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SUMMERSCHOOL GDYNIA 2013

GDYNIA DESIGN INJECTION

// SUMMERSCHOOL GDYNIA 2013

Gdynia Design Injection



POLITECHNIKA
GDAŃSKA

ensanantes
école nationale supérieure d'architecture

HCU

HafenCity Universität
Hamburg

Sponsors, Support and Collaboration:





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//FOREWORD WORKSHOP GDYNIA

In the mid-50s of the last century, the American shipper Malcom McLean, was tired of waiting at the stock turnover in the New York Harbor. So, he developed a metal box for his shipping department, with the dimensions 20x8x8.5 feet, which would be lifted directly from the chassis into the cargo hold of a ship. This was the birth of the container and the beginning of the end for those harbors, that were specifically designed for unit hold handling. Still smiled at in the seventies, this „box“ set tens of thousands of dock workers out of work and turned the infrastructure of traditional harbors and dockyards unserviceable. The container reduced turnover costs by impressive 90%, for this reason it prevailed. Today, more than fifty years later, the container dimensions remain almost unchanged, whereas the established global freight unit and the idle ports and shipyard areas pose a global challenge to the seaports. As much as this challenge applies to many various cities and countries, the different cultural, economic and urban conditions determine the local planning requirements. The global problem requires local solutions.

This global planning task presents an excellent topic for an international cooperation between the schools of architecture in European seaports. The consequences of global restructuring are visible in the ports of these cities. Students are often familiar with the subject and have a basic understanding of the different modifications in their hometowns. In the context of international workshops and in international teams, the students of the participating universities will be assigned to restructure a predetermined port area. They will learn about the different contexts and ways of planning. Additionally, they will experience different culturally influenced values, approaches and modes of working of fellow students. So we are training their abilities for international team work, which we consider to be one of the key competences for future planners. During these workshops and with the cooperation of the teachers involved, the collaboration between the universities should be further intensified.

On the shipyards of Gdynia and Gdansk, the end of the Cold War was initiated and subsequently, the idea of a united Europe arose behind the Iron Curtain. We deliberately chose this place as the initial project of our series and the intended growing network in order to emphasize the European dimension of our collaboration. For the shipyard of Gdynia, in the north of Gdansk, the restructuring is yet to take place. Work on the shipyards will continue on site, but many important industrial buildings, with an iconic heat plant in the midst of them, meanwhile are unused and dilapidated. Here, in the summer of 2013 students of architecture and urban design from the universities ENSA Nantes (F), GUT Gdansk (PI) and HCU Hamburg (D) created visions for a new district within two weeks. After a comprehensive and structured context analysis, the students developed their own planning strategies and development programs. These were exhibited in the shipyard and are also published in this book.

Bernd Dahlgrün (HCU Hamburg)

At the end of the nineties the free port of Hamburg was surrounded by high fences, an enclave near the centre of the Hanseatic city. This customs-free Zone was located mainly south of the river Elbe, but the smaller, northern area with Speicherstadt and Grasbrook was situated close to downtown separated only by the Customs channel and high fences. When leaving one had to pass customs barriers and risked being checked and searched. In the evening some entrances were closed and the 120 -hectare area of the old warehouse district and the Grasbrook were deserted and in deep slumber. For 100 years Hamburg enclosed in its centre a hermetically closed off and uninhabited warehouse district which was prone to floods and whose formerly highly modern port structure with docks, headlands and sheds was unsuitable for a new form of transport of goods: the container handling. Retrospectively, it therefore seemed to be obvious to develop the huge urban area. The reason, why this jewel in a top location was not assigned to the open real estate market, is due to a peculiarity of the notables of Hamburg: cliquism, driven by business acumen and characterized by confidentiality. Already in the early nineties, the city-owned port company HHLA tacitly acquired all buildings and estates of the free port. Not until these had been secured in 1997, the mayor of Hamburg, Henning Voscherau, presented the vision of a city at the harbour. Hamburg should grow to the water and the architectural firm GMP had implicitly visualized this vision in a first master plan study.

At the Kehrriederspitze the city had already sold the first and very exposed estates to the highest bidders at investor competitions. This allocation policy of the city and the accompanying architectural and urban quality of these first buildings gave reason to fear the worst for the further development of the warehouse district.

Fortunately, in 1999, an urban design competition for a draft of a master plan was initiated, won by the Dutchman Kees Christianse. The design specified urban typologies, utilisation patterns, infrastructure and construction phases. The docks remain, the headlands are flood-proofed like the mounds, access to water is public and the entire area is divided into ten districts with different mixed utilisation. The quality of the design of the winner is its restriction to typologies and qualities. It remains flexible and adaptable and can react to any unforeseeable developments in the next 30 years.

The decision-making structures of the development company were created likewise pragmatic. As early as 1998 the city-owned estates were outsourced in a special fund whose fiduciary management was adopted by city-owned and autonomous development agency, first the GHS, now the Hafencity GmbH. Thus, the project Hafencity was eluded the direct influence by politics and technical authorities. By selling the entrusted estates the company shall fund development activities, infrastructure and other public building activities. Today, qualified experts for planning, engineering, law and real estate work at the Hafencity GmbH. The company has established itself as the sole and competent partner for all aspects of the district.

Despite the sustainable master plan and efficient operating structures the development of Hafencity initially struggled with difficulties. In March 2000, the New Economy bubble burst and the terrorist attacks of September 11, 2001 resulted in an insecure and investment-shy economy climate. Building activities were initially slow going. In addition, the operating company had to finance the construction of the new container terminal in Altenwerder with approximately 250 million Euros from their own fund, considerably limiting their financial margin. Flood

// HARBOR HAMBURG

protection, poor soil conditions and foundations in the water cause high construction costs. In the HafenCity, no low priced estates are offered and also no low price building is possible as well as no low priced affordable habitation is offered. In 2008, the rents and estate prices in the HafenCity were up to twice as high as the average rate in Hamburg. Compiling a heterogeneous neighborhood seemed almost impossible, a typical idiosyncrasy of Hamburg, the one of a better district, the Hanseatic „Entre Nous“, risked to continue at the hanseatic waterfront.

Today the coveted estates are no longer exclusively sold to the highest bidder. In a competition the best project idea will be evaluated and selected with regard to economic, utility, social and various other qualities. The winner will be given the prospect of the property within the framework of the preliminary handover procedure (“Anhandgabe”). The project developer then has time to organize an architectural competition, in close cooperation with HafenCity GmbH, to plan the financing and to obtain a building permit. By this procedure, the operating company reserves control during the crucial stages of the project in regard to previously agreed qualities of the project. Not until this is secured, the estate is sold. In this phase the project developer does not yet have to finance the premises and get professional project support from the operating company, which can be an advantage especially for communication with authorities. The disadvantage of this parcel project development and the lack of urban planning requirements is a very heterogeneous architecture that is drowning the urban unity of the quarters.

Nevertheless, the first quarters are now finished and enjoy great acceptance amongst the citizens of Hamburg. The HafenCity is a sought-after neighborhood in a high-priced premium location, with a high living quality for all citizens. International politicians, urban planners and architects visit the new district and draw comparisons to their hometowns. What can we learn from the HafenCity today?

The magnitude of the developing area, its location, the economic environment, the urban context decisively affects any urban development and is different in every city. The planning of HafenCity is therefore not transferable to other cities!

Not to initially define any concrete plans for a thirty-year lasting urban development, but instead to name just basic qualities and to establish efficient, adaptable processes and structures, is very far-sighted in view of the complexity and duration of the development and may well serve as a lesson. Until today this strategy allows the trust company (“Treuhandgesellschaft”) to control the development of the district and efficiently counteract undesirable developments. However, only time will tell, if we are going to miss an essential part of urban life, like planning errors and gaps, breaks and inconsistencies. After all, perfection can eventually become boring.

Bernd Dahlgrün (HCU Hamburg)



“Are you serious?”

It is a very frequent comment we hear when we talk about our city and its Elephant, which is seen as a symbol of development and welfares. And yes, we are serious. In 2004, Nantes was named “the most livable city in Europe”: lying close to the Atlantic Ocean, beside the Loire River, surrounded by vineyards and well connected to Paris, Nantes is a prosperous and forward moving city, just like any another city in western France. It has certainly seen a great revival. In 1986, the last shipyard closed leaving the once affluent city, even if its wealth did come from the slave trade, in a desperate state. The city had lost its identity, which was only boosted up once in a while by its football team. 1989 saw Jean-Marc Ayrault, the newly elected mayor, set up a competition to encourage the rebuild of the city center, but the city was still feeling very nostalgic. The winning team succeeded in bringing new ideas to the city, including the reduction in the number of cars, dimming of street lights and converting large areas to grass and parkland.

Nothing quiet on the Western Front.

The 1990’s saw a great upturn for Nantes. Between 1990 and 1995 the artist group “Les Allumés” annually lit up the city’s nights, with the first event running from 15th to 20th October 1990. Dreamt up by Jean Blaise, this free, open air, theatrical festival was designed to “invite” a foreign city to Nantes, that first year being Barcelona. Story-telling, concerts and plays, were performed all over the city turning Nantes into an exhilarating place. The following years saw Saint Petersburg, Bueno Aires, Napoli and Cairo on the guest list. Great artists also joined the festival, exhibiting all over the city in venues ranging from large hall to small bars, in the open air and in private houses. The classical music festival “La Folle Journée” was also organized in the same manner, and brought top quality concerts to large audiences. The idea of promoting street theater as a way to get people of different ages, interests and education levels together then followed. The theatrical company “Royal de Luxe” established in 1978 in the south of France took, in 1990, Nantes by storm with a thunderous parade of the “History of France”. Dozens of actors in

// HARBOR NANTES

costumes paraded through the city on large carnival floats, with huge mechanical sets, blasting objects, creating smoke in the streets, shouting and cheering. The success of the parade was considerable and there was no question that the company was now part of the renewal of the city, and the residents gladly took ownership of it all.

A Giant wooden Elephant and Giant Little Girl.

In 2005 the most impressive image of all was created with the arrival of the giant puppets: the Little Girl and the sultan Prince and his Elephant. It is difficult to imagine how the most amazing feeling could be conjured up by a giant puppet, but seeing an Elephant, as tall as the tallest building in the city, walk through the narrow streets amongst stunned crowds is something that cannot be forgotten. Its success was so immense, the love of the city residents so deep for these puppets and their creators, that it has completely rejuvenated the city.

Following the regeneration of Bilbao, with its iconic museum, it was possible to imagine that culture could add value to a city looking for a second wind. In the early years of the new century the growing use of the internet and computers has brought prosperity and economic growth to the city of Nantes. But it also turned out that street theater, and particularly the wooden Elephant, has encouraged more people to visit Nantes, some even to stay, and the residents to love their city. This in turn has improved the economy with the influx of new talents.

From Rust to Art.

In 1999 the city of Nantes launched another huge competition to rethink the former harbour area and all the districts now known as the "Ile de Nantes". Despite the advice from economists urging that the Bilbao example be followed, the solution chosen was to preserve and make improvements to the heritage as it was, little change, rather than build a huge complex to be a symbol of the city. The winning team, led by Alexandre Chemetoff, suggested, in a first draft, that the work be done in the manner of an archeologist searching for hidden tracks of the recent past. The design preserved the ancient industrial buildings as well as local knowledge; the work being undertaken by traditional workers.

In 2005, the theatrical production company "La Machine", split from the "3Royal de Luxe" and built a new Elephant which became the emblem of Nantes. This Elephant, designed not as a piece of art but as a walking building, totally changed the way of urban thinking. In a way, the Bilbao effect came not from a huge iconic museum, but from a giant wooden Elephant, drawing tourists and residents to a part of Nantes that was, not long ago, seen as a "no go" area.

