



Otto Linne Award for Urban Landscape Architecture  
Competition documentation

# lost in transition

New Opportunities for the Wild East of Hamburg





**OTTO LINNE AWARD 2016  
OF URBAN LANDSCAPE ARCHITECTURE**

**COMPETITION DOCUMENTATION**





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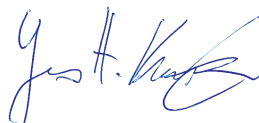
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# PREFACE

To this day, the parks and gardens designed and created by Otto Linne remain defining elements of Hamburg's cityscape. But Linne's legacy goes further than that; he bequeathed to us an understanding of what green space planning and landscape architecture can and should achieve. To Linne, greenery in the city was not just for decoration, but for social interaction. His work was guided by the desire for inclusion, for greater democracy and quality of life for everyone in the city. That is still relevant, especially now, as we face the new challenges caused by population growth and immigration, new-build projects and infill developments.

The fact that most of Hamburg's residents are happy with their life in the city has a great deal to do with the green spaces that Otto Linne created. And if, in these times of change, we want to preserve this special quality in our city, we must not be afraid to try something new. Once again, the competition for the Otto Linne Award has shown us that, as beautiful as Hamburg is, people can still have plenty of new ideas about its future. 29 teams entered the competition, boldly tackling the difficult task of shaping the "Green Passage" between the Bille and Geest-side edge of the Elbe. Their solutions were often as surprising as they were convincing. The jury complimented competitors on the high quality of their entries by admitting each work to the second round of judging and, finally, by awarding two first prizes. Not all of the ideas presented will become a reality, but they can all open our eyes to new perspectives. My heartfelt thanks go to all the young men and women in the competition for these new views of places that we thought familiar.



Jens Kerstan,  
Senator for the Environment and Energy,  
Free and Hanseatic City of Hamburg





The Bille in the focus area

# LOST IN ...

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 Bille, Hamburg's second-biggest river, seeks a course through this world. The idyllic spot South of the Bille is called Billerhuder 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"?

# 01

## THE COMPETITION

### History of the Award

In 2009, after a twelve-year hiatus, the invitation went out to submit entries for an international ideas competition to find the winner of the “Otto Linne Award for Urban Landscape Architecture.” It was hoped to provide an opportunity and motivation for people to make a contribution to the development of the city and landscape within the city, to enrich Hamburg’s “Quality Open Spaces Campaign” and focus on the topic of sustainable quality assurance and development of Hamburg’s network of open spaces and green areas.

### OTTO LINNE AWARD 2016

The competition was organized as a international ideas competition for students and young graduates under the leadership of landscape architects in collaboration with other disciplines. Interdisciplinary cooperation was required compellingly.

29 competition entries and a large number of overseas participants illustrate that many take a keen interest in urban landscape architecture issues.

### Results, number of prizes

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.

On October 31st, 2016 the jury awarded 4 prizes and 1 purchase.

### Members of the jury

The jury consisted of the following people:

- Prof. Jörn Walter, Chief Planning Officer, Ministry of Urban Development and Housing
- Klaus Hoppe, 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

This documentation shows all the works submitted.

right: Impression jury meets





## 02 DESCRIPTION OF THE LOCATION

### AREA UNTER REVIEW

#### Key facts about East Hamburg

- . Total area of East Hamburg: 4,348 ha (44 square kilometres)
- . Settled area: 1,521 ha excluding commercial, port and traffic infrastructure
- . Commercial area: 774 ha of industrial areas and commercial space, 12 hectares port facilities
- . Green space: 643 ha (of which 237 ha parks, 279 ha allotments, 101 ha cemeteries, 26 ha playgrounds)
- . Water area: 429 ha (including small lakes)
- . Stock of residential properties: 84,900 dwellings, 18,315 apartments subject to social rent caps (as at 2014)
- . Planned apartments: 15,000 to 20,000, of which 10,000 new apartments in the focus areas of the “Moving upriver along the Elbe and the Bille - Homes and urban manufacturing in East Hamburg” programme (see appendix no. 21)

#### 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).





„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.

## 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.“





Tiefstack power station

## 02 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 Mümmelmannsberg, 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 Wiescholak, 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.

### **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.

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 contributing to the structured division of space in the 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.



Landscape axis in East Hamburg





Baakenhafen

Bille

Piggy-back  
rail station

Elbe Bridges

Entenwerder  
Elbe Park

Billwerder Bay

Kaltehofe

Norderelbe





**Billerhuder  
Island**

**Allotment region  
Horner Marsch**

**Bullenhuser Canal**

**Bille**

**Bille Canal**

**Billwerder  
Ausschlag**

**Drivers  
training  
circuit**

**S-Bahn  
station  
Tiefstack**

**Tiefstack Canal**

**Billbrook Canal**

**Tiefstack  
power station**

**Tide Canal**

**Industrie Canal**



The set task for the Otto Linne Award 2016 took 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 were 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 were 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 was 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 was to honour designs that develop a forward-looking attitude to urban landscape architecture and draft exciting ideas for this specific area.

The urban area under review is industrial and, based on the plan of action now being drafted by the Senate, is currently scheduled for redevelopment and modernization. In the context of the Otto Linne Award 2016 sufficient attention must have been paid to a consideration of the particular circumstances in terms of town planning and planning regulations. Embedding the new proposals in the existing structures that had to be recognized for their qualities had to be seen

as a pre-condition within the terms of the open remit and, overall, a major deciding factor in view of the important functions this industrial area performs for the city.

The competition entrants' task was 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 was 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 was 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.

### TOPICS

#### **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 Ausschläger 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 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?

### **Das Industriegebiet Billbrook/Rothenburgsort revitalisieren und modernisieren 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.



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

Katharina von Ehren, International Tree Broker

# URBAN WILDERNESS

„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

## 04 OTTO LINNE - IMPORTANT GARDEN DIRECTOR AND LANDSCAPE ARCHITECT FOR HAMBURG

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 (Stadtspark) 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 Stadtspark designs and his extension to the Ohlsdorf Cemetery (1914-1920).

On 31.12.1933 Otto Linne 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





# 05 PROCEDURE

## 1. Competition sponsor

The Free and Hanseatic City of Hamburg  
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In consultation with Hamburg-Mitte Borough Council

## 2. Procedural support

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www.luchterhandt.de

## 3. 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.

## 4. 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).

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.

