Linne’s main priority was to create a continuous network of many smaller parks in direct proximity to the densely populated housing areas where, instead of purely decorative gardens, local residents would have spaces for recreation, games and sports. An office was also set up to deal with allotments; it was tasked with assisting allotment gardeners, making a fair allocation of the gardening land and designating additional sites. Under Linne’s management numerous open air facilities, including some major ones, were created in Hamburg between 1914 and 1929:

- 6 parks, including the redesign and replanting of Horner Park, Wehbers Park, Trauns Garden, Hayns Garden, Hammer Park
- 3 green space corridors
- 13 grass playgrounds and sun-bathing lawns
- 78 children’s playgrounds (including the first adventure playground in Jungiusstrasse)
- 42 sand pit playgrounds
- 15 paddling pools
- 9 gardens for senior citizens
- 38 sports grounds
- 91 permanent lease gardens

Otto Linne was highly praised for the artistry revealed in his Stadtpark designs and his extension to the Ohlsdorf Cemetery (1914-1920).

On 31.12.1933 Otto Line retired; he died three and a half years later, on 04.06.1937, in Klein Flottbek. Linne’s garden designs were typical of the “new garden architecture” popular in the opening decades of the 20th century. Otto Linne is remembered as a major reformer of gardening styles of the early 20th century. He was a pioneer of the design of public gardens whereby existing open spaces are developed and utilized for the benefit of the people, but he also attached great importance to leaving the landscape’s natural elements intact.

right: Otto Linne
Wettbewerbsgebiet inkl. Fiskalischer Straße als Entrée
Ministry of Environment and Energy - managers of Otto Linne’s legacy of parks and gardens

As a consequence of the Greater Hamburg Law of 1937 the various gardens departments of what had been independent towns and municipalities were grouped together under central management. After 1949, Hamburg became a single municipality with seven boroughs. The BUE (Ministry of Environment and Energy), formerly the BSU (Ministry of Urban Development and Environment) employs specialists for urban green spaces and today sees itself, in conjunction with the gardens departments in the boroughs, as heir to a tradition of parks and gardens management that originated not only in Hamburg old town, but in districts such as Harburg, Wandsbek and Altona as well.

The Hamburg ministry co-sponsored the awards in 2009 and 2013 with the International Garden Show, igs internationale gartenschau hamburg 2013 GmbH. Since the winding up of the igs 2013 GmbH in Hamburg, the Ministry of Environment and Energy is now responsible for coordination and organization of the Otto Linne Award.

right: Way up to the auxiliary footbridge over the Bille
The following questions are designed to express the aspiration behind the Otto Linne Award for Urban Landscape Architecture and describe perspectives for the profession:

- What issues currently have a bearing on forward-looking landscape and open space planning?
- What are the appropriate development steps/phase concepts in a forward-looking landscape and open space planning process?
- From the landscape architect’s perspective, what approaches and methods seem convincingly appropriate responses to the recognized challenges - climate change, consumption of resources, information overload, the fast pace of life, ageing populations, and increasingly divergent lifestyles?
- In what direction could and should landscape architecture develop to gain a modern professional profile? What role could planners play, in what position?
- Which media seem appropriate tools to communicate contemporary landscape architecture to a variety of players and stimulate their interest in participation and involvement?
- To what extent can designs for today and tomorrow borrow from Otto Linne’s planning philosophy?

The Otto Linne Award is an invitation to engage in an examination of the perspectives for landscape architecture as a profession. The entries should spark discussion about how the range of tasks undertaken by the urban landscape architect has changed over the years and decades and how this profession should or ought to develop in future.
The area under review within the “Moving upriver along the Elbe and the Bille - Homes and urban manufacturing in East Hamburg” programme

In Hamburg close to one person in ten (9.2%) lives on the upper reaches of the Elbe and Bille. Hamburg East is already very well served by underground and S-Bahn train lines. With a new “Horner Geest”, underground connection, it will only be an 8 to 10 minute ride to the main station; the planned underground and S-bahn stop “Elbbrücken” will further enhance services to Rothenburgsort, allowing travellers to alight at Hamburg Town Hall after 4 to 5 minutes. Some 23,000 people work in 855 firms located in the industrial areas of Billbrook and Rothenburgsort. Thyssen Krupp, Still GmbH, Fritz Kola or the Tchibo coffee roasting plant are just some of the employers in the commercial and industrial estates of East Hamburg. But in the midst of all this, there are a number of different small, but nevertheless remarkable, green spaces. The landscape axis “Horner Geest” is roughly as long as once round the Außenalster (the bigger of the two Alster lakes). The allotments on Billerhuder Island cover about twice the area of the Binnenalster (the smaller lake) and, progressing upstream, some 200 bridges and around 80 km of canal and river banks give the area its characteristic look.

In 2014 the “Moving upriver along the Elbe and the Bille - Homes and urban manufacturing in East Hamburg” programme was presented to the public.

“Hamburg is looking eastwards and invites people to discuss the new development perspectives. Now that the HafenCity has extended the inner city and the Elbe Islands, together with Harburg Upriver Port, have been redeveloped in the context of the “leap across the Elbe”, it is time for a third major undertaking - to bring the upriver urban areas in East Hamburg into closer contact with the city. This step - in common with the redevelopment of central Altona to the west - will make Hamburg even more urbanized and essentially determine the future course of this great North European metropolis,” (Olaf Scholz, First Mayor of the Free and Hanseatic City of Hamburg).

“Whenever one thinks about the future of Hamburg, consideration must be given to the future of the parts of the city on the upper reaches of Elbe and Bille. These districts have vital resources and potential for creating a socially balanced, affordable city, where it is possible to secure and develop jobs, wealth and a liveable environment.” (Prof. Jörn Walter, Chief Planning Officer, Ministry of Urban Development and Housing).
DESCRIPTION OF THE LOCATION

A variety of different districts are to be found in Hamburg East, with a wide range of identities, numerous open green spaces and pathways within neighbourhoods and, above all, hidden waterfront sites in the industrial and commercial areas, of which many residents of Hamburg are almost totally unaware. An examination of the districts in the eastern part of the city, from Hammerbrook via Borgfelde, Hamm, Horn, Rothenburgsort and Billbrook to Billstedt and Mümmelemannsberg, resulted in eleven focus areas being identified. Ideas and some initial visions for the future were drafted for these areas, aiming for holistic development attuned to each specific place (see appendix no. 21). Core objectives are to reduce the distance between homes and workplaces in the neighbourhoods, in other words to return each to its urban context while boosting what are, per se, precious green spaces. Against the backdrop of a growing city of Hamburg, this part of town has a wide palette of potential that needs to be developed in sensitive ways.

In terms of the Otto Linne Award 2016, for which a competition area in Hamburg East has been chosen, there will be a clear focus on the numerous green strips or gardens and specific urban structures in the city’s eastern region that most residents of Hamburg know nothing about. A concept aimed at linking the existing and conceivable future open spaces by means of landscape axes should make it possible for the city’s residents to experience this district. During their work to produce the previously described programme the architects and town planners Spengler Wiescholek, landscape architects WES GmbH and the Urban Catalyst studio charted these connections and their vision for future town planning measures on an overall map (see appendix no. 21). One of the higher-order green axes is the “Green Passage” leading from Hamm and Horn via the Horner Geest landscape axis, the Horner Marsch allotments and the industrial area Billbrook/Rothenburgsort down to Billwerder Bay and into the Vier- and Marschlande.

How it fits into the urban context

The area under review that is relevant for competition purposes includes the “Green Passage” route which, anchored in the urban context of Hamburg, will in future run through the districts of Hamm, Horn, Rothenburgsort and Billbrook.