Art has become a consideration in city development. Just like Montreal, the beating heart of the city of Nantes is now the "Quartier de la Création", meaning the "Area of Creativity". Schools of art, architecture, design, fashion, dance and cinema, located there attract engineers, scientists of all kinds, philosophers and so on. It's a nice place to live...!

Laurent Lescop (ENSA Nantes)

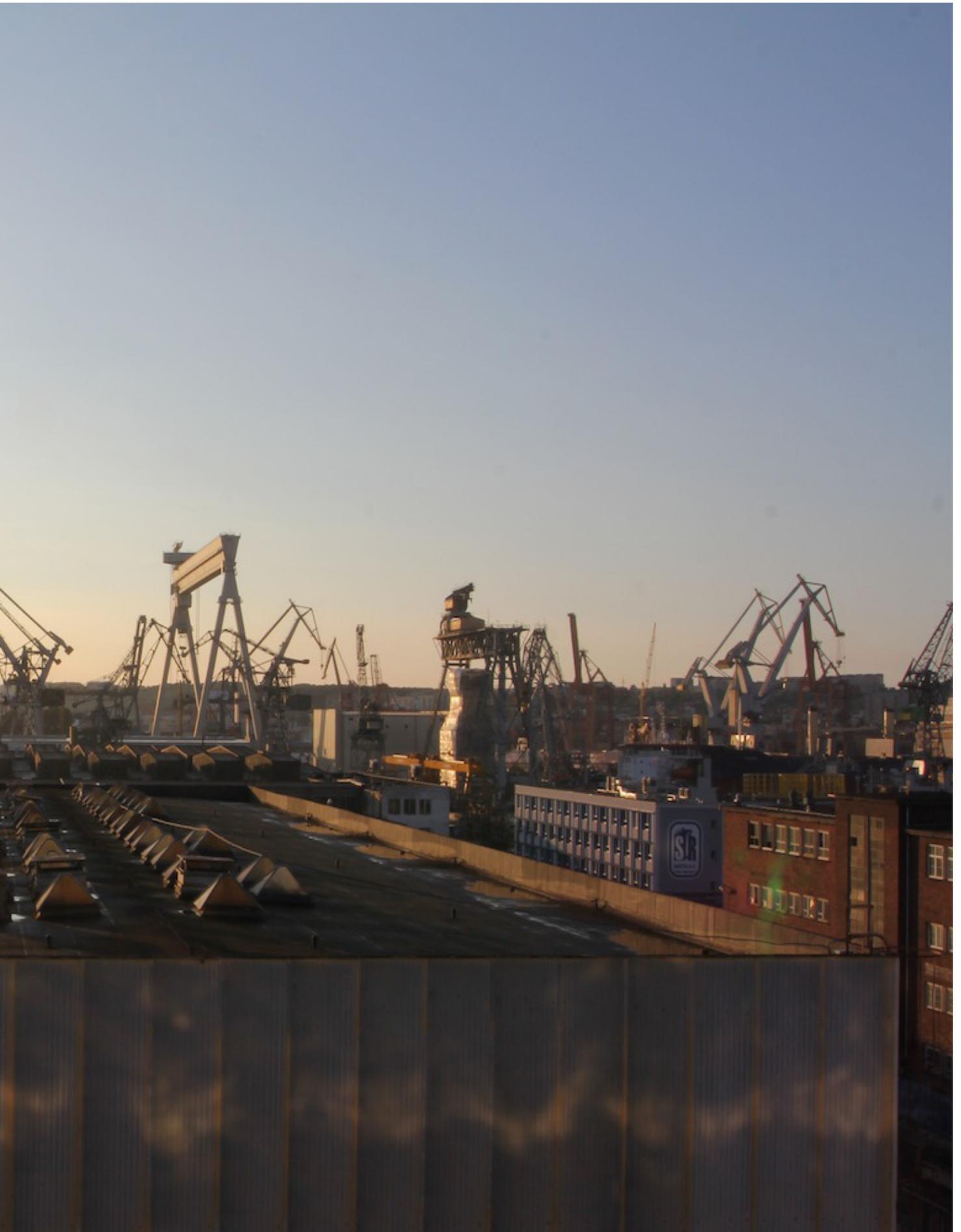
// CONTEXT

The cities Nantes and Hamburg are similar in many ways. Both cities are located at a river with redevelopment areas on a river island. Also, they both have created their own form of urban expansion and are currently implementing them. The situation in Gdynia is completely different. It is a port city by the Baltic Sea. In the investigated area are unused, architecturally very valuable, sheds and service buildings, but also a working shipyard. This shipyard is of particular importance for the Polish. In 1970, a courageous workers protest emerged here, which was brutally gunned down by the Polish regulatory power in the streets of Gdynia. Ten years later, the shipyard workers formed a new union, Solidarnosc, who prevailed by occupying shipyards, rather than express their demands in dangerous protest marches. One main requirement of the new union was a memorial for the fallen comrades of 1970.

The political consequences of this protest continued in a Europe-wide domino effect ranging from glasnost, freedom of travel, the fall of the Iron Curtain, the reunification of Germany to the Europe of today. Unlike other European shipyards, the Gdynia shipyard is still working and also has an extraordinary cultural and historical significance.

Here the team of German, French and Polish students have developed concepts for future urban development, capable of overcoming the difficult gap between urban connection and close proximity to heavy industry. Most working groups have searched for solutions with synergy effects for the shipyard that would enable a sustainable and sustained development of this particular industrial site.







A photograph of a classroom with several students gathered around a table in the background, looking at something. The room is filled with rows of wooden desks and chairs. Large windows on the right side of the room let in bright light. A red rectangular overlay is positioned in the upper left quadrant of the image, containing white text. The text reads: // SUMMERSCHOOL GDYNIA 2013 GDYNIA DESIGN INJECTION.

**// SUMMERSCHOOL GDYNIA 2013
GDYNIA DESIGN INJECTION**



// TASK

In the south-west of the harbor of Gdynia there is an area located at end of dock VII, that spans 18 hectares and features an old power plant. This power plant has not been in service for several years now and is completely cleared. The planning area crosses railway tracks and a main road (Janka Wisniewskiego). The area borders the city center of Gdynia and the district Grabowek in the south and the operating shipyard in the north. An urban planning concept must be developed for this area around the power plant with special consideration of a connection to the districts of Gdynia and ideas for utilization of the power plant as a link between the shipyard and the city. The assignment is comprised of the following three parts:

Part A

First the whole area of the harbor around the power plant must be critically analyzed with special regards to urban and constructional situation. Also, the utilization of the shipyard and docks should remain unchanged. The traffic routes within the shipyard must remain fully available for industrial use.

- Analysis of routes within the harbor Railway connection, road layout for transport, routes between factories and a network of paths and roads etc. must be compiled.
 - Analysis of the connection to the districts Grabowek and the city center of Gdynia Determination of connection with special regards to different means of traffic (transportation, public transport, car traffic and walkway connections etc.)
 - Analysis of disfunction in the urban context. Determination of disadvantageous intersections and disfunction in an urban context.
 - Analysis of existing buildings. Which buildings are worth preserving? Buildings that are worth preserving (age of the building, surface and substance of the buildings), vertical separation and cubature of the industrial facilities surrounding the power plant must be documented in drawing and evaluated.
 - Historical development of the shipyard and its industrial importance for the region
- Analysis and documentation of the historical and social determining factors for the site.

Part B

On the basis of the analysis the students must define goals and qualities of their intervention and identify project goals as well as a utilization concept.

Part C

The utilization concept must be transferred to the urban planning and the building design. The preliminary restructuring design of the power plant will be visualized. All Parts of the assignment must be prepared graphically to be used in the presentation and in discussion.



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 AGATA
 ARTHUR
 AUDREY
 BENJAMIN
 BORIS
 CATHRIN
 HALINA
 CHLOÉ
 CLEMENCE
 CLOTILDE

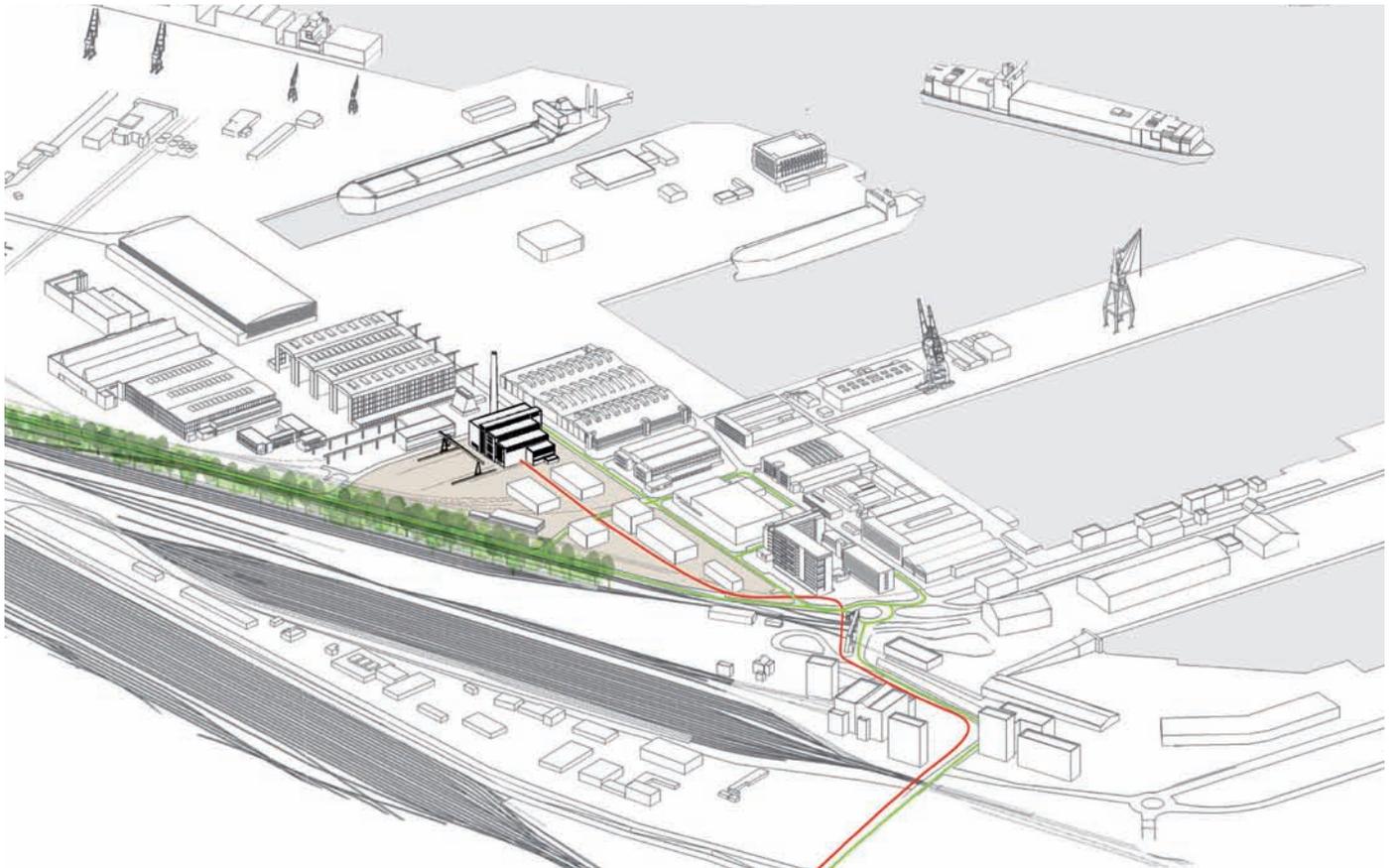
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 LOLA
 MACIEJ

MACIEJ
 MAREK
 MARIEKE
 MATTES
 MATTIA
 MICHALINA
 PAUL
 PAULINA
 PAWEŁ
 SARAH
 STEPHAN
 DANIEL



// STUDENTS & WORKS







HALINA // SARAH // FLORENCE

The purpose of the revitalization of the heat plant with its surroundings is to recreate the representative center of the interdisciplinary development for the Pomeranian Special Economical Zone (PSSE). It will be the meeting point for three different groups of people: trainee's / students, business men and the harbor workers community with the aim to work together and learn from each other to develop new ideas and technologies. For this reason the heat plant has big working areas like laboratories and studios to research and experiment. In the exhibition area the results can be represented open to the public and also the restaurant in the main floor can be used by everyone. The heat plant even provides enough space for a small hostel on the top for visitors who are coming for a workshop or for business.