## 5. 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

### **6. 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

### **7. Assessment criteria**

- Quality, viability and originality of the design idea/overall concept
- Quality of design and spatial concept
- Procedural quality
- Innovation content
- Does the concept match the way it is presented?
- Interdisciplinary quality

Key questions:

- Does the work contain elements of a typical Otto Linne approach that is nevertheless contemporary?
- Do the chosen methods and approaches go beyond the conventional professional standards of landscape architecture and open space planning?
- Despite the broad range of content and the interdisciplinary work, is landscape architecture the defining inspiration for the planned approach to a solution?
- Have appropriate media been used to communicate the statements? Which media seem a suitably modern way to speak to a range of different players? Which seem especially well suited to

communicating landscape architecture issues?

### **8. 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 different 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 interdisciplinary cooperation.

# 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.



East view from the Schurzallee Bridge

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. The 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.

If 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.



# 06 AWARDS

## 1ST PRIZE

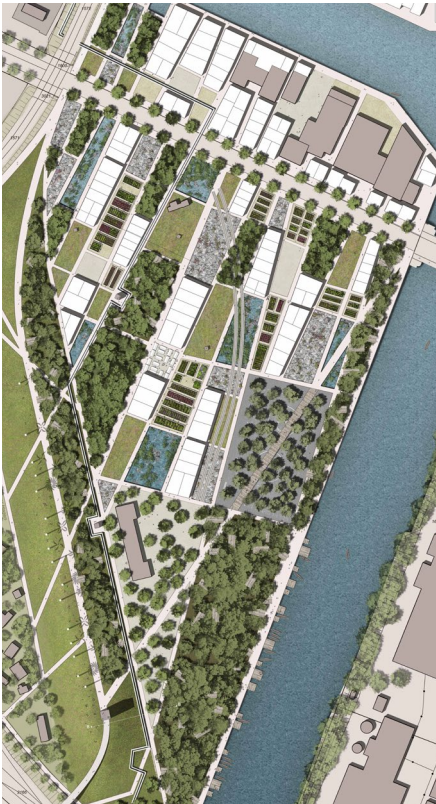


## 1ST PRIZE





**3RD PRIZE**



**4TH PRIZE**



**PURCHASE**



# 1ST PRIZE – Otto Linne Award 2016

## THE BIGGER PICTURE – NEW PERSPECTIVES FOR HAMBURG EAST

**Steffen Becker, Robin Balzer, Matthias Berg,  
Florian Fischer, Charlotte Knab and Sebastian Rumold**

### **Karlsruhe**

The competition entry shows a resilient, expandable strategy which may be used to revitalize an industrial area. Ideally, the strategy would be developed through procedures that give local stakeholders opportunities to participate.

People can explore the area by following the themed paths, which address the three biggest features here, “Industry, Commerce and Trade,” “Allotments and Wilderness” and “Water and Canals.” Interesting places thus emerge along the three routes, making inviting destinations for a Sunday stroll or a school excursion. They offer places where local residents can stop by after work, giving people a chance to take a look beyond their own horizons. So that users know where they are on these themed paths, there is an interactive orientation system employing many different aids such as signposts, maps, flyers, info boards, colour-coded path coverings and a smartphone navigation app with live data and other information.





Bille Becken

Floßbrücke

Obstbaumw

Thyssen Krupp

Basarstraße

Gewürzmühle

Alter Schornstein

Bootsanleger

Open Gardening

Busrestaurant

ielplatz

Infopavillon  
Müllverbrennung

Billbrookkar

Ufertreppen

Still  
Gabelstapl

Fahrradstation+

Alter Brückenkopf

Panoramasteg

Seerosenbecken

Wasser Kunst  
Alte hofe

Vereinsheim  
Süd

Vier- &  
Marschlande

Anglerufer

Holzhafen



# 1ST PRIZE – Otto Linne Award 2016

## **Jury evaluation**

The work entitled “Blick über den Zaun” (literally; a look over the fence) is a carefully prepared work offering a skilful analysis and concept. The multi-layered, didactic style and clear graphic representation of the design process are compelling. The stages shown, from the thorough investigation of the area - including a record of the impressions gained - to the first conceptual draft with three key topics, “Industry, Commerce and Trade,” “Allotments and wilderness” and “Water and Canals” are well communicated and clearly structured. The concept is accompanied by expressive pictograms that comment the development scenarios of the design. Some areas for action and specific locations in the planning region in eastern Hamburg are picked out for more in-depth treatment. The draft planning process included in the work gives the local residents a key role in the projected participation procedures.

Focal planning points are developed with a fine sense for iconic details, including, for example, re-naming locations; “Old Bridgehead”, the “Bus Restaurant”, the “Waster Incinerator Info Pavilion” and the “Panorama Jetty”. This reveals a well-developed knowledge of the locality. Moreover, ideas are offered for themed pathways on the topics of allotment holdings, industrial sites and waterfront spots, plus an interactive system of orientation.

This entry is a convincing treatment of the complex remit; it takes a holistic, innovative view and offers resilient, expandable strategies for Hamburg East.





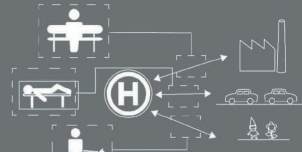
Meinungen im Planungsbereich.



Die meisten Angestellten verbringen ihre Mittagspause im Betrieb.



Die einzelnen Gruppen bekommen nichts voneinander mit



Orte für Aktionen nach Feierabend fehlen.



Auch für die Bürger Hamburgs ist der Hamburger Osten ein weißer Fleck auf der Landkarte.