HAMM | 53° 33’ 18” N, 10° 3’ 27” E

Working class neighbourhood with quiet residential areas and gardens

- Pop. 37,520
- 32.9% of residents have a migrant background
- 3.8 square kilometres
- 9,971 residents per sq. km.
- 2,288 residential buildings
- Wide range of commercial and industrial activity in southern part of Hamm (south of Eiffestrasse)
- 6.3% jobless rate
- 14 child care facilities/kindergartens
- 4 elementary schools

The district of Hamm is part of the Borough of Hamburg-Mitte and is conveniently situated about 5 km east of the city centre. The 38,000 or so residents of the district enjoy a varied cultural life and numerous types of green spaces plus the Hamm-Marsch allotments along the edge of the Bille. The district is widely known for its typical red brick buildings, where the rents are moderate; most of them were built in the course of 1950s re-construction as substitutes for the 19th century workers’ housing estates destroyed in the 2nd World War. Up until 2010 Hamm was divided into three sections - Hamm North, Central and South - each with its own administration; since 2011 the three districts have been united into one single entity called Hamm.
major cycle track provides a link with the more rural Vier- and Mar- 

schlande in the east. Reaching westwards, a new flood water de-

fence and promenade on the north bank of the Bille and the Ober-
hafen has been opened, offering an excellent foot and cycle path and 

providing an exceptionally important link with the inner city. To the 

west, the Baakenhafen Basin development makes HafenCity a close 

neighbour. Commercial and other different structures largely deter-

mine the look of the entire district: the Billerhuder Island with its al-

doletments, the railway facilities and Entenwerder Park. In future an 
innovative business park is to be established on the site of the former 
piggy-back rail station, north of the S-Bahn tracks; its design princi-

ple is a “warehouse district for the 21st century” featuring upright 

commercial structures in compact building typologies and opening up 
pathways and green connections within and between the adjoining 

structures.

Like its neighbour Hamm, Horn is also a district in the east of the Bor-

ough of Hamm-Mitte and is characterized by a homogeneous stock of 
rows of brick houses built in the post-war construction boom. Small 
parks, green spaces, the large Horner Marsch allotment area and 
stands of old trees serve to create an impression that Horn is a green 
district. The chance to live in an affordable, central location is particu-
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The Rothenburgsort district is surrounded by the Norderelbe and the 
Bille to form a kind of inhabited island in the midst of commercial and 
industrial areas. Many green spaces close to the water, a good infra-
structure and a direct train service from its own S-Bahn station (Rothen-
burgsort) to the inner city form the basis of a high quality of life in 
this old, established working class district. The emissions from the 
port and the busy main roads in the west, which lead south over the 
Elbe, due west into the centre of the city and north towards Berlin-
er Tor, pose a nuisance problem. Via the neighbouring island of Kalte-
hoefe, site of the Wasserkunst waterworks museum experience, a 

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larly attractive to families and students.
The area under review in the Landscape Programme and existing characteristic green space structures

The Landscape Programme is the overall town planning tool relating to natural and landscape elements in the settled and undeveloped areas of the Free and Hanseatic City of Hamburg and underlies Hamburg’s cityscape development. In tandem with the revised structure plan, it was passed in 1997 by the Houses of Burgesses (city parliament) and ranks as binding, official planning instrument. The legal basis for the Landscape Programme is the Federal Nature Conservation Act (BNatSchG) and the corresponding Hamburg State Act (see Section 4 HmbBNatSchG on Hamburg’s landscape programme and Sections 9, 10, 11 BNatSchG). In addition to planning statements about the conservation of species and biotopes, natural systems and the overall image of the landscape, the Landscape Programme contains, above all, statements about the structure of Hamburg’s system of interlinked open spaces. The system of interlinked open spaces entitled the “Green Network in Hamburg” was presented as a separate set of plans and consists of landscape axes, green rings, green finger connections and, above all, a variety of different green spaces.

Put simply, the system consists of two top-tier green rings and several radiating landscape axes which lead from the inner city to the outlying areas. They differ in quality and expression and are intended to improve the mobility network with a continuous system of cycle paths and offer local recreation opportunities, besides benefiting urban nature and the micro-climate of the city. The overriding objective of Hamburg’s Landscape Programme is to network parks, playgrounds, sports grounds, allotments and cemeteries via green corridors and - if this is not possible - via green fingers as the minimum option and thus fulfil the task of providing open spaces for the residents besides con-

tributing to the structured division of space in the city (see appendix no. 14).

The landscape axes Horner Geest and Bille Axis run east-west and traverse the easterly city districts. They open out into the Öjendorfer Park and Boberg Dunes, which form part of the second Green Ring. This 90-kilometre ring circles Hamburg and marks the transition from inner to outer city. The idea behind the “Green Passage” is to use a good opportunity to create a north-south connection tying numerous open spaces along its way into another green network and linking city districts with each other. The “Green Passage” connects the Horner Geest landscape axis, which crosses the Passage in Hamm, with the allotments in Horner Marsch and on Billerhuder Island, the bankside sections of the Billwerder Bay, the Holzhafen basin and the Old Dove-Elbe before continuing to the Vier- and Marschlande.

The focus area for the Otto Linne Award is home to various allotment gardeners’ associations located in, e.g., Grossmannstrasse, Grusonstrasse and Halskestrasse. Green areas of different quality serving different purposes may be found on the south-west and eastern edges of the industrial area, above all south of the Andreas-Meyer-Strasse and in the adjoining districts of Billwerden and Billstedt to the east.

The extended area under review for the 2016 Otto Linne Award includes the Horner Geest Axis, the Bille Axis, the Entenwerder Elbe Island, Billerhuder Island and the allotments in Hammer Marsch and Horner Marsch, which the Landscape Programme has marked as significant green areas in the system of interlinked open spaces. Along the Billwerder Bay and the canals, e.g. on the Tiefstack and Bille canals and on the River Bille itself, the Landscape Programme shows areas marked out for parks and green spaces with limited usability.
DESCRIPTION OF THE LOCATION

Landscape Axis Horner Geest
The Horner Geest landscape axis is a narrow green corridor running eastwards from the inner city north of Borgfelder Strasse and Hammer Landstrasse. In the west, between settlement areas, it follows the line of the edge of the “geest”, which is a designated park, and takes in the parks and green areas lying along the axis. The target for upgrading the quality of this landscape axis is to create a continuous thread of green spaces, biotopes, experience areas and green mobility connections along some 10 km from the city centre to the periphery, where the Öjendorfer Park is set on the edge of the city.

Aid is forthcoming from Federal funds for 2015 (national town-planning projects 2015) disbursed by the Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety. In between Rauhes Haus and Blohms Park there is a broad connecting strip to the south between the Horner Geest Axis and the Bille Axis formed by the large allotment areas. Öjendorfer Park at the eastern end of the landscape axis is a designated Borough park with large open spaces around the Öjendorfer Lake that is a hugely important local recreation area for the residents of Hamburg.

Bille Axis
This landscape axis comprises the entire course of the Bille and its adjoining open spaces, from the eastern section of the Bille in Bergedorf to Oberhafen basin, where it empties into the Elbe. The raison d’etre of the Bille Axis is to emphasise and preserve the fluvial landscape area of the Bille with its conservation-worthy natural and cultural structures and to network the open spaces and biotopes in the east-west direction. It thus forms the key defining structural element within the large area formed by the commercial and industrial conglomeration that is Billbrook-Hammerbrook-Billwerder-Ausschlag-Rothenburgsort. An especially significant section is where the Bille Axis crosses the planned north-south green corridor by the edge of the flood retention basin; it is designed to provide a link to the Elbe via Rothenburgsort and Entenwerder. At the mouth of the Bille, the two port basins Billhafen and Oberhafen form a connection with the landscape axis of the Elbe riverbanks.