The project is also about organizing the area and connecting it with the city. The circulation of pedestrians, bikes and cars had to be cleared first. The second intervention is to create an educational way – a symbolic line of educational institutions placed along the Tricity railway with the heat plant at the end of this path. The chief aim is to preserve the harbour of Gdynia and at the same time to add a new component with the collaboration of the different disciplines: education, business and working.



heat plant = center



inspiring places



low level of noise + pollution



hierarchical system



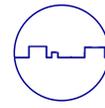
dominants + axes



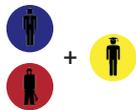
bad organisation of communication



confusing entrance



disharmony of human + industrial scale



adding research and education



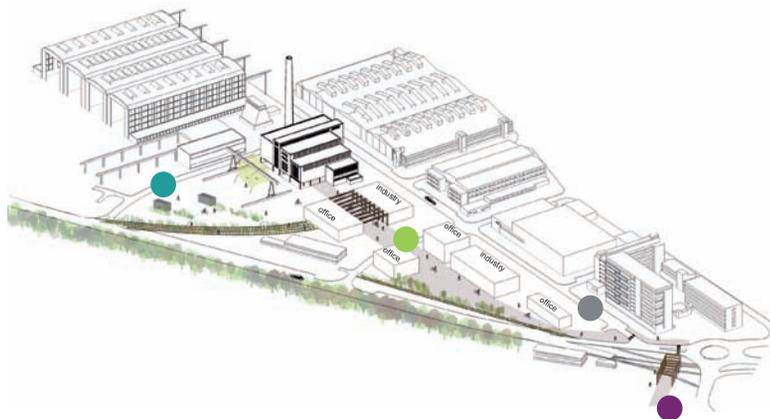
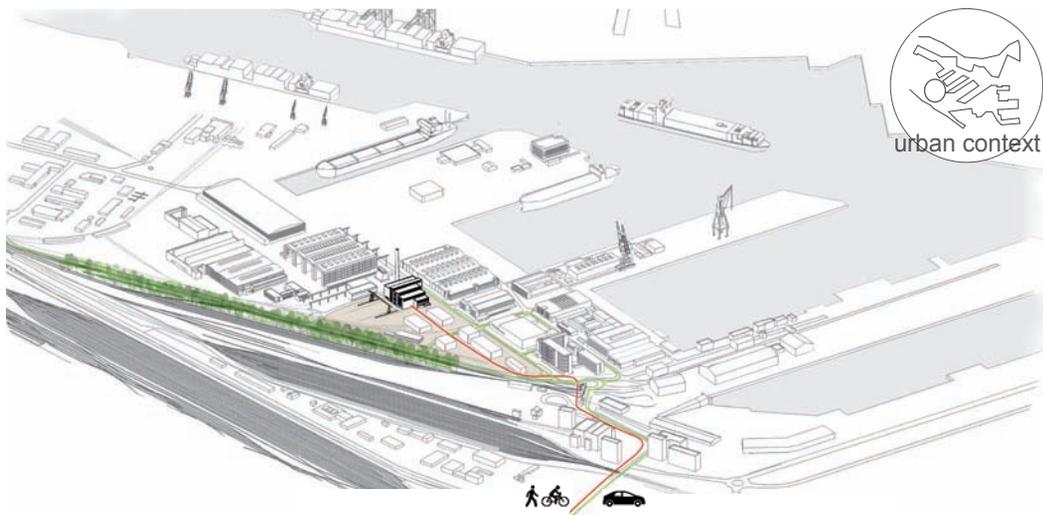
cooperating



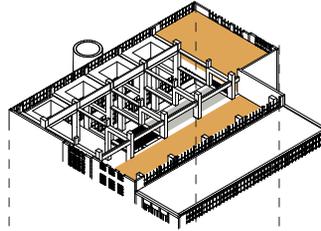
mixing



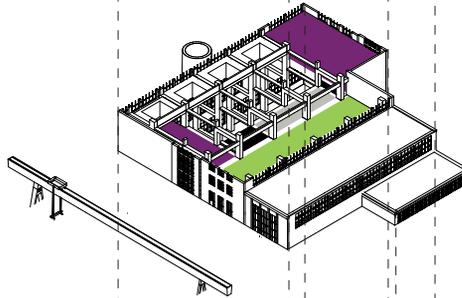
developing



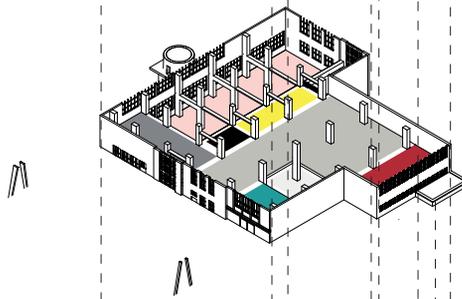
03. level



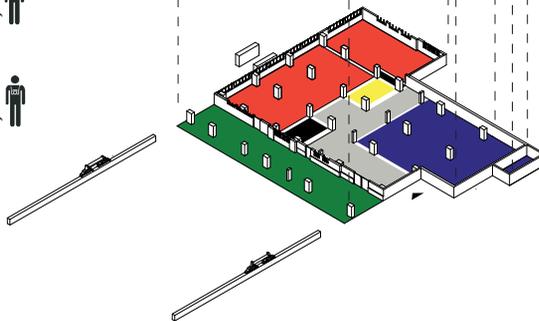
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01. level



00. level



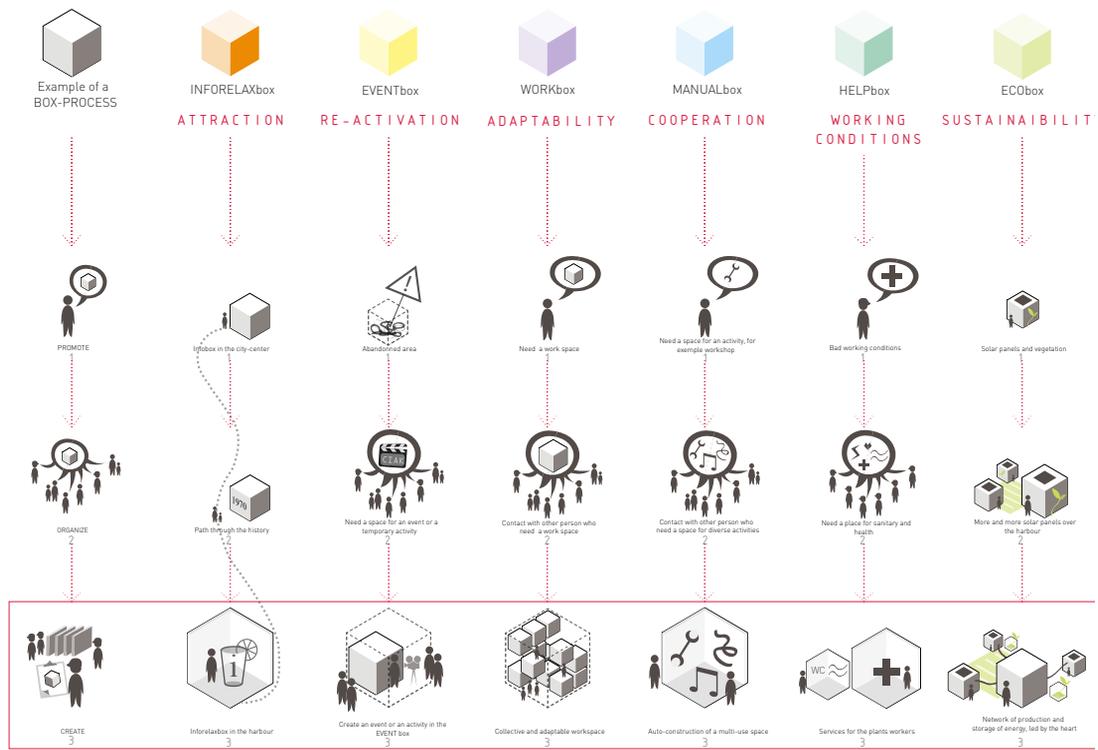
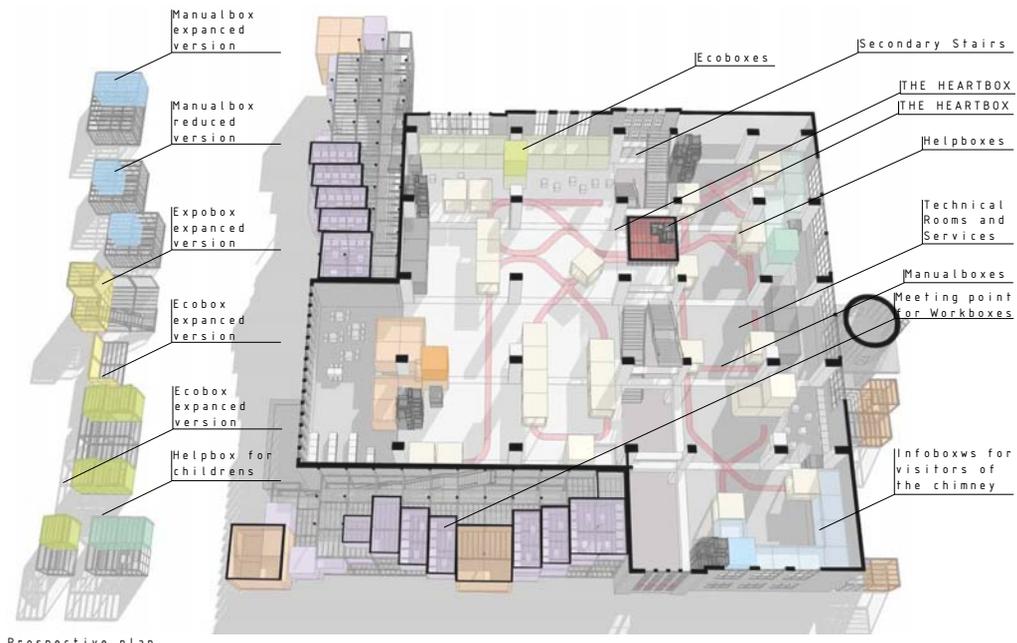