# 1ST PRIZE – Otto Linne Award 2016

## DARE TO BRIDGE – EXPERIENCING THE LINKING ELEMENT

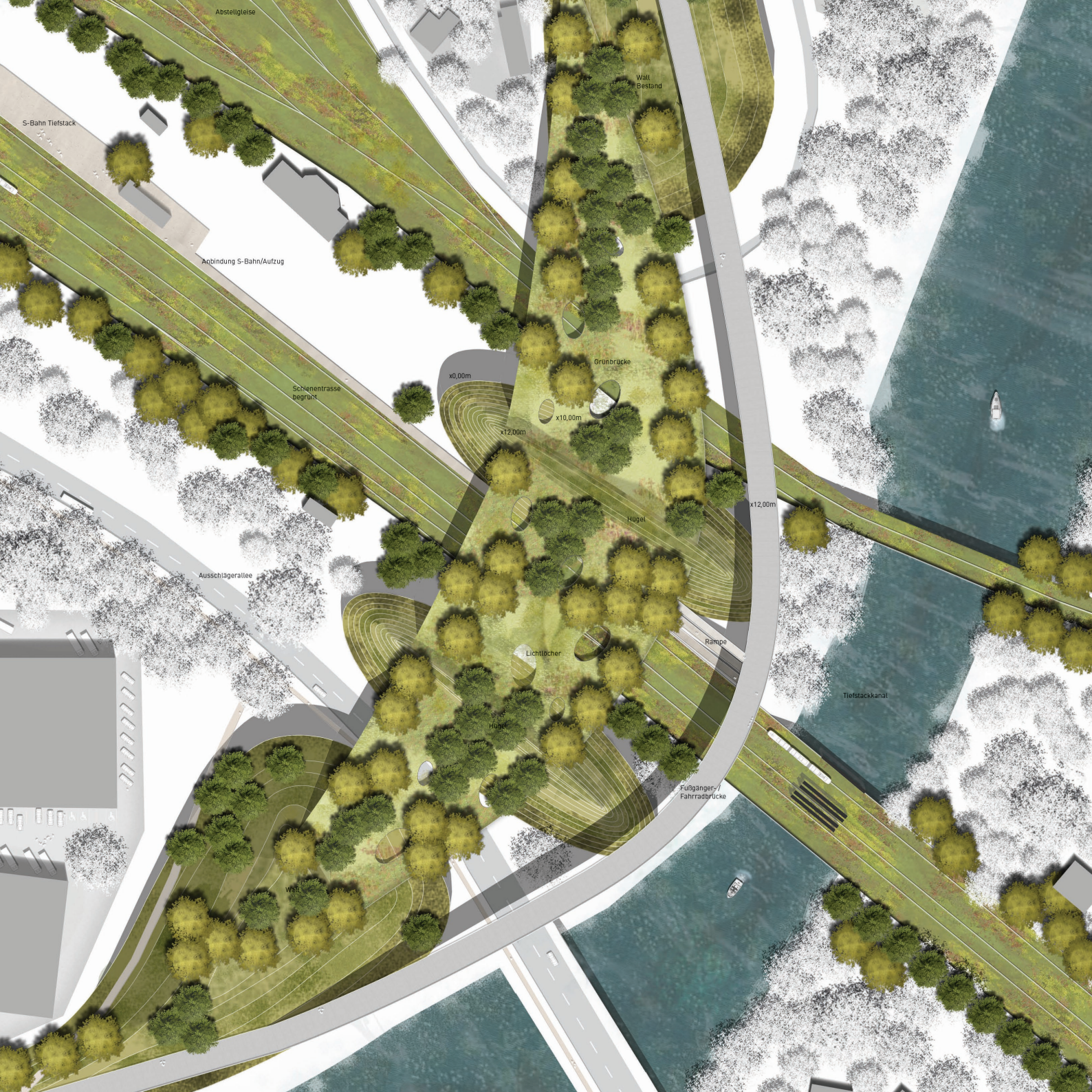
**Jacqueline Franz, Rebecca Braunegger, Madeleine Franz  
and Alissa Beer**

### **Nürtingen-Geislingen**

The objective of this work is to develop and extend the existing green chords within the city centre and the surrounding green spaces. The industrial sites are maintained, the potential for commercial new-builds as shown in the Master Plan is taken into account.

The new green bridge will run through Rothenburgsort to link the eastern city with HafenCity. Moreover, it is an addition to the existing green areas that are so important in Hamburg. In view of continued and growing settlement activity which steadily swallows up land, the new green bridge will act as an environmental hub and help counter the decline of natural open spaces. The currently separate biotopes and the existing network of biotopes will be complemented by an additional biotope network, thus creating spaces for nature's sustainable development. Just as the title "lost in transition" suggests, it is possible to lose oneself in the new crossover point and become totally immersed in nature in order to discover new paths.