Entenwerder Elbe Park
The Entenwerder peninsula, given over entirely to the Entenwerder Elbe Park, is the southern border of Rothenburgsort where it meets the Elbe. The new park facility was opened to the public in 1997. The exposed location on the Elbe and the panorama view of Hamburg’s city silhouette give this green area a special charm. The Elbe Island is now marked by rows of pyramid poplars, other large shrubs and trees and spacious lawns. Several barbecue spots, a beach volleyball pitch, footfall goal nets and a playground are also available.

Allotments in Horner Marsch, Hammer Marsch and on Billerhuder Island
The Horner Marsch, Hammer Marsch and Billerhuder Island allotments form the biggest interconnected region of allotment gardens in Europe, covering an area of 1.4 sq. km. It stretches from the Bille/Bullenhuser Canal in the south to Bergedorfer Strasse in the north. North of Bergedorfer Strasse allotments occupy a further 10 ha of space. Many people proudly work their land and live in garden houses by the water on the island set between Bullenhuser Canal and the River Bille. The allotments on Billerhuder are located directly on the banks of the Bille and the Bullenhuser Canal. A number of different water sports clubs are located on Billerhuder island on the edge of the Bille basin.

The southern section of the allotments region, Billerhuder Island, is about 36 ha in size and popularly known as Hobby Gardeners’ Isle (Schrebergarteninsel). To the east of the River Bille we find the Hammer Marsch allotments clubs and the Verein 142 Horner Marsch e.V, whose 950 members make it one of Europe’s biggest allotment-holders’ associations. About 170 members live permanently on site, although their number is steadily diminishing because a ban on establishing a permanent home here was issued 20 years ago. Each allotment holder has, on average, about 600 sqm. There is a large children’s playground and a big club house where events are held regularly. Despite their limited availability for public use, the allotments do play an important role, especially in terms of creating interlinked spac-
es. By combining public and private usage, they could make a key contribution to improving the green pathway connections. As a rule, there is always public access to the main paths through allotment sites and these can be used as foot and cycle paths. The waterfronts are reserved for the exclusive use of the private allotment holders.

**Billwerder Bay and Holzhafen basin**
To the east, the Billwerder Bay is tidal to a limited degree only; it supports valuable fresh water mudflats and a barrage keeps flood water from the Elbe out. Holzhafen basin in the south east part of Billwerder Bay is, together with the former Billwerder Island and the south-east section of Kaltehofe Island, a designated nature reserve. The entire area is noted for rich and varied stocks of fish and is very popular with anglers. Houseboat berths and the Moorfleet marina are other interesting attractions. A walking/running track along the Bay is considered one of the best and most interesting routes in Hamburg, taking in such prominent features as the Kaltehofe waterworks and the Billwerder Bay barrage.

**Kalthofe Island, site of the Wasserkunst waterworks museum**
Kalthofe Island combines recreation in an area of ecological diversity with the interesting cultural history of an industrial monument (waterworks). This man-made island was formed by straightening the Norderelbe and establishing the Billwerder Bay (1875-1879) and is owned by the waterworks Hamburger Wasserwerke, which opened a filtration plant here in 1893 to supply Hamburg with safe water from the Elbe. The Kaltehofe waterworks were decommissioned in 1990 and some 20 years later this setting of cultural and historical value was transformed into an attractive local recreation area with a wide range of biotopes supporting indigenous flora and fauna. Every year many visitors eagerly attend a broad selection of guided tours, workshops and special events on Kaltehofe “Wasserkunst” Island in Rothenburgsort.

**Dove-Elbe**
The Dove-Elbe is an 18-kilometre side-arm of the River Elbe; located in Hamburg’s south-east, it flows north through Vierlande on its way to the spot between Tatenberg and Moorfeet where it joins the Norderelbe. The Dove-Elbe is tidal as far as Tatenberger Lock, and non-tidal thereafter. It used to be an important transport route for local fruit and vegetable growers taking their goods to sell at the markets in Hamburg. Today it is an idyllic river landscape with carpets of water lilies and banks of dense vegetation which open onto rows of vegetable fields, orchards and windmills. The Dove-Elbe is highly prized for its leisure value. Numerous anglers and canoeists use the waters and cyclists appreciate the stretch running along the embankment of the disused Marschbahn railway. The man-made “Dove-Elbe Water Park” offers rowers and canoeists a regatta course.

**Vier- and Marschlande**
The Vier- and Marschlande is the biggest continuous agriculturally cultivated area in the primeval Elbe valley formed by glacial meltwater. Apart from its agricultural use, the area is a designated nature reserve and protected landscape serving recreational and environmental compensation purposes. Up until the 12th century the Vier- and Marschlande were composed of several marshy islands and their suitability for human settlement was limited. To this day the area’s appearance results from systematic dyke-building and reclamation during the Middle Ages and intensive farming practices started in the mid 20th century. The landscape is a wide-open, cultivated area criss-crossed by ditches whereby the higher dykes are its most characteristic feature. The Vier- and Marschlande are also known as Hamburg’s “Dreistromland” (three current country) for the three rivers that snake through the region - the Bille, Dove-Elbe and Gose-Elbe.
DESCRIPTION OF THE LOCATION

Current plans and developments

Apart from the eastern development trends already mentioned in general terms, a process of modernization is to be applied to the Billbrook section and its industrial area. As one of the eleven focus areas in the concept for “Moving upriver along the Elbe and the Bille - Homes and urban manufacturing in East Hamburg” and part of the area for consideration in the context of this competition, Billbrook is now an object of special scrutiny. In the Spring of 2015 the Hamburg Ministry of Economics, Transport and Innovation (BWVI) tasked IBA Hamburg GmbH and the HWF business development corporation (Hamburgische Gesellschaft für Wirtschaftsförderung) with developing a modernization and renewal scheme for the industrial area of Billbrook/Rothenburgsort. The plan of action will be presented at the end of March 2016. This will make recommendations on the future development of the industrial area of Billbrook/Rothenburgsort including input from businesses and local players. An interdisciplinary team will work in the project office located in the area. Staff will include a neighbourhood manager whose task is to liaise with the resident enterprises and be the point of contact for local people. As part of the process of drafting the plan of action, the Billbrook steering group meets regularly; it consists of representatives from the ministries involved and Hamburg-Mitte Borough Council, plus people representing the Hamburg Industry Federation (IVH), the Hamburg Chamber of Commerce, the Billbrook Circle (Billbrookkreis) and local enterprises.

Numerous haulage companies, storage firms and public utilities are based in the Billbrook/Rothenburgsort industrial area; they benefit from proximity to the inner city and the port, and also determine the image projected by the area. Apart from these industries, the construction trade, chemicals and plastics manufacturing companies, wholesalers, mechanical engineering and food processing firms are much in evidence. The local economy includes long-established and newer industrial enterprises and service providers, some of whom play a major role on international markets.

In the context of creating a plan of action, a dialogue process is to be initiated to discuss Billbrook’s development perspectives, focusing on making the economic dynamism of the location even stronger and generating modern workplaces with a future. The plan of action will address the topics of infrastructure and mobility, town-planning and the public space, zoning and marketability, and communication and participation issues. Enhancing the image and improving the quality of urban space in Rothenburgsort and Billbrook should encourage new companies to move into the commercial and industrial parts of the district and ensure that the Billbrook/Rothenburgsort industrial area will continue to act as a magnet for modern industries. The task is to preserve the existing stock and create expansion options for established enterprises by, e.g., striving to attract to the district labour-intensive, high value companies in industries destined for future growth.