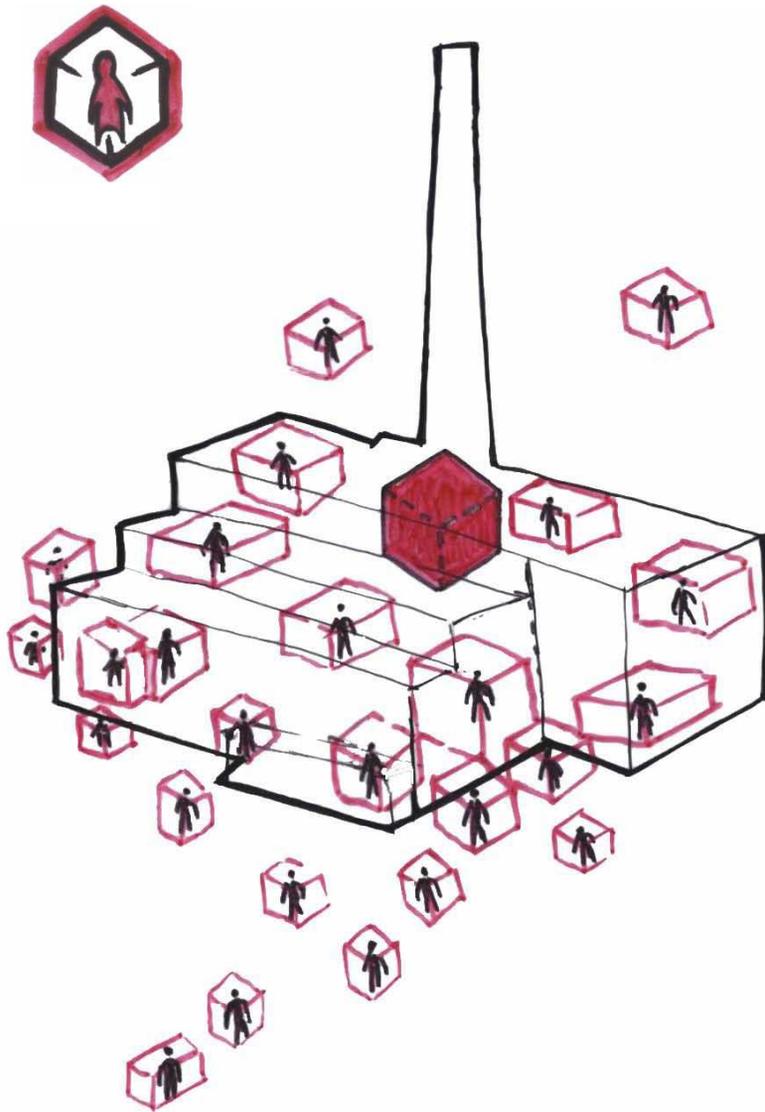


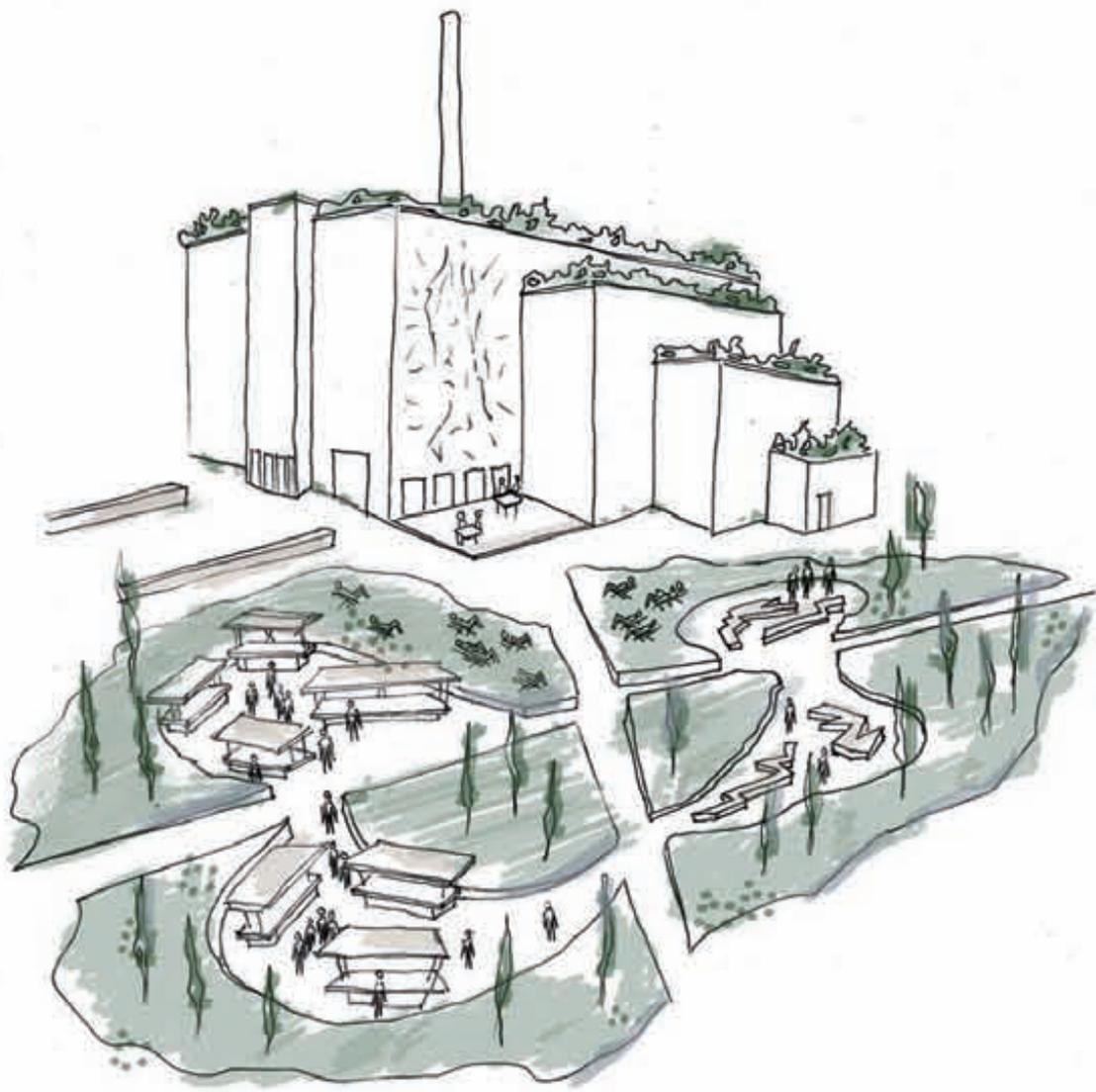
MATTIA // EWA // CLOTILDE

The aim of the project is to enhance the development of the harbour and his technologic evolution through simple acts of participation, starting from giving value to the history of the place.

In the Heat Plant is located "the heart" of the Harbour: the FIRST BOX, placed in the middle of a big open space. Around the "heart" are located different co-working areas (in the corners), an exposition area (in the middle), a restaurant (linked whit the space outside), a technical room and an heat storage system (in the groundfloor) and a research center (in the second floor). The co-working areas, located also in the new buildings, will rapresent a kind of "miniature" of all would be possible to create through the solidarbox process.







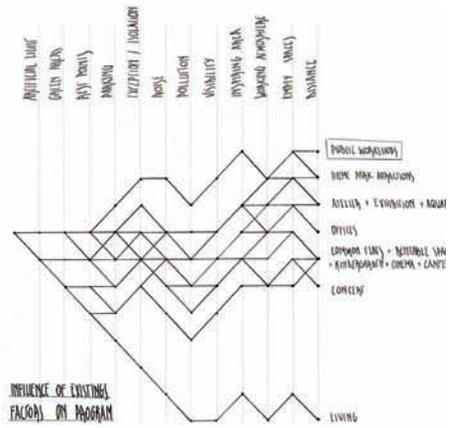
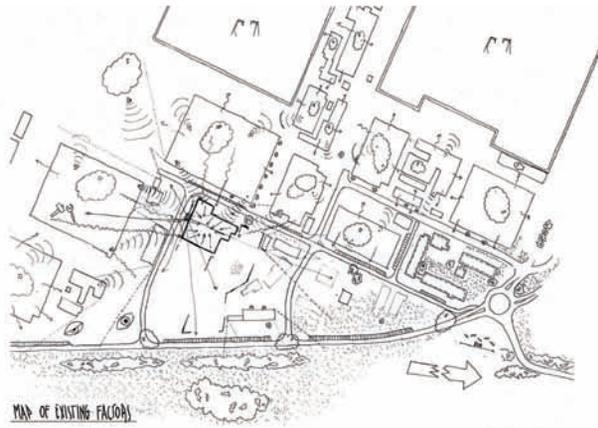


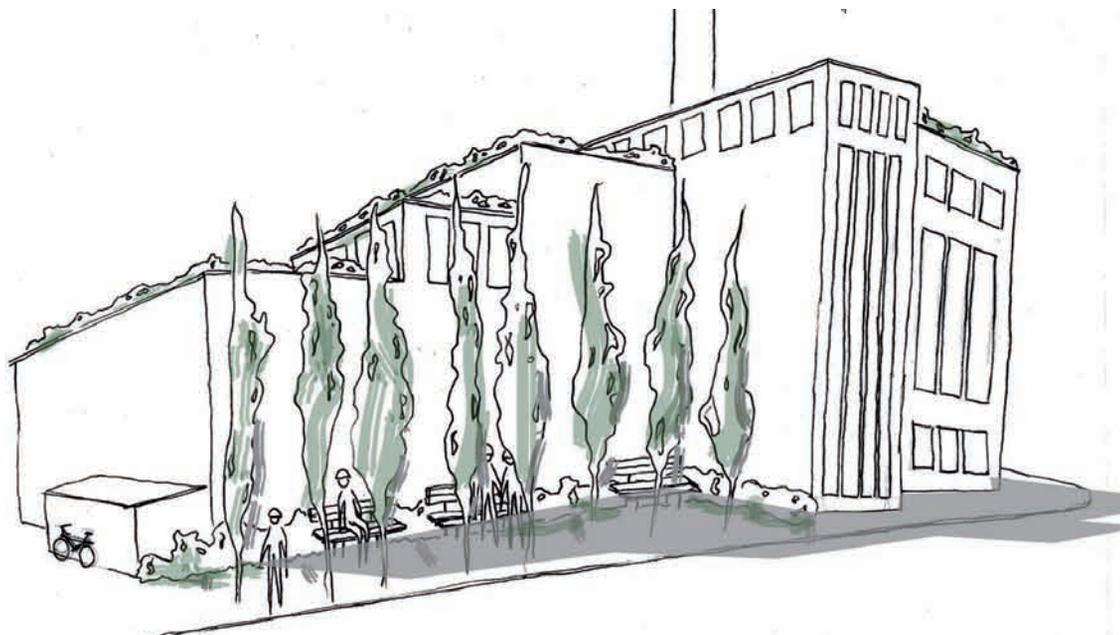
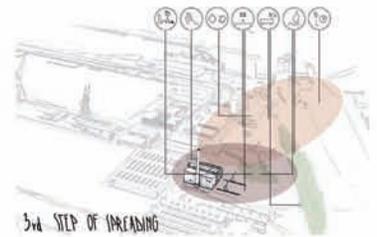
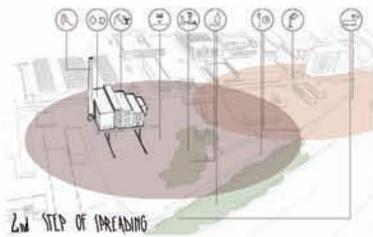
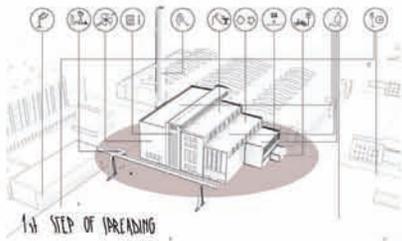
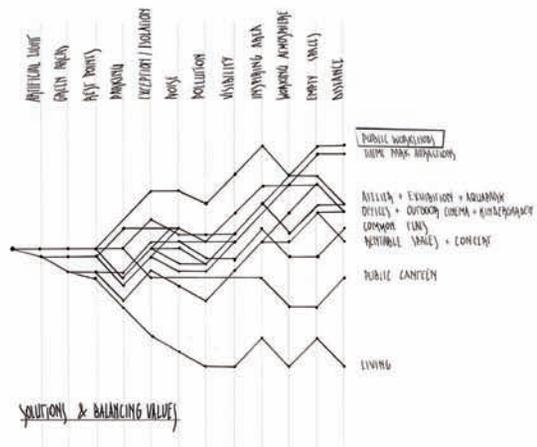
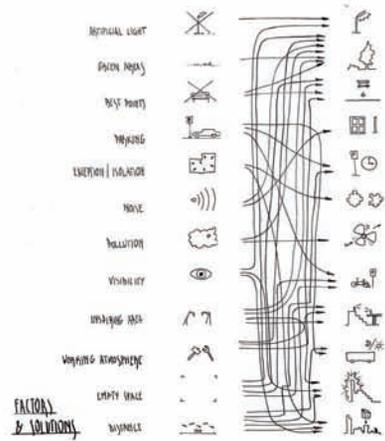
STEPHAN // LINDA // PAULINA // PAUL