Absteiggleise

S-Bahn Tiefstack

Anbindung S-Bahn/Autzug

Schienentrasse begrünt

Ausschlagallee

Wall

Wall Bestand

Grünbrücke

x0,00m

x12,00m

x10,00m

Hügel

Lichttischer

Hügel

Rampe

x12,00m

Fußgänger-/  
Fahrradbrücke

Tiefstäckkanal



# 1ST PRIZE – Otto Linne Award 2016

## **Jury evaluation**

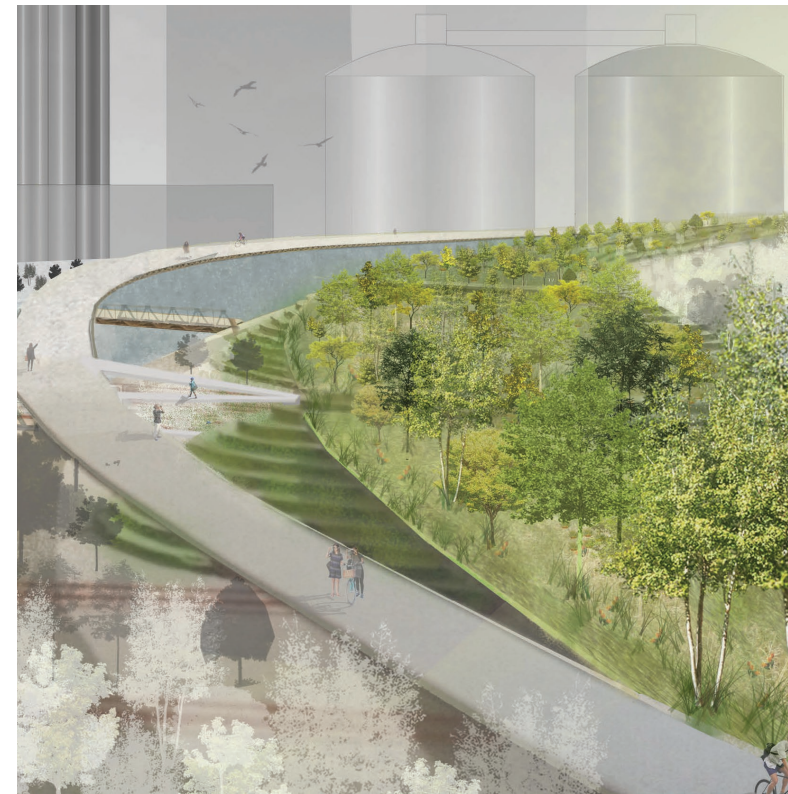
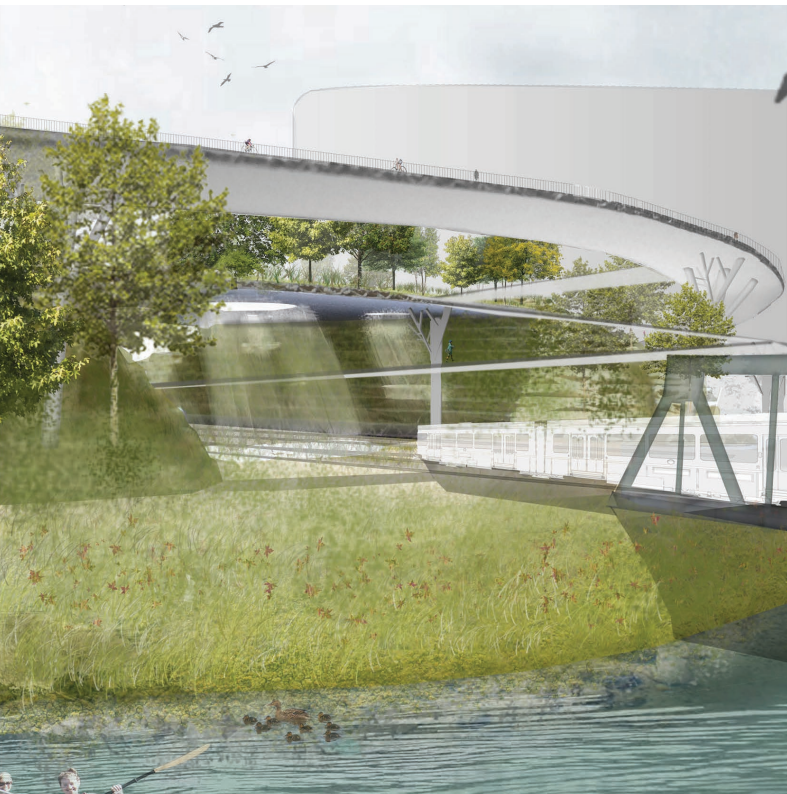
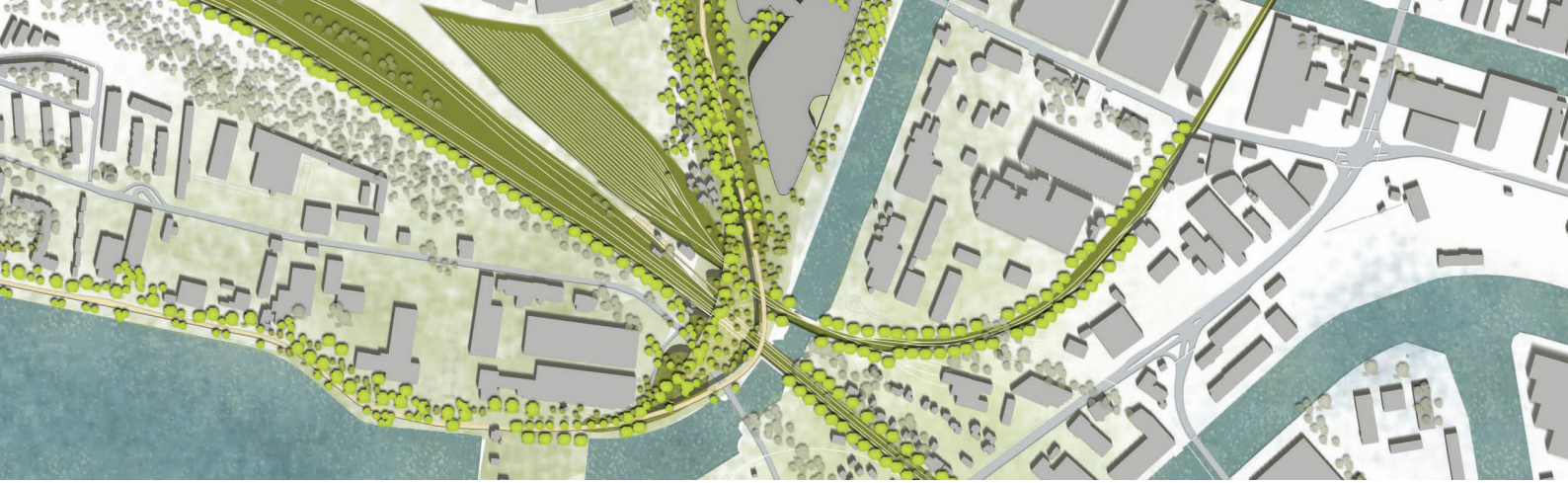
The authors have patently found a challenge and solution that accord with the intention behind the Otto Linne Award. The jury found both the content and aesthetic qualities of this entry, titled “Mut zur Brücke” (dare to bridge) convincing. The authors have undertaken a thorough and wide-ranging study of the competition area. Their study led them to identify an important starting point for further development in the area and they have placed it at the heart of their integrational proposal: it conveys the demands of urban residents and the exigencies of nature conservation in a self-evident manner.

In this study the authors examine the significance of existing green structures and connections and the way these are linked with public transport and integrated into biotopes; they point to deficits and develop appropriate answers to the problems.

The jury believes that the proposed concept of “Green Bridges” is a logical and far-sighted measure with important potential to stimulate the development of urban spaces on Billwerder Bay and create a link with the HafenCity development axis.

The authors have found an excellent way to present their idea and an attractive graphical rendition, in which the derivation of the solution and design are well combined. This allowed the work to stand out from other competing entries.





# 3RD PRIZE

## **PIONEERS – URBAN NATURE FOR ROTHENBURGSORT**

**Sebastian Friebel, Franziska Viola Krebs,  
Angelika Schaefer and Erik Wycisk**

**Berlin/Hildesheim**

This concept pursues the aim of making nature more accessible and experienceable in daily urban life by developing the area and expanding the diversity of eco-systems within it. That means that the development of urban space is not pre-determined.

The reference point is an abstract of the grid-like structure of the marshland in the south east. The zones thus created are the pre-requisite for differentiated spaces. Small-scale spatial divisions promote architectural variety, orientation in space and give identity as opposed to anonymity. The big look-out tower can be seen from the train station and the view from the top stretches as far as the city centre. The tower consists of a framework on which plants grow; it has viewing platforms and balconies. On the western edge of the site a wind farm could be built, following the line of a green hill.