To assist this project, a localized climate protection plan for the industrial area is currently being prepared. The aim is to document the present consumption of energy and resources in the district, to prepare its greenhouse gas balance statement, to identify potential climate protection measures and develop a catalogue of specific steps.

Further information:
www.industriestandort-billbrook.de and appendix no. 22
Lost in transition. The “Moving upriver along the Elbe and Bille” concept talks of a place called the “Green Passage.” What place? Somewhere around the Tiefstack S-Bahn station. Halfway between Hamburg inner city and Bergedorf. Not a no man’s land. God forbid. But the starting point of this passage looks anything but green.

The tunnel beneath the train tracks is a good 200 metres long. It could be a testing ground for Jungian philosophers. Because it is so dark here. So lonely, so dismal. It doesn’t look much better on the other side of the underpass.

Greenery on the left. A dilapidated drivers’ training circuit on the right. It’s so past it, they don’t even charge for entrance. From the office building you can guess that it did once see better days. Newcomers to Hamburg from all over the world drive round the course.

The road through this unique bit of Hamburg’s cityscape is narrow. No-one comes here for a walk, or to day-dream a while. People walk quickly by on their way to work or back home. The road tells you that the businesses in this neighbourhood don’t pay high enough wages for people to own a car; the City doesn’t see any necessity for making the narrow, stony roads into ones it is easy to walk along. There are no signs telling you where the roads go. They start somewhere or other and stop somewhere else.

And along the way they pass canals, and other man-made water courses, firms that import and export buses and trucks.
It looks as if these vehicles will have to emigrate to Africa or South America. The vehicle inspectors at the TÜV wouldn’t allow them back on German roads. You can find used fridges, washing machines and small appliances that have been rescued at the last minute for a bit more useful life.

The Billie, Hamburg’s second-biggest river, seeks a course through this world. The idyllic spot South of the Bille is called Billerhude Island. Here, to its north and east, begins the biggest conglomeration of allotment gardens in Germany. This is also where new residents arrive in Hamburg. From all over the world. It’s green here.

But where is the “Passage”? This may be a transit zone. As I said, to and from work. But this is worth experiencing. And therefore worth preserving. It is, as it were, on the Red List of Threatened Species - an urban typology in danger of extinction. Because here people find work and thus a livelihood who are unable to find work in the other places and districts that are so typically “Hamburg”. People who fall through the net. Because the default option is digital. Here things are real. Brutal is perhaps too strong a word. But it’s not that far off the mark.

And here, or so the intention of the Otto Linne Advisory Committee, young people, the under 40s, will try to find a way, a passage. Will it be green? Or will it just remain a path “lost in transition”?

Werner Steinke, Ministry of Environment and Energy
DESCRIPTION OF THE LOCATION

THE FOCUS AREA

The focus area around Tiefstack Canal seems green, but it is, by and large, characterized by commercial and industrial structures, criss-crossed by narrow roads and a jumble of rail tracks, bridges and access roads. In between there are canals, water-filled ditches and allotments. Wending its way through this world is the Bille, Hamburg’s second-biggest river, which is linked to Billwerder Bay by the Tiefstack Canal. The landscape space around this tidal bay offers a special backdrop. No-one goes for a walk or pauses to day-dream near the S-Bahn station “Tiefstack” set between the industrial areas of Rothenburgsort and Billbrook; here people walk rapidly to their places of work. Between the drivers’ training circuit and the Tiefstack power plant that is visible from afar it is hard to grasp this rather alien part of Hamburg beside Billwerder Bay. The lack of reference points and barely tangible identities create a sense of drifting, a feeling of disorder and confusion. Where do the paths lead? Does anyone feel at home here?

The salient aspects of the focus area are its heterogeneous structures and areas of differing character. Structures that belong primarily to the industrial area are interspersed with the district’s characteristic water courses, bridges and thoroughfares and somewhat small pockets of green - features that lead up to the imposing open vista of Billerhuder Island. The next section describes in brief the distinctive locations and identifying elements of the area.

The industrial district Billbrook/Rothenburgsort

Billbrook grew on the back of Hamburg’s rapid industrial expansion at the start of the last century. To create additional space, canals were dug and the level of the land raised. In the 1920s the industrial area stretched southwards from Billbrook Dyke. Industrial enterprises were also established at Billwerder Ausschlag in the northern part of Rothenburgsort. This early industrialization resulted in very high levels of environmental degradation in terms of air, water and soil pollution. During the 2nd World War large swathes of Rothenburgsort and Billbrook were destroyed in air raids. However, reconstruction and further elevation of the land using rubble left from the war allowed industrial firms to start up again. Reflecting technical progress and new legislation and industrial standards, environmental pollution was, however, much reduced.

Bille

The source of the Bille lies in the Hahnheide nature reserve near Trittau. The Bille is 65 km long and flows into the Elbe from a north easterly direction. 42 km of the Bille flow through Schleswig-Holstein and 23 km through Hamburg. Coming from the east, the Bille snakes through the Hammerbrook and Rothenburgsort districts, flows through the Brandshofer lock into the Oberhafen basin and from thence into the Elbe.

Apart from some stretches where it is used commercially, the Bille is mostly the preserve of leisure boats which either sail upriver towards the north east or downriver and through the lock to access the Elbe. The Bille flows through many different surroundings marked by a wide range of industrial, residential and leisure uses. The contrasting vistas range from industrial buildings, power plants, waste incineration plants and a container rail station to weekend houses and allotment gardens.

Two nature reserves border the Bille in the east of Hamburg, outside the focus area; the Boberger Niederung and Billetal (Bille valley). The Boberger Niederung, in the Hamburg district of Bergedorf, supports a variety of vegetation zones such as bog, moor, carr (fen woodland), wet meadows, sand dunes and heath.
The waterfront location and the bankside greenery that spouts by and large as it will, give the area considerable dormant charm that calls out to be awakened. Along the shoreline of Billerhuder Island flashes of this potential, so very characteristic of the district, are seen, even if private usage predominates. But the allotment idyll, which has succumbed in parts to sentimentality, is also part of the area’s identity.

The canals are attractive to boating people, as may be seen from the many craft on the waters. The shore is practically inaccessible, with the exception of the drivers’ training circuit, an area which could be redeveloped. The design of modern industrial structures like the Tiefstack waste incineration plant (waste processing plant Borsigstrasse) is such that integration is possible. But other commercial operations, such as the many haulage companies, are visually unattractive and create considerable noise nuisance. Since they also belong here, however, measures should be taken to integrate them into the surroundings, while creating the desired green connection and opening up pathways through the area for cyclists and pedestrians. It is also necessary to show more clearly where roads can be crossed and make the crossings safe. Moreover, there are no facilities that might attract walkers and cyclists, such as restaurants, cafés, kiosks, cycle shops, canoe hire etc.

Some attention must be given to stabilizing the river/canal banks and the bridges plus their abutments. Some date back to the original plans by Lindley and the construction work completed before the 1st World War. These are memories of the past that also help make the milieu what it is.”

Jan Michael Runge, freelance landscape architect
The massive rampart described earlier is reminiscent of a jungle. The location is characterized by above-ground pipelines; they are often very noticeable and radiate, partly thanks to the graffiti sprayers, a certain industrial charm.

The S-Bahn underpass looks dismal and uninviting.

There are no parks or squares to sit in here; the entire area does not even have one single designated public garden.

The numerous water courses count as open space; they offer breathing room and openness with good views (in some cases as far as the city centre). The waterways can be used for a range of leisure pursuits, many sports boats navigate the Bille.