The two main poles of the project are development and participation. Development is important, especially in this area, which is supposed to be able to change and adapt to new conditions, mostly lead by public needs. Placed in the heart of Gdynia harbour area, influenced by these circumstances it becomes quite obvious to design functions that fit well into this environment, but at the same time are able to develop on their own to fulfill the needs of the users of those functions.

That is the point where we reach the second pole of the concept. For visitors the harbour area normally is a foreign place with its own rules and behaviour. To get them there and make them wanting to come back it needs more than one function. For this is one thing more important than anything else: participation. By letting people participate in the processes, which are needed to make such a project possible and successful, they gain more than products or services. They gain a high level of identification, not only with the building itself but with the whole harbour and the characteristics of that area.

With this in mind we decided to first refurbish or repair a part of the building and place there a public workshop, where people can come and build anything they want or participate in the construction of the place while being instructed by professionals. This first and only injection marks the starting point of the development. Money will be earned by selling or exhibiting the projects, more people want to come there – the workshop extends – exhibitions and markets will be made, first outside until there is room for exhibitions inside – a bar is needed – the production pipelines are becoming finer, so rentable offices will be needed, as well as ateliers – people maybe want to be able to stay over night to get the job done, so a common flat would be necessary and so on. By placing a public workshop as first injection we give the place the possibility to develop on its own, driven by the needs and ambitions of the people who come there to express themselves in a completely foreign area.







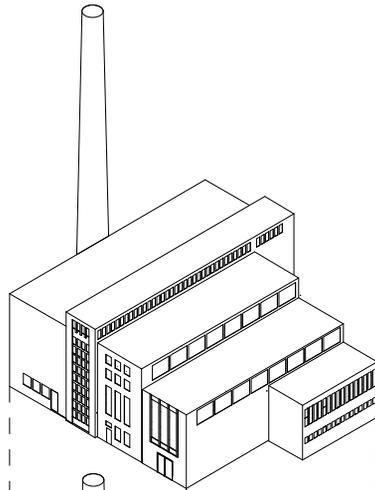


JOHANNA // DOMINIKA // KYNAN // CATHRIN

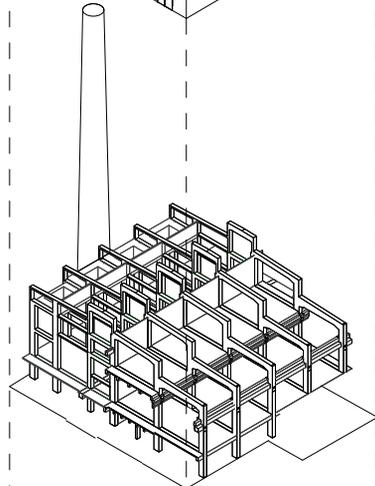
The main idea is to preserve and show the functions of the harbour in Gdynia. The harbour is a very important part of the history of Gdynia, which is why the citizens are very proud of it. If there were to be a development of the area, then it has to deal very sensibly with the history of the shipyard. As a consequence the heat plant could be assimilated to a lighthouse. In the first step it is vital to create accessibility; there has to be a clear circulation for pedestrians, bikes, cars and trucks.

In the second step the „lighthouse“ project will develop to create attraction. The building will accommodate exhibitions, workshops, a restaurant and a urban think tank in combination with the chimney viewpoint. A think tank is a kind of a participative process where everybody communicates his idea for the future of Gdynia and the harbour. This will eventually create a mutual vision for the future. In the same step the shipyard will become more visible with some new spaces.

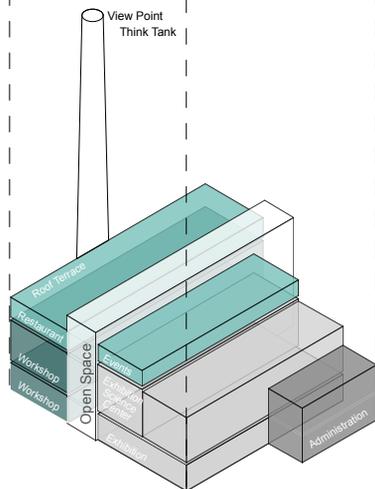
In the last step the lighthouse project has affected the surrounding area, which will have new functions for boarding houses, laps and start ups. All this steps have the goal to preserve the harbour and to ensure the future. In the same time it will become more accessible for members of the city and integrate itself in the city.



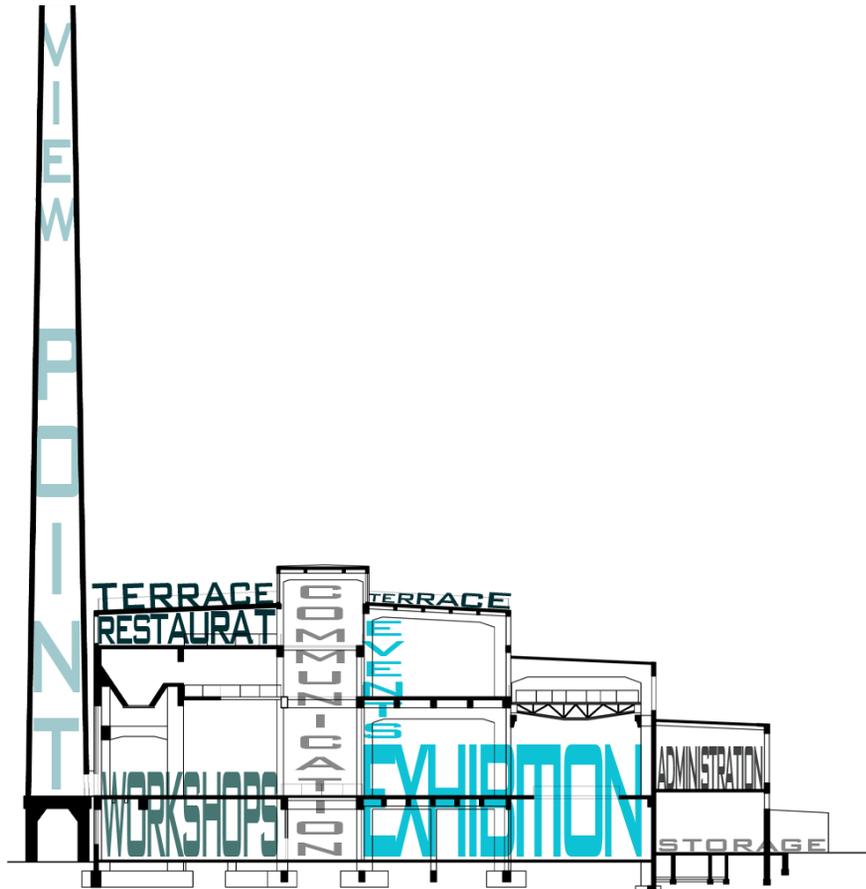
PRESERVE FACADE



PRESERVE STRUCTURE



SHOW WITH FUNCTIONS
Functions







CHLOÉ // JAKUB // BENJAMIN

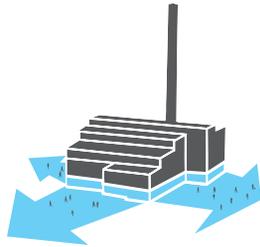
Our main goal in this project was, while proposing a well-developed district, to solve the social problems that can be spotted in the area. Every worker of this industrial sector spends (at least) over 30% of his life doing his job. He leaves the area in a bad mood, usually disappointed with the effects he achieved. At the same time, these workers are one of the biggest groups of users of this space and they are not leaving this place any time soon. Hence being a target for anyone willing to invest in the area.

Our main idea is called "Trans-socialization". New designed district connects on its borders to the existing industrial area. We want these two different worlds to overlap each other, so they could exist together and not side by side.

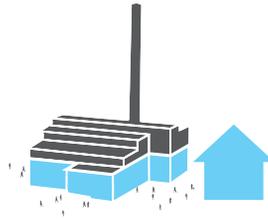
In urban development, we designed area easily approachable from every side, with the old heat plant as a central point of the shipyard. We wanted to fill the space with some kinds of activities that is common for everyone, like food, sport, music or party. To make it more attractive for visitors, we proposed to simplify the pedestrian communication from the train station and to design a clear and visible entrance with inviting public space in the front. As in our opinion the best way to experience the city is by walking or biking, we split the new designed office area into two spaces, divided by a promenade. This is the main axis of our proposition. Main car and truck line is kept in the north part, with slow traffic in the south – in order to limit noisy areas to as least as possible.

Area will be mainly offices and laboratories oriented, with a little amount of hotels and other functions, that could generally be described as nightlife. As the presence of people is very important to either make a profit or to make this area living and friendly, we want it to work also during the night. That is why after the day shift is over we want this area to become recognizable as a party place. Urban development is as dense as possible. The problem of car parks was solved by designing 3 multi-floor car parks in different points.

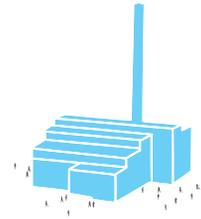
Architectural concept of the heat plant was to make it a hub for any activity in the area. Large openings connect the ground floor with an important, green public space in the south of the building. It is working also as a public area, like a pedestrian street itself. The idea was to make people "flow" under the building while they are rushing after their everyday tasks (like lunch etc.) The first floor should become a cultural place, with area for exhibitions or educational programs. The rest of the building should fit into the new conditions. As area development goes, it is not possible to predict future-formed demands, so we should leave some gaps for people who might want to use them.