LANDING  
1500'

3026

3021

3027

3025

1467

1468

2542

1248

9186

2007

2420

1655

624



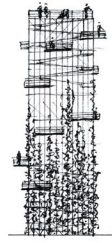
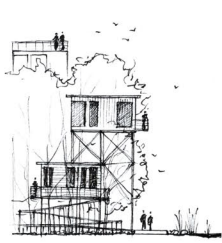
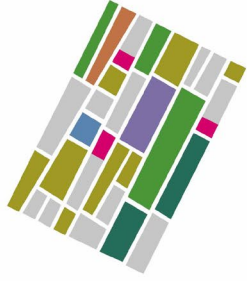
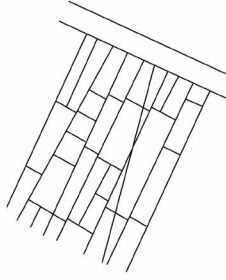
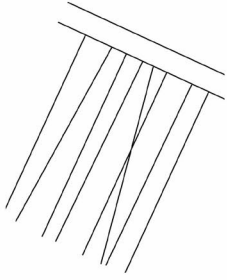
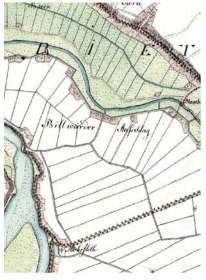
# 3RD PRIZE

## **Jury evaluation**

The entry "Pioneers - Urban Nature for Rothenburgsort" focusses very strongly on the potential for the drivers' training circuit but also grapples with the issue of continuing the major north-south-running green corridor, the "Green Passage".

This work envisages building on part of the land, whereby the types of construction reflect the marshland structure that could still be found here as late as 1900. However, the concept is not static and rather than a finished design it offers processes and perspectives instead. The work is firmly anchored in ways to develop the area: the existing structures that shape it form the framework for an urban development concept that can be adjusted from fine to coarse grained. Its advantages lie in development that does not put a question mark over commercial use, but helps create forms that preserve the appeal of the area and its waterfront sites, making them permeable and experienceable.

The options for future use appear, in the positive sense, variable in terms of mix, size and relations, without becoming haphazard. The concept offers a clever way to handle heterogeneous, successive regional development and describes a flexible option that is nevertheless guided by a clear design principle. The adjoining green corridor to the west is well dimensioned and leads in a clear line towards the train station. Its formal design aspect is conventional and respectable, but perhaps more suited to the urban context. It creates an idiosyncratic contrast with the reference to the marsh landscape.



# 4TH PRIZE

## PARALLEL SPACE

**Jochen Mink, Franziska Bräuninger, Luc Schüller  
and Joachim Zenner**

### **Nürtingen-Geislingen/Konstanz**

The aim is the uncompromising integration of green networks, making a connection with the old city centre, creating more inviting open spaces and more ways in which they can be used by residents, workers and employers.

The work "Parallel Space" forms a central axis in eastern Hamburg which enhances the adjoining parts of the city and links them directly with the historic city centre. Moreover, it represents a new strand in the "Green Network" that joins onto the outer ring, the Horn-Geest axis, Bille axis and the Green Passage and leads from there to its endpoint in the Boberg Depression. In particular, the potential of the Bille Canal is used to make it accessible for the general public. The water surface would be reduced from 50 to 60 metres to around 15 to 25 and the canal renatured. This would not affect its navigability.





BRUNNEN  
WISSENSBERG

Arlberg

GROSSGEWERBE

# 4TH PRIZE

## **Jury evaluation**

The chosen intervention area sets the competition entry “Parallel space” apart from the other works. Unlike the others, this work projects the development of an east-west axis, starting at Hammerbrook flood water basin and running east across the Bille Canal to the Eastern end of Billbrook Canal, just short of Unterer Landweg.

With its clear design and approach this contribution creates a parallel world within the large industrial and commercial area. Part of the concept, namely, is a continuous pathway along the waterside axis. This creates a back route access, independent of the congested roads, a leisure pathway, if you like. Not only does this create spacious green fingers and connecting paths, it can in many places bring about links with a very distinct space by the water. However, this aspect of potential spatial integration has only been very briefly sketched. No mention is made e.g., of how one is to deal with the high steel sheet piling walls that represent considerable barriers on the waterside; in this respect the design lacks rigour and appears insubstantial.

There was universal praise for the pictorial quality. However, opinions were divided on the dreamy, almost romantic aspect of the landscape: in this port and industrial setting, some saw it as a necessary contrast, while others thought it divorced from reality. The chosen emphasis on an east-west link was also the object of controversy. This did not seem so obvious and, with a view to developing the whole area, less promising than the north-south axis to which the competition brief referred. Despite the widely diverging views on this work, it is to be honoured for its thinking outside the box, enthusiastic approach and excellent execution.







# PURCHASE

## INCUBATOR

**Lewis McNeice, Chen Xingyuan und Kang Zhaobo**

### **Melbourne**

The incubator proposes a redevelopment of Hamburg's inner industrial area as the catalyst for generating wild landscapes throughout the city.

The concept uses the avifauna of the focus zone as a regenerative tool to provide species restoration, good biodiversity, and ecological health to Hamburg and the surrounding regions through a layered network system. A system that recognizes and alleviates the lack of performative green spaces within the industrial area, but also draws on Hamburg's productive history as a port and develops spaces that allow for self-seeding, age diversity during ecological succession, trophic cascades and flora and fauna diversity and biological colonization through the rest of the city. This focus zone of the competition area is an ideal place to produce, generate and disperse vegetative material. By creating a system that can grow, interact and coexist with its city host.







# PURCHASE

## **Jury evaluation**

The jury's understanding of the concept behind this work is that it is an attempt to drape a network of green elements over the strongly industrial structures in the eastern part of Hamburg. Greenery is not seen as something existing alongside industry, but as a complementary, integrated element, set in its midst and using as little additional space as possible.

The authors choose various constructions to implement this ambitious goal. Stacked planters in a variety of shapes and sizes are slotted into gaps in the built environment or set on the outside of industrial buildings. The intention is to allow plants to develop spontaneously and sequentially, in order to facilitate the return of biodiversity and maintain eco-continuity even where the surroundings are industrial in character. The work's chosen focus on the preservation and development of biodiversity in the midst of highly industrialized urban structures is translated into architectonic artworks. The perspectives communicate a futuristic vision of development by imagining urban spaces on the vertical plane and intertwined with the built environment - in order to limit the consumption of open space and preserve the environmental conditions vital to human life.

The jury honours the treatment of this individual aspect of possible future development in the urban setting and the very attractive, aesthetic presentation of the idea - bringing design and the environment closer. This work has a Utopian aspect and the jury honours the charming refusal to be pragmatic. This approach will, however, not be implemented - at least not in the foreseeable future - if only for reasons of cost. But the vision lingers on.