**Tiefstack power station**

The Tiefstack power plant, visible from afar, is subject to regulations on the control of major accident hazards (COMAH) and supplies almost half of all Hamburg’s district heating. The most prominent architectural features of the power plant are its location on Billwerder Bay and the chimneys that tower 125 metres above ground. The power plant is located in an historic spot; the power generator Hamburgische Electricitäts-Werke AG opened their first large power plant here in 1917. Vattenfall Europe took the present power plant online in 1993, after the historic works had been decommissioned and demolished. In 2009 Tiefstack’s electricity and heat generation capacity was augmented by a gas-fired gas and steam turbine power plant. Steadily expanded and modernized, the power plant and Hamburg Waterworks are the two defining features of the Tiefstack industrial area.

**Waste treatment plant Borsigstrasse**

Since 2014 the municipal waste and cleaning service Stadtreinigung Hamburg has been responsible for the waste treatment plant at Borsigstrasse, in operation and progressively expanded since 1994. It is listed under the control of major accident hazards regulations. Using well-established technology, more than 320,000 tonnes of Hamburg household waste is incinerated here. The resulting energy is converted to steam for the supply of district heating to homes in Hamburg.
“Am Steinlager” beside the drivers’ training circuit
Statement | “Green Passage”. Fascination, but also puzzlement is the first abiding impression of the “Green Passage” in the south-east of Hamburg. On site the first thought that springs to mind is that of having discovered an urban wilderness - an equivalent to Henry David Thoreau’s wilderness, where the unsuspected, uncontrollable diversity of the world can and, for our own protection, must lead a hidden existence. A place where vitality is everything and the resultant structure without doubt challenges our aesthetic sensibilities.

Can such an area be developed in sensitive manner?

For the Otto Linne Award 2016 entrants are encouraged to attempt this feat. A courageous yet sensitive transformation of the public space should be the vehicle to take the place of the “highrise catharsis” that otherwise seems inevitable. We should examine new, different ways to develop this strangely alien piece of Hamburg - not only for the local residents and people who work here, but also for curious interlopers from far and near.”

Bertel Bruun, freelance landscape architect

Katharina von Ehren, International Tree Broker

Commercial charm that is charmless | industrial charm I unadorned I forgotten by others I a certain degeneracy I outdated firms - lacking vision I down to earth quality I I dinginess I sadness I monotony I concrete I surprising moments by the water I development potential - with a great deal of imagination I roughness I not for pedestrians - large scale I “ruin” I yesteryear I 70s / 80s I disconnected I adrift

URBAN WILDERNESS
**DESCRIPTION OF THE LOCATION**

**Traffic**
Apart from the waterways, this area is marked by major traffic arteries, rail tracks and access roads that mostly carry freight. Running from west to east, the main roads across the focus areas are Mühlenhagen - Liebigstrasse, Grossmannstrasse - Borsigstrasse and Ausschlager Allee - Tiefstacker Brücke - Halskebrücke/Andreas-Meyer-Strasse. In the north-south direction, Billstrasse is an important link that crosses over the Bille Canal. The Ausschlager Elbdeich provides access to the southern part of Tiefstack Canal. Pedestrians can cross the Bille on the way to Billerhuder Island on the footbridge attached to a railway bridge. The Ring 2 (Grusonstrasse/Wöhlerstrasse) runs through the focus area.

There are good public transport services to the focus area (S-Bahn). Numerous bus routes also cover the industrial area of Billbrook/Rothenburgerort. The Tiefstack S-Bahn service is moderately well frequented. Surveys undertaken for the plan of action (see chapter XX) counted 2,258 passengers boarding and 1,817 alighting from trains on an average workday (Mon-Fri). Pedestrians and cyclists bridge the gap in the tracks leading from west to east using a 110-metre long tunnel which joins Langer Hagen in the north.

The central part of the focus area consists of the drivers’ training circuit at Grossmannstrasse 210 in Rothenburgsort, west of the Tiefstack Canal, which has been operated for many years by the road safety association Verkehrswacht Hamburg e.V. At present over 30,000 people use the drivers’ training circuit every year; it is surrounded by industry, bounded to the south by the S-Bahn line and to the east by Tiefstack Canal, and currently covers a total area of 53,600 sq m, (information supplied by www.verkehrswacht-hamburg.de) about 50% of which is vegetation (shrubs and grass). The site is owned by the Free and Hanseatic City of Hamburg and it is intended to put it to different use in future.
THOUGHTS

With a few breaks - some of them lengthy - we have lived in Hamm since 1984. When we first moved here, no-one had heard of the district. Hamm is somewhere between Wandsbek and the Elbe Bridges - the place they always take learner drivers to practise parallel parking. My then partner, now my wife, was very depressed because apart from us all the people on the streets were old and there were no interesting shops, bars or anything else. The district has changed since then, but kept its old qualities. It is very centrally situated, has the infrastructure one needs and affordable homes. Now, when we alight at the S-Bahn station, we’re the oldest people and our grown-up son lives in his starter apartment just three streets away and built by the same cooperative.

Although I’m originally from Hamburg-Barmbek, before we moved to Hamm I didn’t know the Billwerder Bay, nor the Billerhuder Island with its fantastic viewing point on the western tip that offers a grandiose panorama of the city and the wide waters of the Bille.

As kids, we always used to fish in the Tiefstack Canal, in front of the lock by the power plant, breathing the fumes from the copper smelting works. But, regretfully, we always threw the fish back into the water, too dirty, too iffy. At the end of the 1970s the Mittelkanal canal was dammed up due to pollution, and of course we took samples and had them analysed. This area was always our adventure playground and we often picnicked on the banks of the water - fences didn’t stop us.

When our son was little we took a garden by the tracks of the rail freight by-pass - I’ve always lived near the rail freight by-pass in Hamburg - and there was always something happening.
Our neighbour - a railway worker - had a model railway that ran all round the garden, so occupying children was no problem. But now they’re building the Hammer Strasse underpass here. Since a good friend still has his house with its own boat jetty on the Bille, we can easily access the water. This jumble of trade & industry, allotments, rail tracks, waterways and bridges offers more niches in which to relax than many a park or area reserved for intensive farming.

While almost all our school friends moved into little houses on the periphery, we don’t ever want to leave the city. Now, well-heeled, they are returning to the city, and so homes have to be built for them. Space that is unused, or little used, is disappearing now. It’s like what happens in exotic destinations - first come the backpackers and then Thomas Cook arrives; and what made it exotic is no longer to be found.

So now they want to develop Hamburg’s “Wild East”. People have tried that often enough before; pre 1st World War it was earmarked to become Germany’s biggest inland port. In the 1930s work started on extending the underground line from Rothenburgsort to Tiefstack. In the 1980s social housing was scheduled on the Billderhuder Island, but plans were dropped because industrial sites were too close and the air too polluted. In the early 2000s Rothenburgsort was supposed to become the eastern continuation of HafenCity. Later the “Leap across the Elbe” was launched, shifting the focus of attention southwards and the east of Hamburg returned to its obscurity. That’s fine, I thought, “let this cup pass from me.”

But since 2013 plans are back to develop the city eastwards. It seems serious this time, the shortage of housing is now too great. Now the important thing is to protect and develop the qualities and potential in this district.
What do we mean by that qualities and potential?
- The countless canals and waterways with their rich variety of borders between land and water, very diverse and not so easily reached. They are aloof, and have to be discovered, not like easily accessible public parks and promenades.
- The industrial areas: chaotic, large and small, full and empty, old and decrepit, sometimes new. They way they’re used is not always what it first appears to be. Creative people, traders, workshops, the largest Internet exchange point in North Europe, red light places. All the things people don’t want in the city, or the things that are now too expensive for the city.

It this were to disappear, Hamburg would travel the same road as London and New York. No more manufacturing industries and the artists and creative people who are short of cash ousted to regions far from the city. People have always lived in the spaces in between. Some of them in houses by the Bille, with a history stretching back to pre-industrial times, and some in provisional housing or garden houses ever since the last war. Or in isolated, scattered apartment blocks built in the 1920s and 1930s.