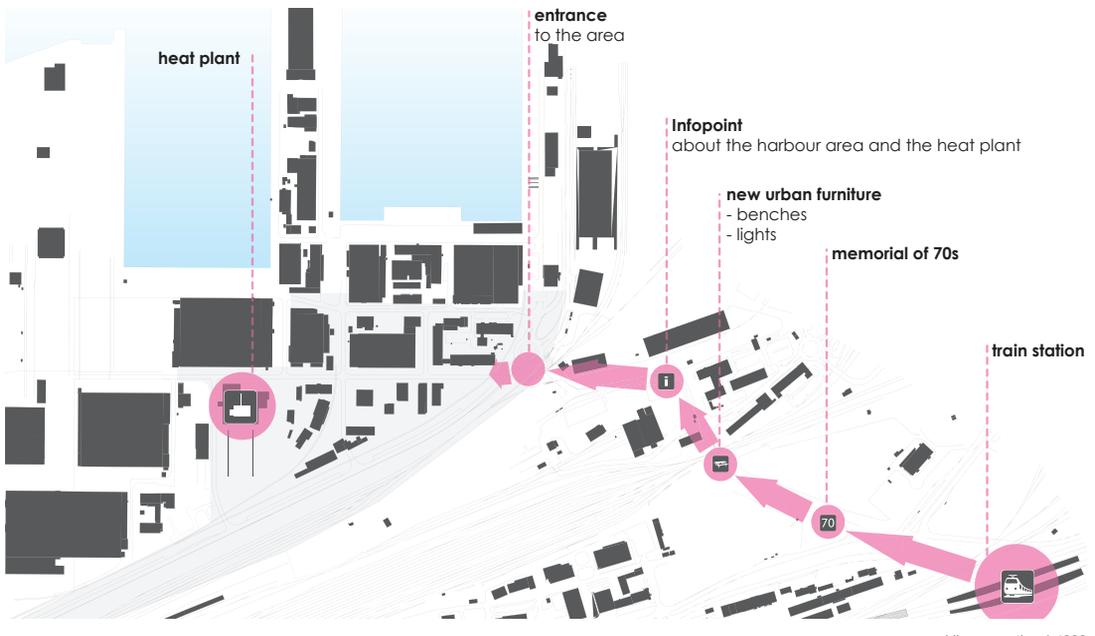
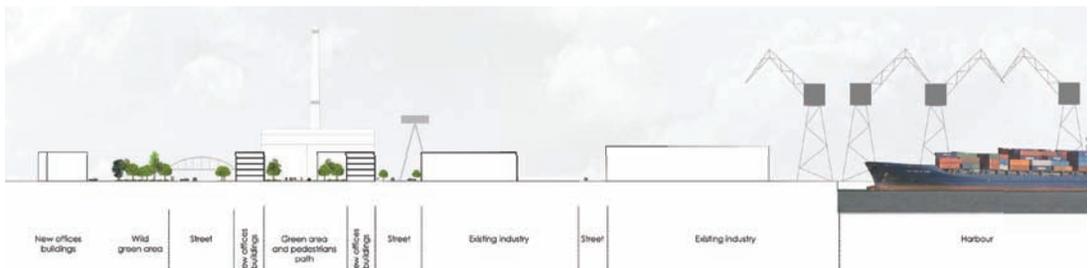
Phase 1
open the ground floor for shipyard workers and public



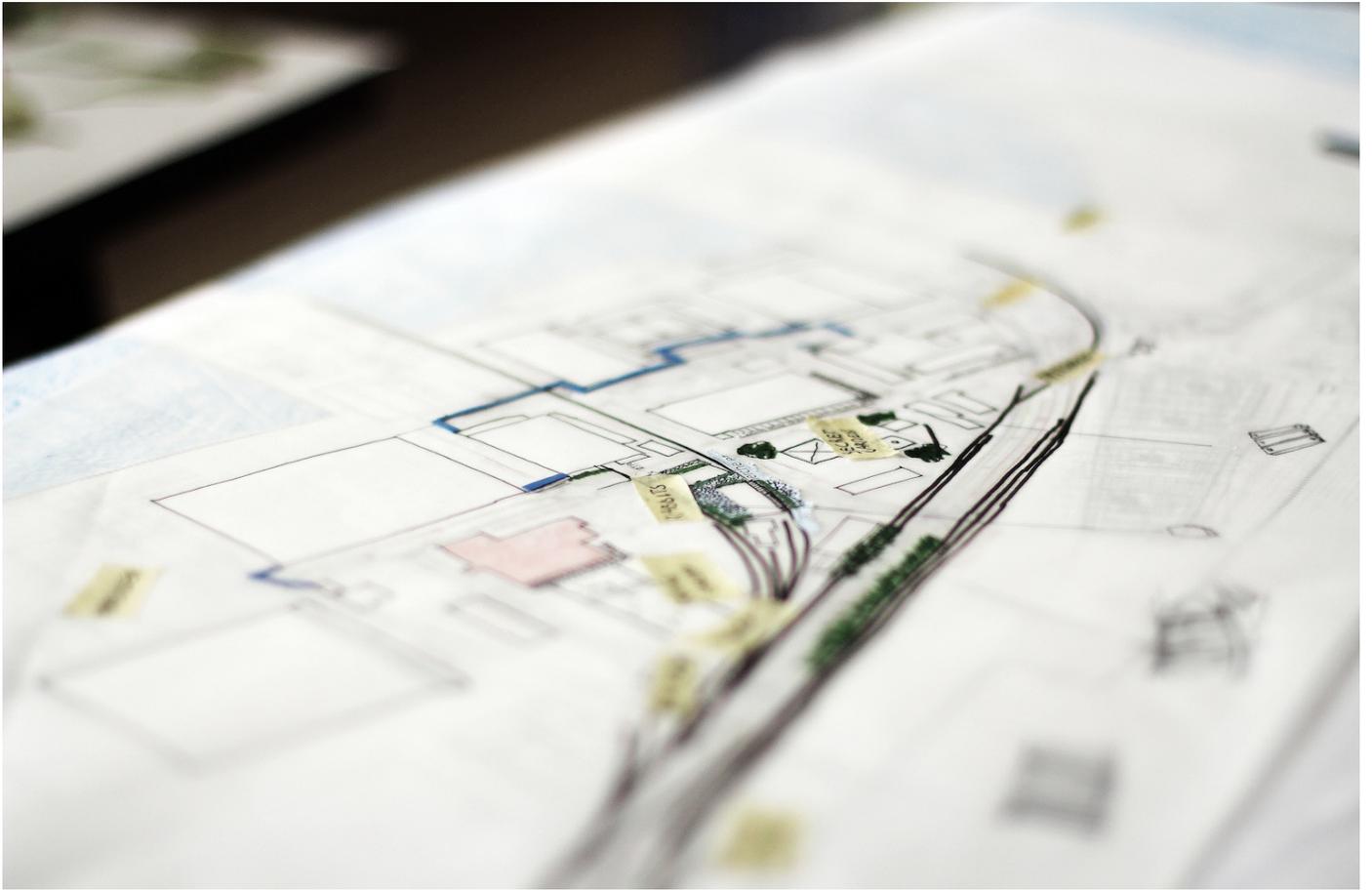
Phase 2
let the system grow up into the upper floors



Phase 3
use the whole heat plant for socialisation





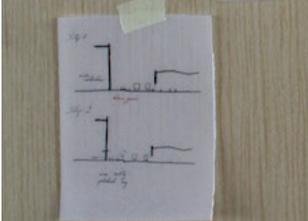
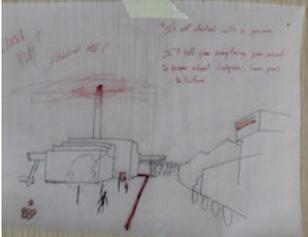
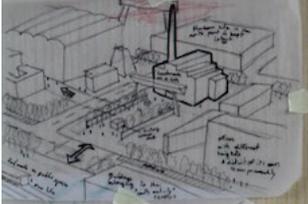


KEYSTONE

BY THE SEA
BY HANSELBORN

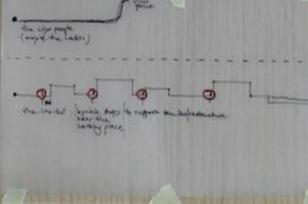
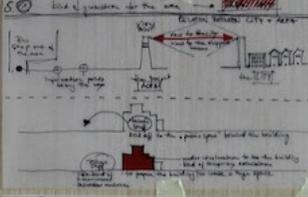
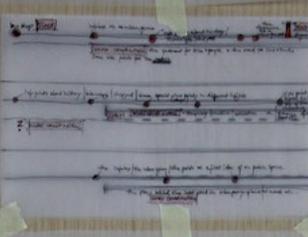
FLEXIBILITY | SYNERGY | PROGRESS

- ① "INTERFACES"
[Handwritten notes]
- ② "FUNCTIONS"
[Handwritten notes]
- ③ "FUNCTIONAL ACTORS"
[Handwritten notes]



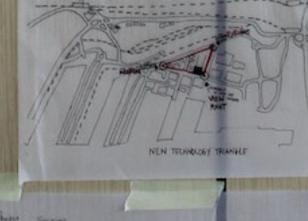
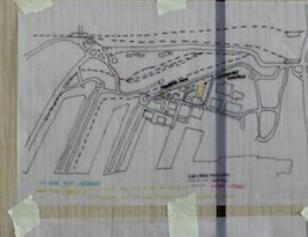
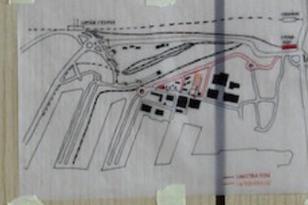
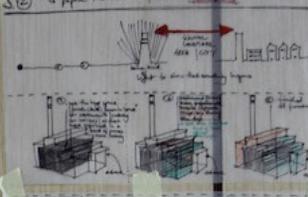
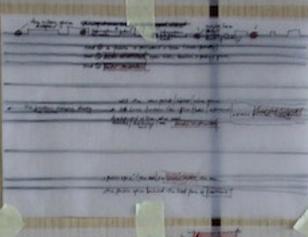
STEP ①

QUALITY OF THE DESIGN



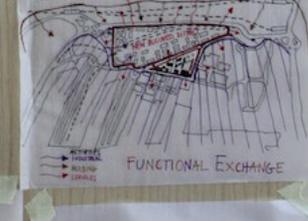
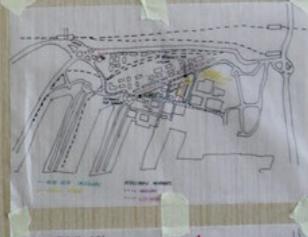
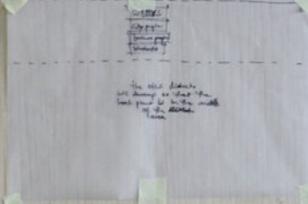
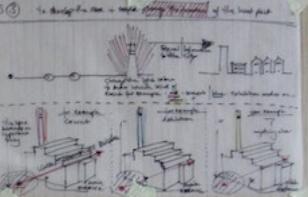
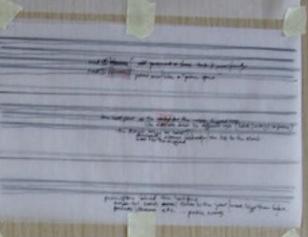
STEP ②

QUALITY OF THE DESIGN



STEP ③ ?