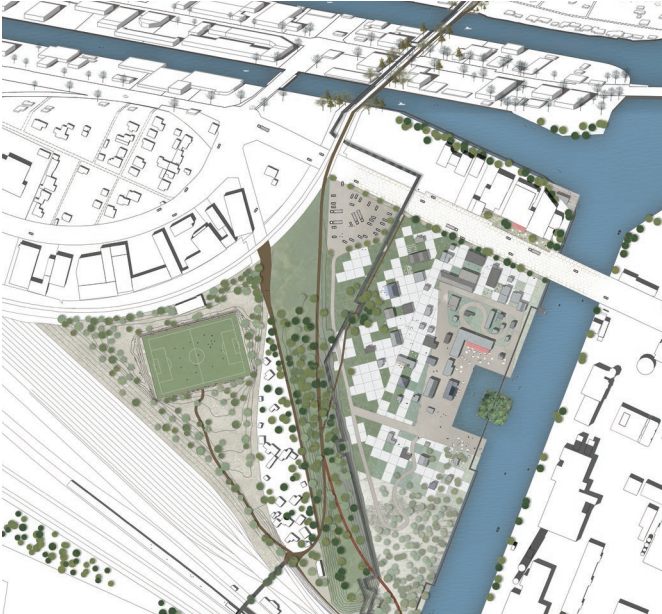




# **06 RESULTS – ROUNDS OF EVALUATION**

## 3RD ROUND OF EVALUATION

Kim Pløhn, Gudni Brynólfur Ásgeirsson  
Kopenhagen, Hvanneyri



## 3RD ROUND OF EVALUATION

Torben Werner, Lukas Baum, Fabian Dittus, Mirco Fehrenbach  
Nürtingen-Geislingen





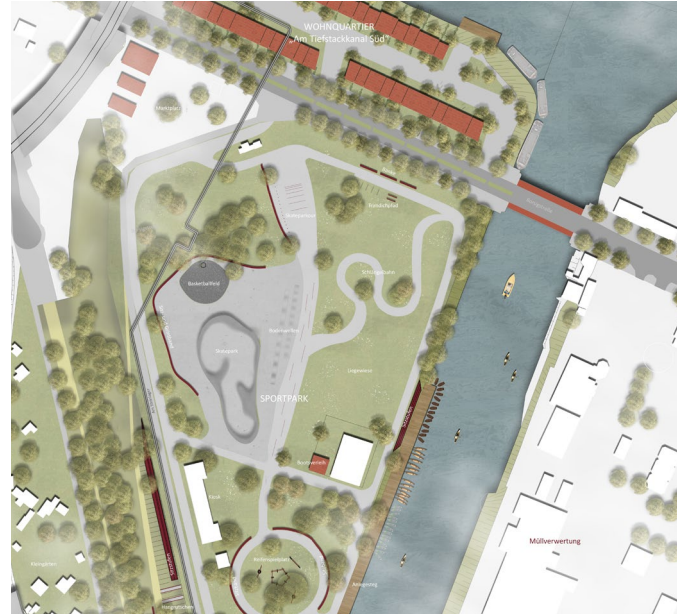
## 3RD ROUND OF EVALUATION

Do Don, Jason Monagan, Sophie Randall  
Sydney



## 3RD ROUND OF EVALUATION

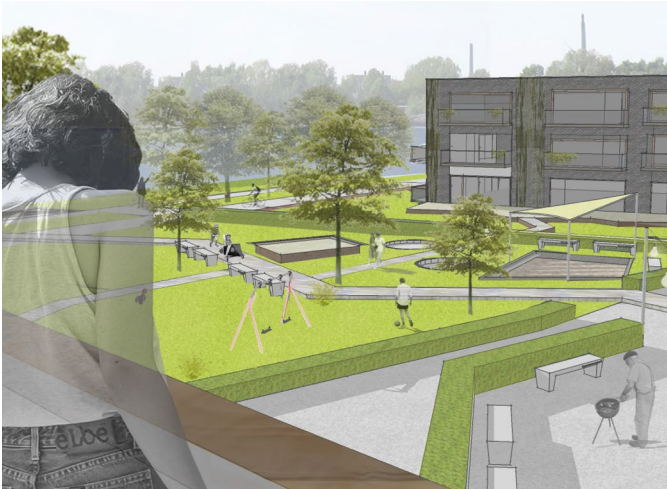
Johanna Bunte, Anke Kreißler, Julia Mertens  
Dresden





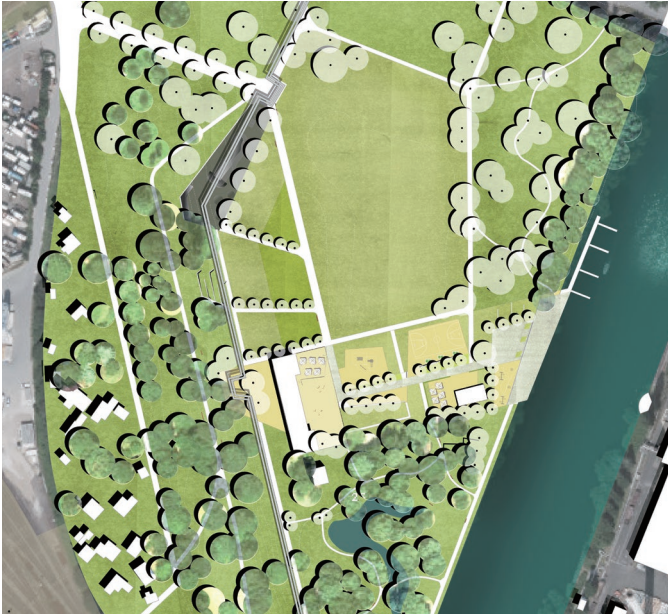
# 3RD ROUND OF EVALUATION

Yasemine Weißhaar, Sandra Mall  
Nürtingen-Geislingen



# 3RD ROUND OF EVALUATION

Ran Ding, Minyue Xing  
Kassel





## 3RD ROUND OF EVALUATION

Xiang Zhang, Linlu Pan, Zhuocheng Gu, Xueqian Weng,  
Yuqing He, Xiaojian Wu, Manuel Mühlbauer, Tal Mor Sinay  
Melbourne