Their common binding feature is that they are disconnected, random, and anarchic. It would be possible to make more intensive use of the residential and commercial sites without completely changing the character of the area, but would our Building Code allow that? How can the qualities of the place be developed into new qualities - without losing the old ones? When the distinctive bridges over the canals, the industrial water towers and characteristic halls have disappeared, people will no longer know that they are in the wide-ranging and confusing East of Hamburg. Do we have to get it all perfect at once, build a “fully formed city district” or can’t we have a bit of variety, a contemporaneous mix of new, old and the temporary, things that can “be got rid of” a bit later? This place is not just three-dimensional, we must also consider the fourth dimension - contemporaneousness - differences in the speed of development and sequence of events. There is so much that can be said and written about this subject. But for now let that suffice.

Andreas Bunk, freelance landscape architect
The set task for the Otto Linne Award 2016 takes its cue from the future urban development of Hamburg. The urban districts in the eastern part of Hamburg also offer enormous potential for developing new living space, modern industrial and commercial structures and for integrating waterways and green spaces.

Similar to the competition briefs for the Otto Linne Award that looked at the Bille Basin (2011) and at Hamburg Horn (2013) the entrants are called upon to immerse themselves in the specific place and current trends in landscape architecture and to use their own initiative in formulating the key challenges and tasks. Creative solutions, stimulating contributions to the debate, refreshing approaches to planning - the entrants are asked, in open-minded and courageous manner, to let these particular urban structures speak to them so they can offer inspiring ideas about how to make the existing urban typology “experienceable”. It is important to examine new, different approaches. In addition to the tools of landscape architecture, the consideration should include town-planning, architectural, traffic planning, sociological and artistic aspects. The objective of the Otto Linne Award is to honour designs that develop a forward-looking attitude to urban landscape architecture and draft exciting ideas for this specific area.

The competition entrants’ task is to develop their own understanding of the competition area and make an independent analysis. They should intently occupy themselves with the area and its interrelationships with the city, in order to identify the themes and challenges associated with redeveloping the space and offer solutions based on their own plans. It is now left to competitors’ discretion whether they deal with one large single area or concentrate on one sector, one specific place, one sequence or one exemplary detail. The primary focus of attention is to develop an overall integrated open space planning strategy for the “Green Passage” in the area under review and, in particular, for the Tiefstack Canal focus area. Nevertheless, concepts and ideas should convincingly express a forward-looking attitude to landscape architecture in the urban setting.

Contestants are invited to take an inter-disciplinary look at the challenges now facing landscape and open space planners and to discuss further developments in relation to this stimulating place. The following topics suggest themselves:

**Experience a forgotten urban typology**

The project area is not only off the beaten tourist track, it does not even appear on the radar of most of Hamburg’s residents. Hardly anyone takes their Sunday walk here; there is no reason to visit the industrial area around the Tiefstack Canal. Apart from the “car lock-up” on Ausschlager Allee, the central depot for cars that have been towed, from where some residents will have collected their vehicles, this part of the city tends to be ignored. The scale of the location is that of the typical industrial area, with large halls, wide access roads and vast parking or storage lots. From the pedestrian perspective it is a long distance from one point to the next, but even cyclists and car drivers find it hard to get their bearings between wide roads, rail tracks, access ways and bridges.

It seems that greater penetrability will be needed if someone is to comprehend this area and experience the qualities it offers. Points of reference that aid orientation are necessary. Entrants are asked to de-
develop ideas that go beyond signposts, repeater elements or a marked route. What counts is to work out clear and comprehensible paths. What elements of landscape architecture are suitable for this? How can the people of Hamburg be made aware of the special charm of this area?

Revitalize and modernize Billbrook/Rothenburgsort industrial area
The contestants are to address the Senate’s objective of redeveloping the industrial area in such a way that the companies located there can develop too. The area should also be able to attract modern industrial firms, bringing in investment and generating new jobs. What contribution can landscape architecture make? What approaches and specific measures are thinkable?

Create links - open up crossing points
The objective is to make the area under review a more pleasant place where people can spend more time than just on their way to work and attract people to the area for leisure purposes. To this end the north-south link from the bustling residential districts of Hamm and Hamm to the rural Vier- and Marschlande must be improved. The contestants are asked to develop a visible and usable connecting path for pedestrians and cyclists. Here the water courses and canals offer potential that should be included as well as presenting obstacles to be overcome. What do the crossing points look like? Is there a continuous connection or will interventions at specific points suffice? How might a sequence be made legible?

Use waterfront sites
Apart from the open expanse of space over the surface of the waters which allow one to see as far as the inner city, the shore areas also constitute one of the open space’s many qualities. The River Bille, the Bille and Tiefstack Canals as far as Billwerder Bay, Holzhafen and the Dove-Elbe comprise a large part of the area under review and permit a wide range of leisure uses and attractive places for spending time outdoors. It is important to open these waterfront locations to the general public. There are opportunities to create promenades along the shores, and water sites where jetties, moorings or pontoons can be placed. Here a particular challenge is the accessibility of waters directly next to commercial and industrial operations, or where allotment gardens lie. How might the different uses be combined without endangering (operational) safety? Can they form a symbiosis, or would they instead exist parallel to each other?

Uncover what is hidden
True, the green parts of the area are small but, thanks to areas that have been forgotten and the untended green spaces, a special kind of vegetation has taken hold which may be characterized as urban wilderness. It is a unique urban landscape in Hamburg that should be protected on the one hand and sensitively developed on the other, thus bringing existing and neglected qualities to the fore. How can the undiscovered potential, the hidden treasures and details in this rather alien part of Hamburg be uncovered and made experienceable? What new potential can be identified and unlocked?

Design the “Passage Park”
Plans to allow enterprises to move to what is now the drivers’ training circuit provide a chance to redesign the focus area by the Tiefstack Canal. Taking account of the commercial purpose of relocating enterprises to the site, a park or promenade could be created along the side of the canal. This is a chance to institutionalize a core, distinctively identifiable element of the “Green Passage”. A public garden is required, whereby it is imperative that the water be made part of the design and that access to the water be preserved. When seeking to develop the “Passage Park” thought must not only be given to whether other qualities and special “highlights” are necessary in order to attract people to visit and use the park, but also to the question of how the open space can be integrated in such a location. The new industrial buildings on the key piece of land are earmarked for an innovative manufacturer and intended to serve as inspiration for other potential commercial new-builds. How can open space qualities evolve in this fraught place on a limited piece of ground? How can the existing structures in the near vicinity be used to add quality?

Create good quality places people wish to spend time in
An overall aim is to increase the “stay awhile” quality within the competition area. At present there are no (“official”) public parks or squares and barely any open spaces to spend some pleasant time in the fresh air. In particular, the people who work in the area, whether truck drivers or the local forwarding agents, cannot find a spot to enjoy their break, picnic or cigarette. The contestants are asked to think about locations and the outfitting of spaces for time out or to design central/de-central places for people to take a break. For example, is it possible to make them in modular fashion and set them up according to the needs of an enterprise?
Explore the edges and define borders
Another task for the competition could be to occupy oneself with the beginning and the end of the area under review. Is there an entry into this transit space? How are its edges defined? In connection with this question, one might also discuss the purposes for which this space is in fact used, and whether it is necessary to define peripheral zones.