QUALITY OF THE DESIGN



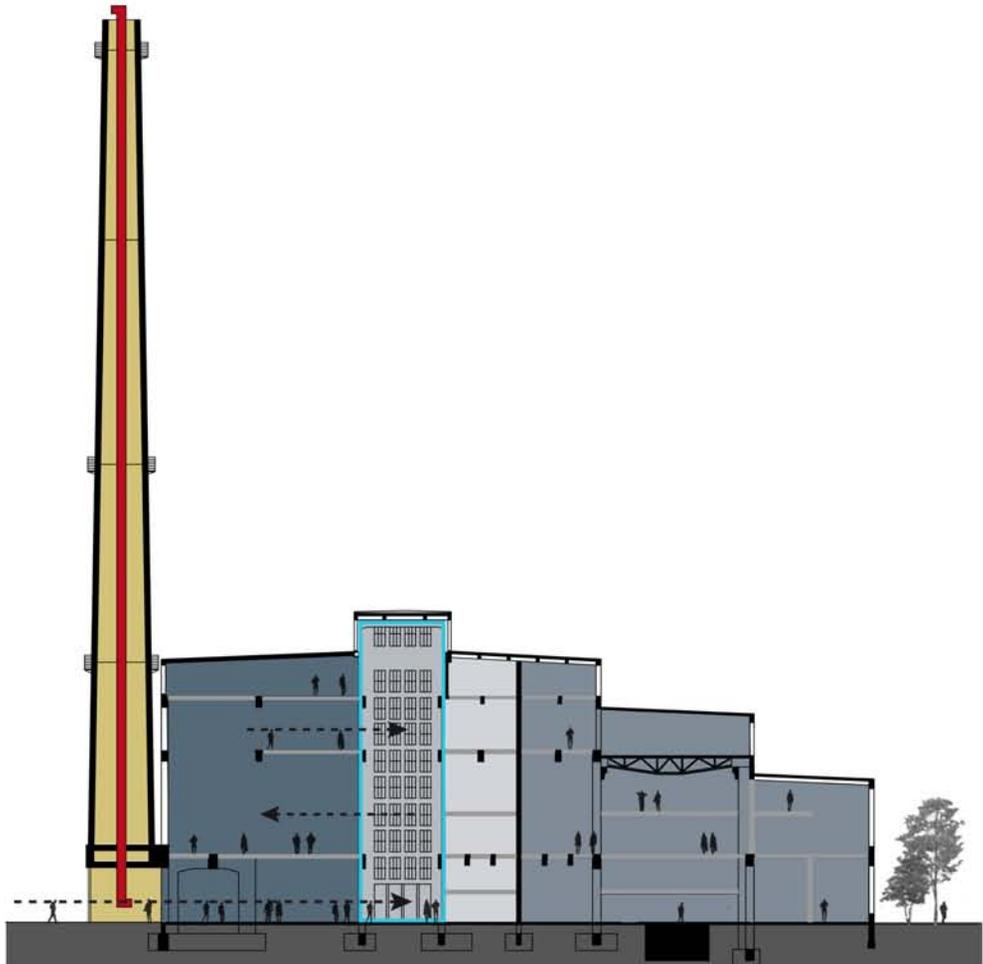


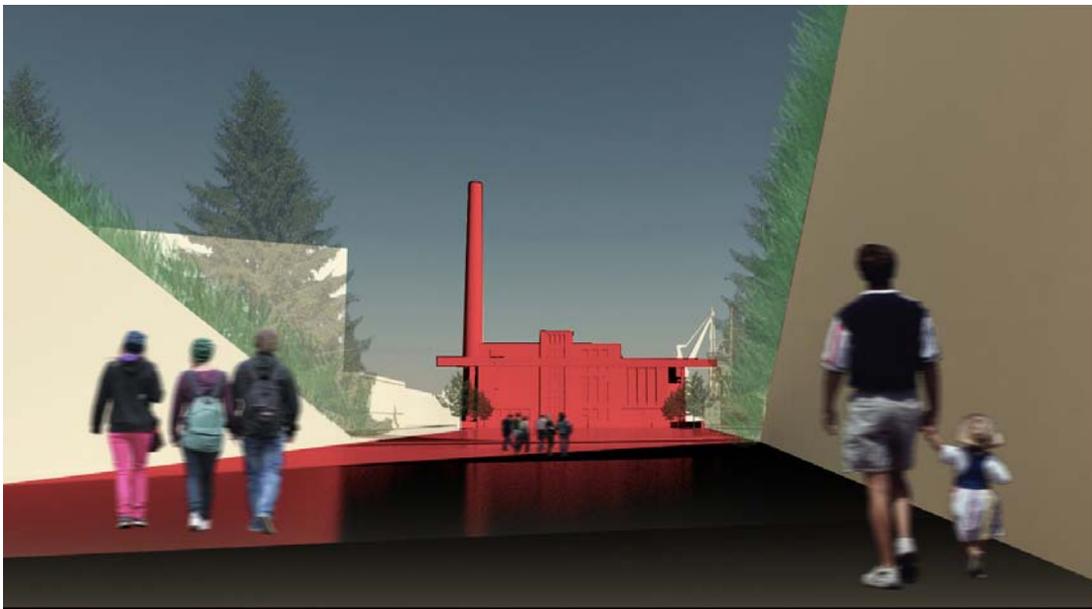


ADAM // IGOR-VASSILI // AGATA // MARIEKE

The Pulse is an urban development concept which takes its roots both in the ever expanding harbour through the heatplant and through the factual evolution of the district in a new technologies cluster with the BPNT.

The Pulse begins with a heartbeat: The chimney as a renewed landmark builds its relation to the city by acting as a visual signal which will trigger both the development of the triangle of new technologies and the functional mutation of the heatplant. The pulse generates progress: The triangle responded to the call made by the signal through a ripple effect allowing the activities of the area to grow and spread. The Pulse becomes a wave of synergy: The evolution of the pulse from a constrained ripple to an overwhelming wave of expansion works as a chain of reactions to develop a sustainable district for the city of Gdynia.







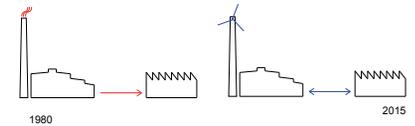
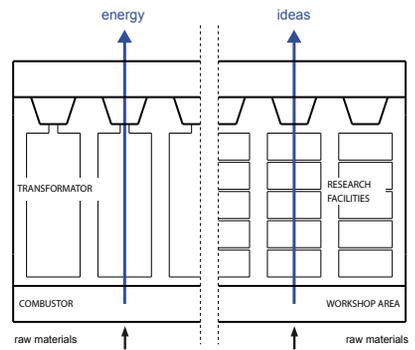
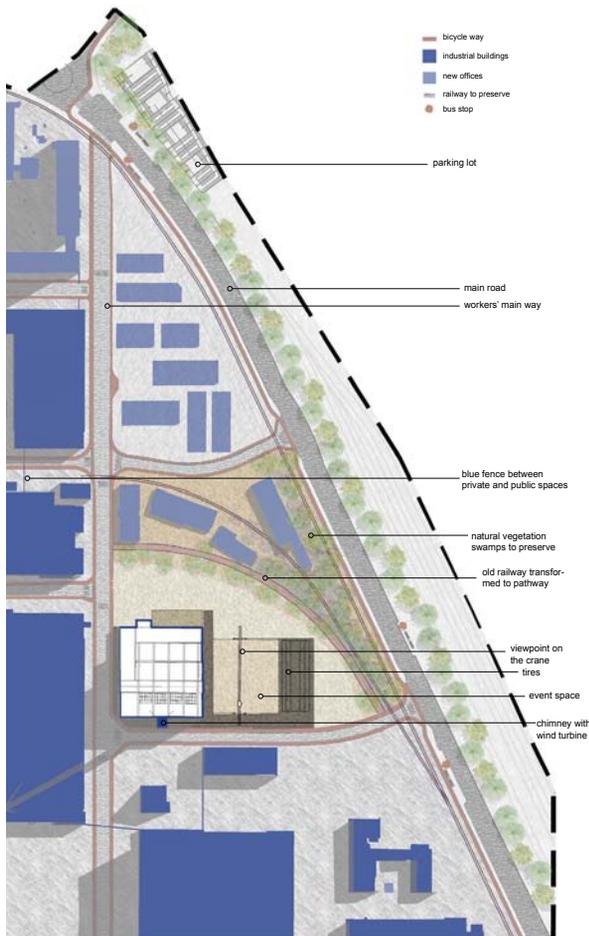


AUDREY // LOLA // BORIS // MACIEJ

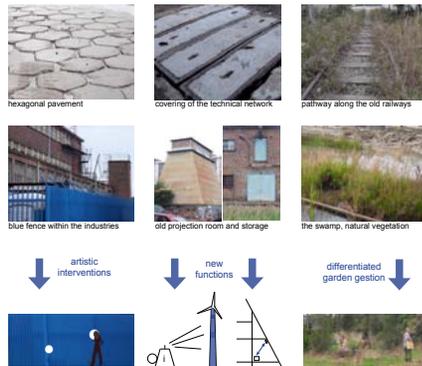
The project is not just the renovation of the old heat plant, it is the start of changing the entire harbour and further more the entire city. The new heat plant will be a meeting point for harbour workers, office people and external visitors from the city, not just to work, but to study, do sports, participate in cultural events or just to have a coffee or a beer. This is all possible due to the mixed functions in the diverse variety of spaces in the heat plant, like the smaller multi purpose rooms or the great desk sharing halls.

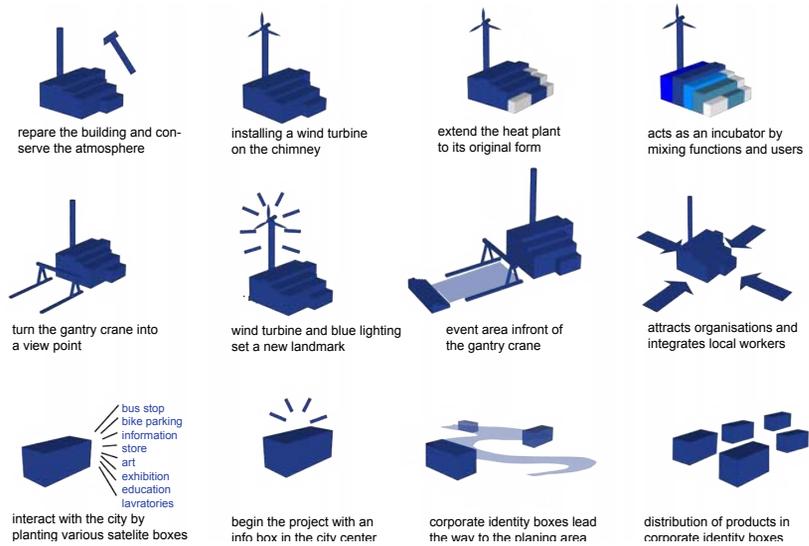
Like an impulse for change, from the heavy harbour industrie to the new high tech industrie, a modern wind turbine stands on top of the old chimney. This unique landmark, made by the harbour workers next door, not just provides electric energy, but stands as a symbol for the dynamic change and the synergy between harbour and city.

In the inside of the heat plant, the focus lies on research labs on new technologie science, where the main topic are sustainable sources of energy. The new heat plant refers to the old function by producing energy but also generates ideas and technologies. The heat plant is the key to strengthen the harbour industrie and help it withstand against the industrial change and the rising energy costs. Once again the heat plant will be the heart of the harbour.



Meaningful elements of the area and futur possibilities





SEMINAR / LECTURE ROOM
 Education is the foundation for developing new technologies. The Seminar rooms in the heat plant are open for professional lectures as well as young students. Facing north and equipped with sound proofed windows, the seminar rooms are ideal for learning.



OPEN OFFICE
 Over size spaces and small offices do not fit. The solution is a open space - desk sharing system. Open office spaces can be freely taken or reserved and rented depending of the amount and time of space that is needed. Throu the open office system, interdisciplinary encounters and teams are possible at any time.



RENEWABLE ENERGY
 Mounted on the old chimney, there is a wind generator producing energy for the heat plant. Constructed by local workers it represents the change to the high tech industrie. next to the there are photovoltaik panels covering all all the south facing roof surfaces.