## 2ND ROUND OF EVALUATION

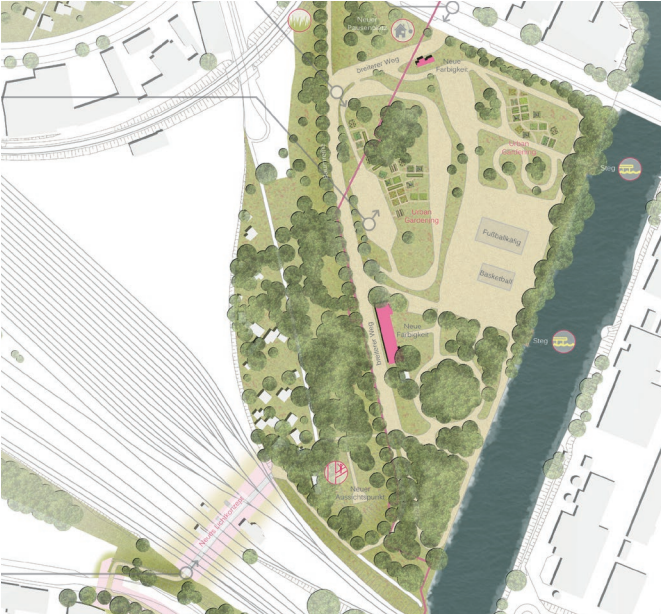
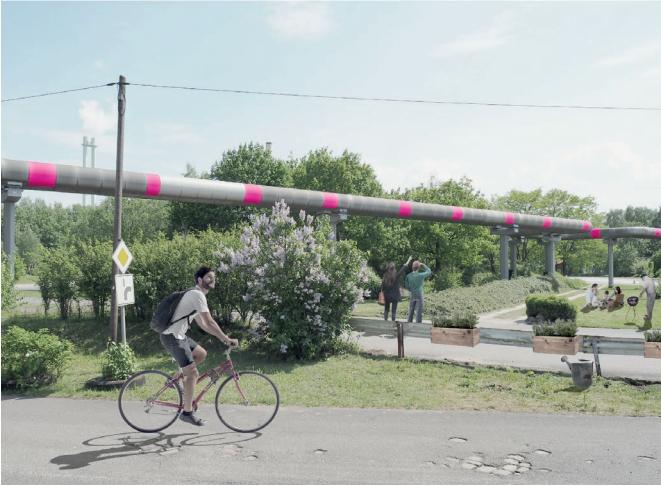
Sarah Maibuhr, Amrei Zürn, Daniel Innemann  
Dresden





## 2ND ROUND OF EVALUATION

Johanna Konopatzky, Michael Bock, Laura Schött  
Dresden



## 2ND ROUND OF EVALUATION

Bettina Hämmerle, Lisa Scholz  
München, Augsburg





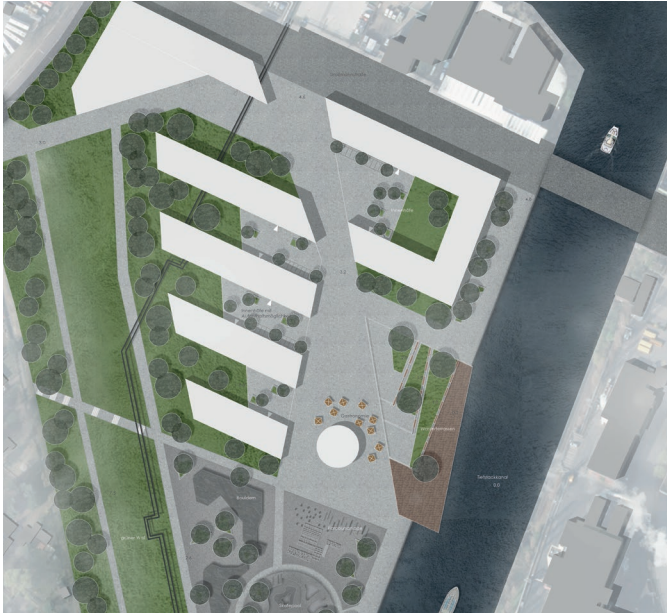
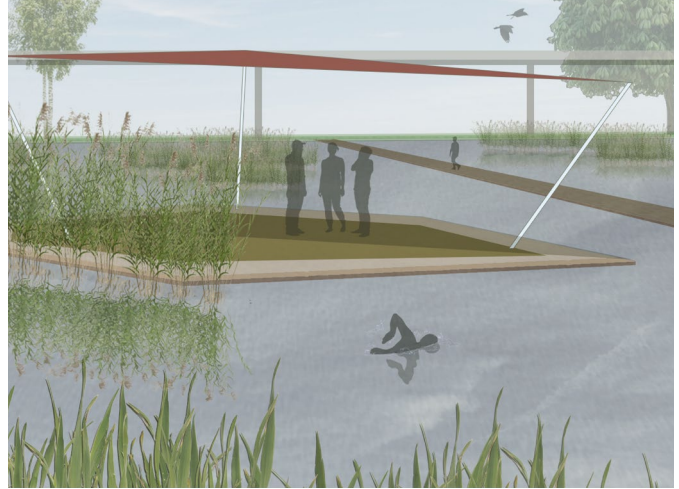
## 2ND ROUND OF EVALUATION

Johanna Katharina Herz, Sabrina Sparr,  
Jasmin Marschall, Arne Carl, Michael Spranz  
Nürtingen-Geislingen



## 2ND ROUND OF EVALUATION

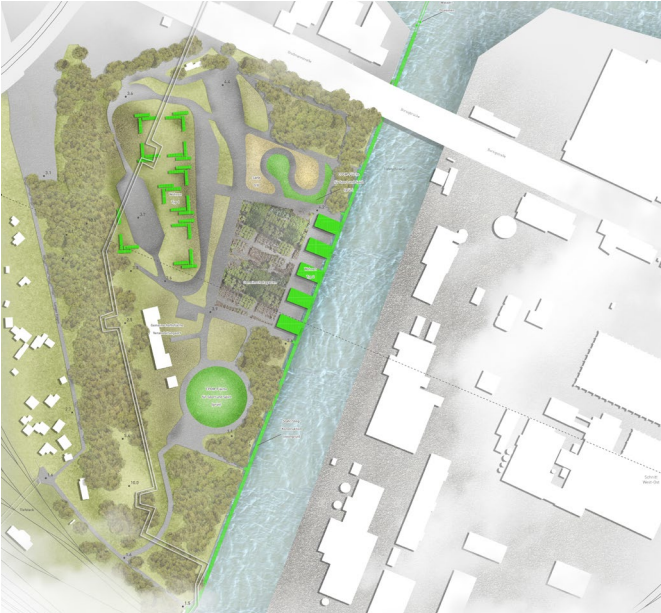
Alexander Dietz, Caroline Grabmeyer, Alina Bogasch  
Berlin, Weimar