Work in interdisciplinary style - transcend borders
It seems difficult to grasp the location in its entirety. The range of topics just described suggests possible ways to find solutions tailored to the location on the one hand and general approaches using the tools of urban landscape architecture on the other; what open space and town planning strategies, what artistic methods can help to generate added value for places like this - over and above landscape architecture? Participants are expected to submit entries which reveal in the way they are prepared for communication, perhaps even in their methodology, an unequivocal attitude to the future of professional landscape architecture in relation to architecture and town planning, traffic infrastructure and art, communication design and process management. In order to examine the above, we urgently recommend forming interdisciplinary teams so that, across the borders of academic specialisms, widely differing views and suggested courses of action can be discussed and designs drafted. The jury would explicitly like to see landscape architects heading collaborative teams with people from another discipline - for example town planners and architects, traffic planners and sociologists, philosophers, economists, communication designers, film-makers and artists, linguists or representatives of the liberal arts.

Area under review and focus area - define the scale
The designated area under review and the focus area within it are not delineated by the fixed border of a planning area. It should rather be understood as a space for exploring both the stated topics and other imaginable issues. Therefore every entrant is free to choose the limits and dimensions of the space he/she addresses. This will be derived from the chosen focus topic and overriding strategy. It is possible, depending on where the thematic focus lies, to show how the proposals fit into a larger or smaller spatial context. However, the content should offer a convincing reason for the scale and extent of the chosen demarcation. All entrants are asked to hone their topics and approaches to a fine point. It is by no means necessary for every draft to cover and process every possible aspect and topic. It is far more important to concentrate on the idea and statement while doing justice to the complex situation. It is essential that care is taken to make the contribution powerfully convincing and lucid.

Project ideas imaginatively, stimulate discourse - choose formats
In keeping with the open nature of the competition brief, entrants are expected to develop creative, unconventional, debate-provoking ways to present their chosen key themes. The participants are called upon to supplement the customary drawings and models by using other media such as comics or storyboards, newspapers, films or art installations to express their ideas. Much importance is attached to making a transparent, logical connection between form and content, i.e. the medium is to be carefully chosen to match the theme. The entries must be capable of being presented and judged at a jury meeting. All entrants must also provide a sheet (DIN A0 portrait) with a summary of the core contents of their work if they use media other than drawings.
1 - Pedestrian underpass S-Bahn station Tiefstack

2 - “Am Steinlager” (looking east)

3 - “Am Steinlager” (looking north-west)

4 - View on the driver’s training circuit

5 - Entrance driver’s training circuit

6 - “Großmannstraße” (underneath the railway bridge)

7 - Vehicle dealer, “Großmannstraße”

8 - Business park, “Billstraße”

9 - Auxiliary footbridge over the Bille
1. Competition sponsor
The Free and Hanseatic City of Hamburg
Ministry of Environment and Energy
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In consultation with Hamburg-Mitte Borough Council

2. Procedural support
büro luchterhandt
stadtpianer architekten landschaftsarchitekten
Shanghaialeee 6
20457 Hamburg
Contact: Daniel Luchterhandt, Ina Seibert, Karolin Kaiser
Tel: 040-7070807-0 /-23
Fax 040-707080780
ottolinnepreis@luchterhandt.de
www.luchterhandt.de

3. Reason and objective of the competition
The Otto Linne Award, sponsored by the Free and Hanseatic City of Hamburg is an international ideas prize for urban landscape architecture. The award honours students and young graduates of landscape architecture for ideas driven by landscape architecture in collaboration with other disciplines. Interdisciplinary cooperation (town planners, architects, traffic planners, sociologists, philosophers, communication design, art, film-makers etc.) is urgently recommended. The award is named after Hamburg’s first director of gardens, Otto Linne (1869-1937), a man of progressive ideas whose plans and designs for all aspects of municipal green played a key role in shaping and driving developments in Hamburg.

With this award the City of Hamburg pays tribute to Otto Linne by promoting the professional development of students and young landscape architects and honouring excellent design, scientific and artistic achievements in the field of landscape architecture and open space planning in the urban context. Moreover, it is hoped that the award heightens public perception of landscape gardening and architecture by honouring good examples of the art and that Hamburg’s landscape architecture gains a wider audience when results appear in national and international publications. Additionally, the large number of proposals submitted in a competition process makes it easier for the sponsor/borough to optimize objectives and concepts than would be possible if a single planner were commissioned with the task. Municipal projects for open and green areas are brought into the public arena and discussed in the light of the “Hamburg Quality of Open Space Campaign”.

4. Type of procedure
The competition is being organized as international ideas competition for students and young graduates under the leadership of landscape architects in collaboration with other disciplines. Working groups are eligible as described in 7.3
The procedure is anonymous.

5. The task
The set task for the Otto Linne Award 2016 takes its cue from the future urban development of Hamburg. The urban districts in the eastern part of Hamburg offer enormous potential for developing new living space, modern industrial and commercial structures and for integrating waterways and green spaces. It is a deliberate choice to leave the project brief for the Otto Linne Award in 2016 open.

The urban space for consideration in the focus area - Tiefstack Canal - is an industrial location currently scheduled for redevelopment and modernization based on the plan of action now being drafted by the Senate. The competition entrants’ task is to develop their own understanding of the competition area and make an independent analysis. They should intently occupy themselves with the area and its urban interrelationships, in order to identify the themes and challenges associated with redeveloping the space and offer solutions based on their
own plans. It is left to competitors’ discretion whether they deal with one large single area or concentrate on one sector, one specific place, one sequence or one exemplary detail.

6. Eligibility
Teams of students or young graduates under the leadership of a landscape architect but incorporating other disciplines are eligible only if, on the date of announcement of the competition brief, no member is older than 39. Students and graduates from other fields are admitted only if they are part of a working group with landscape architects. Only students and graduates are eligible whose 40th birthday falls after the date of the announcement of the competition (date of birth on or after 1st January 1977). The participants will be registered when they request the competition documents and when they submit their entries. A record will be made of name, date of birth, address, telephone number, e-mail address and current occupation plus proof of date of birth and subjects studied and/or academic degree.

People wishing to participate in the competition are required to register online at www.luchterhandt.de; registration opens 16 February 2016. Together with confirmation of registration, each entrant will receive details of how to access and download the competition documents. The competition brief and planning documents are available from 16.02.2016 and may be downloaded free of charge. It is the responsibility of every entrant to check whether he/she is eligible. Contestants participate at their own responsibility. The declaration of authorship supplied on submission of each competition entry shall state first name and surname of everyone involved with the work. One member of the team (student/graduate of landscape architecture) will be appointed team leader. A copy of the student identification card or of the diploma/bachelor’s or master’s degree certificate (or similar qualification) and a copy of the identity card/passport are to be included with the declaration of authorship on submission of the competition entry. No contestant may submit more than one entry to the competition.

7. Eligible countries and competition language
The competition is open to every country in the world. The competition language is German, and in the case of non-German speakers, English.

8. Jury
Members of the jury:
- Prof. Jörn Walter, Chief Planning Officer, Ministry of Urban Development and Housing
- Hans Gabanyi, Ministry of Environment and Energy
- Bodo Hafke, head of the economics and environment department, Hamburg-Mitte Borough Council
- Jim Anton Reifferscheid, Berlin, winner of the 1st Prize, Otto Linne Award 2013
- Bertel Kehlet Bruun, freelance landscape architect, Hamburg
- Prof. Cornelia Müller, freelance landscape architect, Berlin
- Prof. Regine Keller, freelance landscape architect and town planner, München
- Maik Böhmer, freelance landscape architect, Berlin
- Berthold Eckebrecht, freelance landscape architect, vice president of the Hamburg Chamber of Architects

Substitute members of the jury:
- Klaus Hoppe, Ministry of Environment and Energy
- Markus Weiler, Hamburg-Mitte Borough Council
- Lucas Rauch, Berlin, winner of the 1st prize, Otto Linne Award 2013
- Martin Kohler, HafenCity University, Hamburg
- Véronique Faucheur, freelance town planner, Berlin
- Tobias Baldauf, freelance landscape architect, Vienna
- Heike Lorenz, freelance landscape architect, competition committee of the Hamburg Chamber of Architects

9. Experts
- Dr. Claudia Köster, Ministry of Urban Development and Housing
- Cordula Rasuli, Ministry of Environment and Energy
- Friedo Hauff, Hamburg-Mitte Borough Council
- Hans-Martin Schweier, Ministry of Economics, Transport and Innovation
- Kai Micheal Dietrich, IBA Hamburg GmbH

The sponsor reserves the right to appoint further experts.

10. Guests
Members of the advisory committee
11. Preliminary examination
The preliminary examination will be conducted by büro luchterhandt, Hamburg, in cooperation with the Ministry of Environment and Energy of the Free and Hanseatic City of Hamburg and with Hamburg-Mitte Borough Council. The sponsor reserves the right to appoint additional experts and preliminary examiners.

12. Announcement of the competition result
All entrants and members of the jury will be notified of the results when the jury has completed its deliberations. The sponsor will put all entries on public display, naming the author(s) of each one. The exact exhibition dates and sites will be announced in due time.

13. Documents
- Competition brief
- Project site
- Plans showing historical development
- Aerial picture
- Aerial city map DISK 1:20,000
- Digital municipal property maps DSGK 1:5,000
- Basic cadastral info (dwg/dxf)
- Terrain elevations (3D - dwg/dxf/3ds)
- Detail map showing existing vegetation
- Map of suspected legacy pollution
- Excerpts from the structure plans
- Excerpts from zoning plans
- Climate survey
- Excerpt from the Landscape Programme
- Information Landscape Axis

- Map of traffic volumes
- Documentation of the types of soil and sub-strata
- Water quality, water levels
- Landscape management plan “Langer Hagen”
- Concept “Moving upriver along the Elbe and the Bille - Homes and urban manufacturing in East Hamburg”
- Documentation relating to the modernization and renewal plans for the industrial area of Billbrook/Rothenburgsort.
- Images from the photographic documentation

14. What is required of the entrants
Ideas and the willingness to dare something new are at the heart of the competition. Therefore no specific form of result is stipulated in the context of this competition. Depending on the concept or idea, competitors will show the results of their work using the forms of representation and scales they deem necessary and appropriate. The finished entry can be traditional drawings/plans, a film, interactive media proposals or anything in between. The minimum requirement is that the ideas are summarized for presentation on one DIN A0 sheet, portrait orientation.

A free representation of the key idea behind the design:
- Clear statement of how plans fit into the urban and open spaces in relation to their present and future situation by means of a schematic drawing, representation of various functional spaces and how they fit into the surrounding urban and landscape structures, proposed concept for a future use of the space
- Structural plan on a scale of 1:5,000
- Design drawings on a scale chosen by the competitors (including any relevant elevations)
- Explanation of the landscape architecture design idea through optional use of detail drawings, sketches, perspectives or topographic sections
- Explanatory summary with the reasoning behind the design concept

All plans and documents are to be submitted in digital form on a CD (plans as uncompressed dxf files and tif formats, CMYK, 150 dpi in original size).

- Declaration of authorship (printed form)
- Copy of the student identification card, or diploma/bachelor’s or master’s degree certificate or comparable qualification for each member of the team
- Copy of the ID card/passport for each member of the team
- Signed formal declaration of obligation regarding the use of
digital data

Formal specifications:
- At least one design drawing DIN A0 portrait orientation (118.9 cm x
84.1 cm) rolled; not more than 3 drawings DIN A0 in portrait ori-
etation (presentation plans)
- One set of preliminary examination plans (may be submitted folded)
- Explanatory summary (max. 2 DIN A4 pages)
- CD with digital version of the complete work (dwg/dxf files, tif for-
mat in CMYK mode, explanatory summary in pdf format)

To make it easier to compare the works submitted by all entrants, one
design drawing DIN A0 size is to be submitted in line with the crite-
ria named above. Moreover, the use of different media for the pres-
etation (videos, artworks, photos, other objects, digital media etc.)
is explicitly welcomed, provided they do not occupy more than 3 m²
(equivalent to 3 DIN A0 sheets) of wall or floor space. Films may not
exceed a running time of 5 minutes. No more than one screen/projec-
tor may be used per entry.

16. Cash prizes
For this competition the total available prize money is EUR 12,000
(net).

1st Prize: 5,000 euros
2nd Prize: 3,000 euros
3rd Prize: 2,000 euros
4th Prize: 1,000 euros
Purchases: 1,000 euros

The jury may unanimously decide to allocate the prize money in a dif-
frent way.

Special award
Additionally, there will be a “Special Award of the Hamburg Chamber
of Architects” of EUR 3,000 in recognition of especially successful in-
terdisciplinary cooperation.

17. Further queries and colloquium
Queries must be address in writing to büro luchterhandt
(ottolinnepreis@luchterhandt.de) no later than 22 March 2016.
Answers will be given at the queries colloquium to be held on 31
March 2016. The minutes of the queries colloquium will become part
of the competition brief and distributed among all participants.

18. Identifying the works
Competition entries are to be submitted anonymously. Drawings and
all other documents are to be marked with a six-figure code in the top
right-hand corner; objects are likewise to be clearly marked (inside a
frame no bigger than 6 cm wide by 2 cm high.) The CD must also be
marked with the code number. The declaration of authorship together
with proofs of eligibility are to be submitted in a separate, closed, non
see-through envelope marked with the code number.
19. Deadline for submission
Works clearly marked “Otto Linne award” may be delivered personally to the offices of büro luchterhandt, Shanghaiallee 6, 20457 Hamburg. Deadline for submission is 19 September 2016. Work submitted by post or by any other carrier shall be deemed to have met the deadline if the date stamp shows the date indicated above. If the mailed item does not have a date stamp, then proof of mailing shall be provided by means of an appropriate postal receipt.

20. Invoice address for prize money and fees
The Free and Hanseatic City of Hamburg
Attn: Werner Steinke
Ministry of Environment and Energy
Neuenfelder Strasse 19
22222 Hamburg

Invoices made out to the above named recipient are to be sent to büro luchterhandt. When the invoice has been checked, the competition support office will forward it to the Ministry of Environment and Energy.

21. Copyright
All works chosen as prize-winners or for purchase shall become property of the sponsors. The designers of the drafts shall retain the copyright and the right to publish the designs. The sponsor is entitled to use, for the envisaged purpose, the competition works submitted by those designers who are asked to undertake further planning work. The designers and their legal successors shall be obliged to permit deviations from their competition works. Section 14 of the 2nd Law on Copyrights and Related Industrial Property Rights (German copyright law) of 9.9.1965 (Federal Gazette I p. 1273) shall remain applicable. Prior to any substantial alteration of the work’s execution, the designers are to be consulted, if reasonably possible. Suggestions from the designers shall be taken into consideration unless the sponsor is of the opinion that economic or functional concerns stand in the way, in which case these are to be communicated. Minor partial solutions belonging to any other work that is not specified for execution shall be considered compensated and may be used by the sponsor. The sponsor has the right to publish first. The sponsor is entitled to publish the entries submitted for the competition without any further remuneration. Everyone involved in the draft designs shall be named. The sponsor shall be liable for damage to or loss of works submitted for the competition only if loss or damage results from grossly negligent conduct.

22. Competition schedule 2016
16 February Registration starts
competition documents available
31 March Colloquium
19 September Submission of entries
31 October Jury meets
02 December Award ceremony in Hamburg
followed by Exhibition of the competition works

List of illustrations
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