## 2ND ROUND OF EVALUATION

Gina Schuster, Talika Glose, Anna Furian  
Dresden



## 2ND ROUND OF EVALUATION

Jose Arwin, Avanti Mohajan,  
Sophie Hyun-Jeong Kim, Zihao Zhou  
Sydney





## 2ND ROUND OF EVALUATION

Magnus Hehlke, Tillmann Uhrig, Maja Hehlke  
Berlin, Cottbus



## 2ND ROUND OF EVALUATION

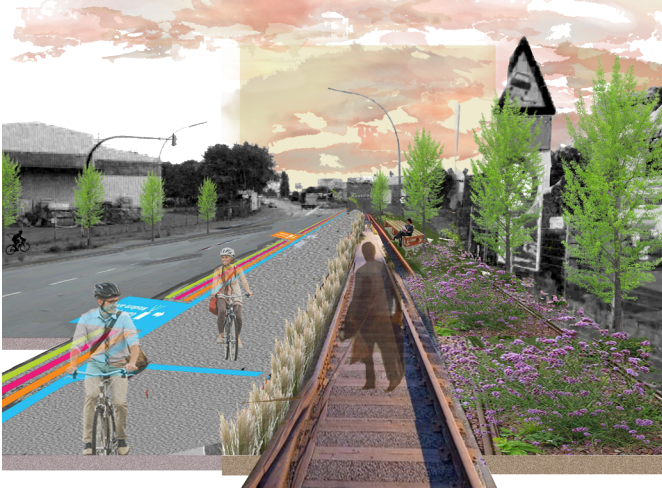
Isabel Stefanie Nicole Friedrich, Birte Neugebauer  
Nürtingen-Geislingen





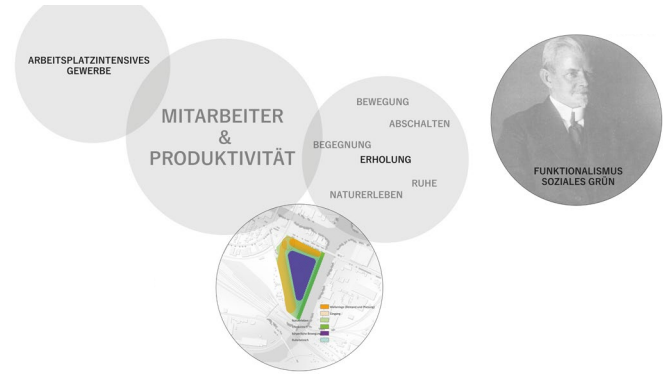
## 2ND ROUND OF EVALUATION

Huixin Zhu, Yuanxin Feng, Han Zhang, Ming Xu, Fan Xu  
Sydney



## 2ND ROUND OF EVALUATION

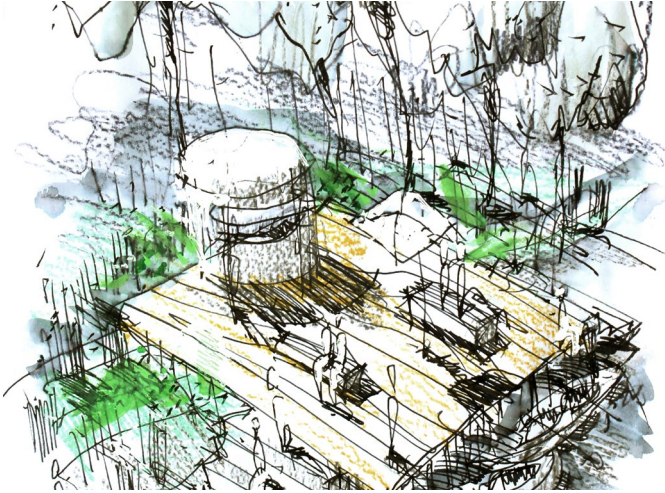
Alena Riedel, Malte Steinhoff  
Osnabrück, Braunschweig





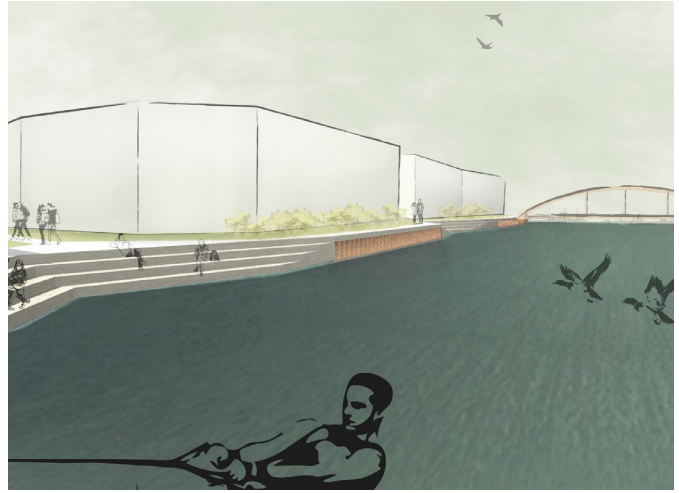
## 2ND ROUND OF EVALUATION

Hannes Heucke, Carsten Alexander Heinrich  
Dresden, Aachen



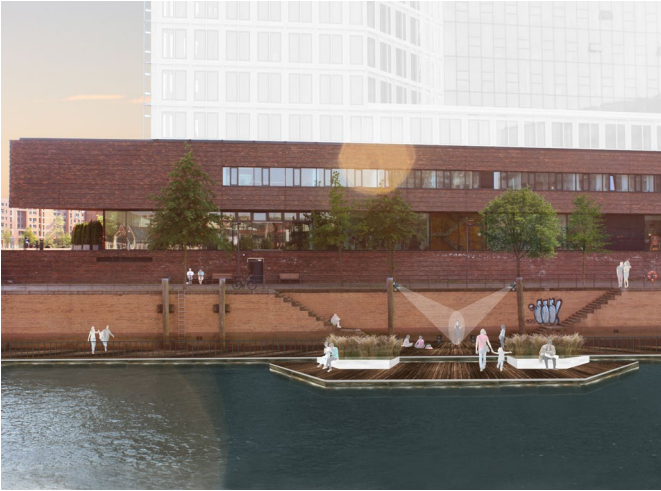
## 2ND ROUND OF EVALUATION

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Lennart Fischer, Felix Klaube, Pia Lange  
Hannover, Hamburg



## 2ND ROUND OF EVALUATION

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## 2ND ROUND OF EVALUATION

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Sittichat Bamrung, Ao Zhou  
Sydney





## 2ND ROUND OF EVALUATION

Michelle Wang, Brittany Johnston, Sze King Shing,  
Caitlin McCarthy, Marcela Chalaya Souza Leyo,  
Maria Luiza, Conrado Niemeyer  
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## 2ND ROUND OF EVALUATION

Brendan Murphy, Josh Gowers, Stacey Edwards, Yue Ma  
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Hamburg, November 2016

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## Editorial

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## List of illustration

Ministry for Urban Development and Housing: Cover (aerial image  
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