MULTIPURPOSE HALL
 The old combustion hall will be transform into a multipurpose hall which can be used as a gymnasium, congresses or cultural events. The hall will be a central meeting point for the people of Gdynia, weather on a new technology meeting or a after work out.



MULTYPURPOSE ROOMS
 Flexible rooms for various usage such as studios, offices, ateliers or even apartments. Structurally and thermally independent buildings, the room is free standing in the great hall of the heat plant to keep its size and its unique character. This is the place where new ideas and future technologies are born.



RESTAURANT / CAFETERIA
 Located in on the first floor, the public Restaurant and cafeteria will serve harbour workers as well as visitors and office people. It is one of the many points where the heat plant brings people from different positions together.



HIGH TECH WORKSHOPS
 Located on the first floor and facing the street for easy access, new workshops are planned. The Workshops are specialized in high tech industries and can be used in synergy by the heavy harbour industrie. Ideas from the offices and research labs can be build and tested here.



RESEARCH LAB
 The complety new part of the building contains a modern research lab. New technologies such as renewable energy sources will be developed here. The Research lab is the new technological heart of the harbour. The building extends the heat plant to its original form.

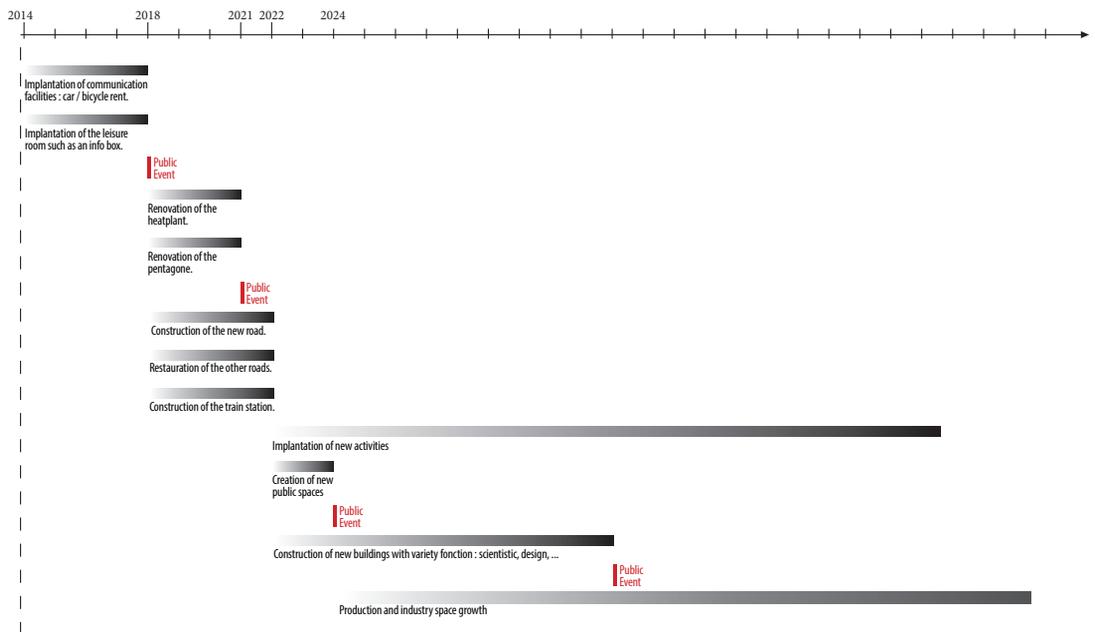
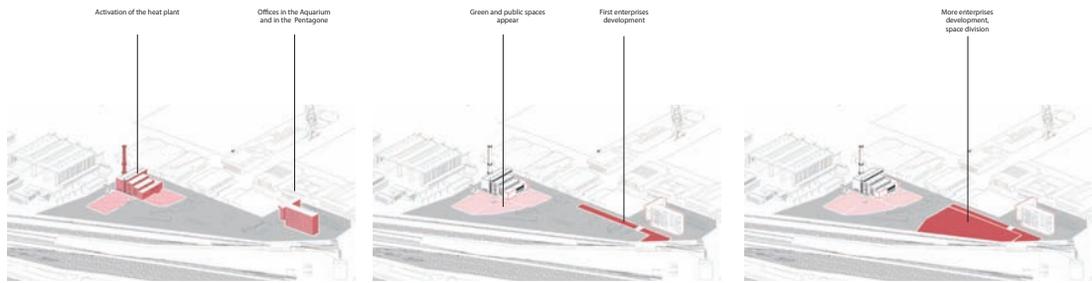




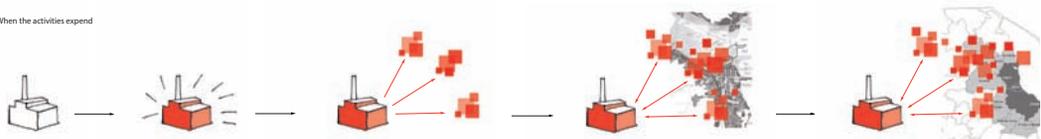


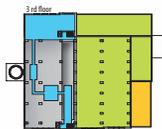
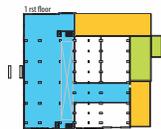
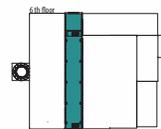
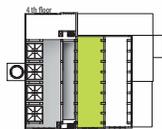
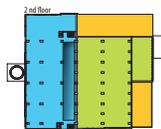
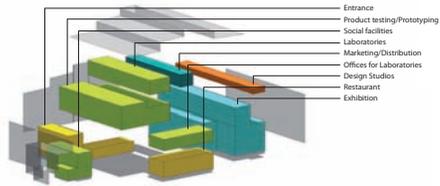
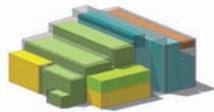
DANIEL // MACIEJ // TIFENN

After various analysis, we have decided to base the mission of our project on potential of environments, which composed the area: the harbour and the enterprises and to combine them with the third supplement around: the creative society. The purpose of such joint is ignition of a self-driving propeller of incomes and outcomes: economy, subvention and the innovation. The exact ways of development of the zone with such model are unpredictable, but we can influent them. For this reason, we have organised a flexible space for extemporaneous adjustments to young establishments. Growth step by step. The movement initiated by the concept provides a constructive relation between the three actors. It will be under a constant development in every step of the project. It is reflected by the timeline, which corresponds to application in the real. The schedule (on the right) indicates, step by step, how the district morphs and converts into a collaborative organism. The fact, that each step is accented with public events, proves the chance of refreshment view on the shipyard.



When the activities expand





5	+ 25,30
4	+ 20,30
3	+ 15,50
2	+ 9,00
1	+ 5,50
0	+/- 0,00

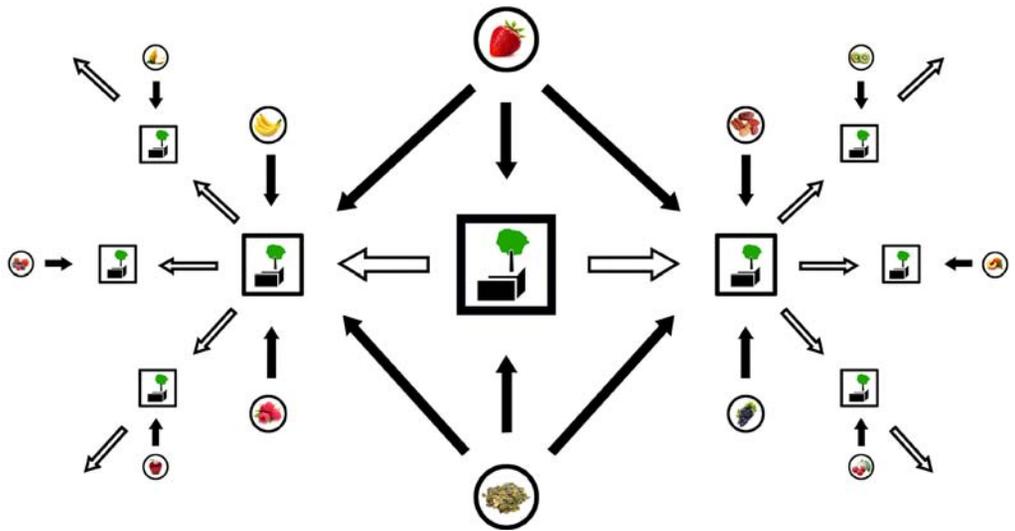
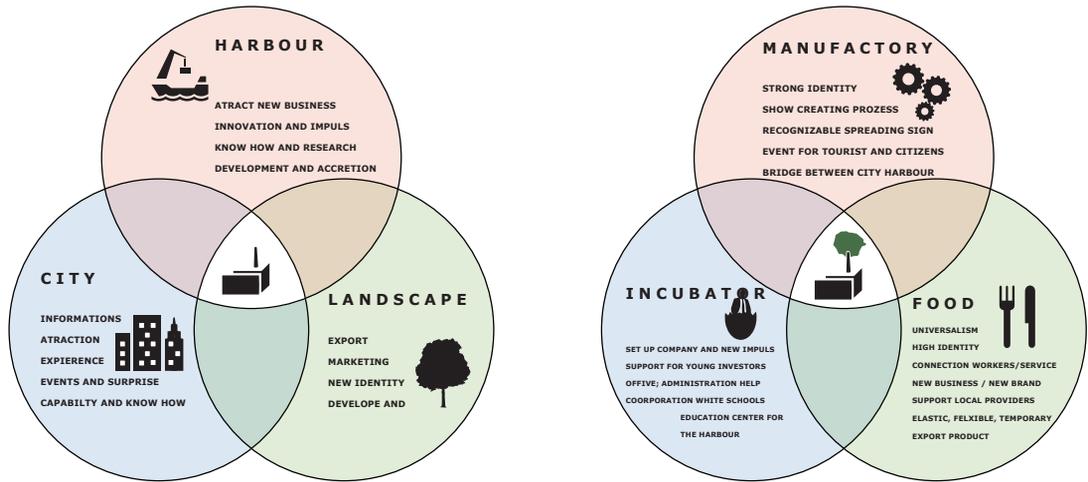


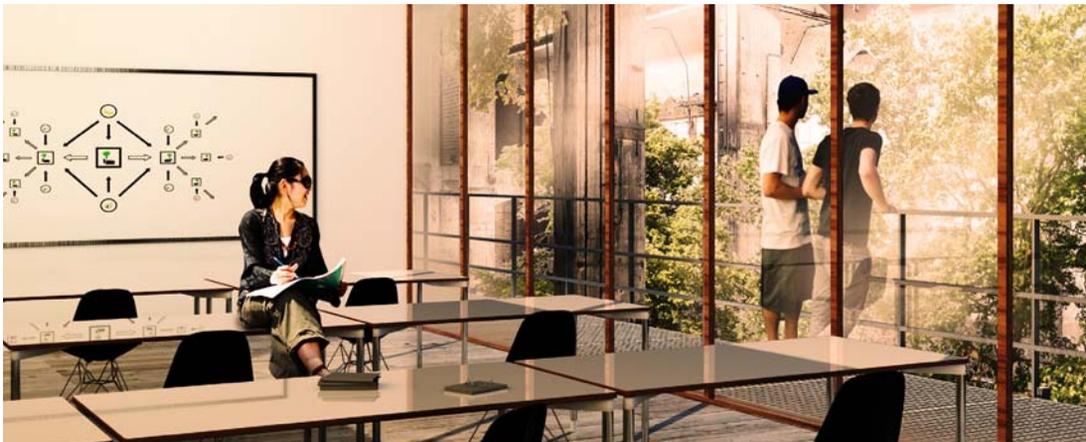
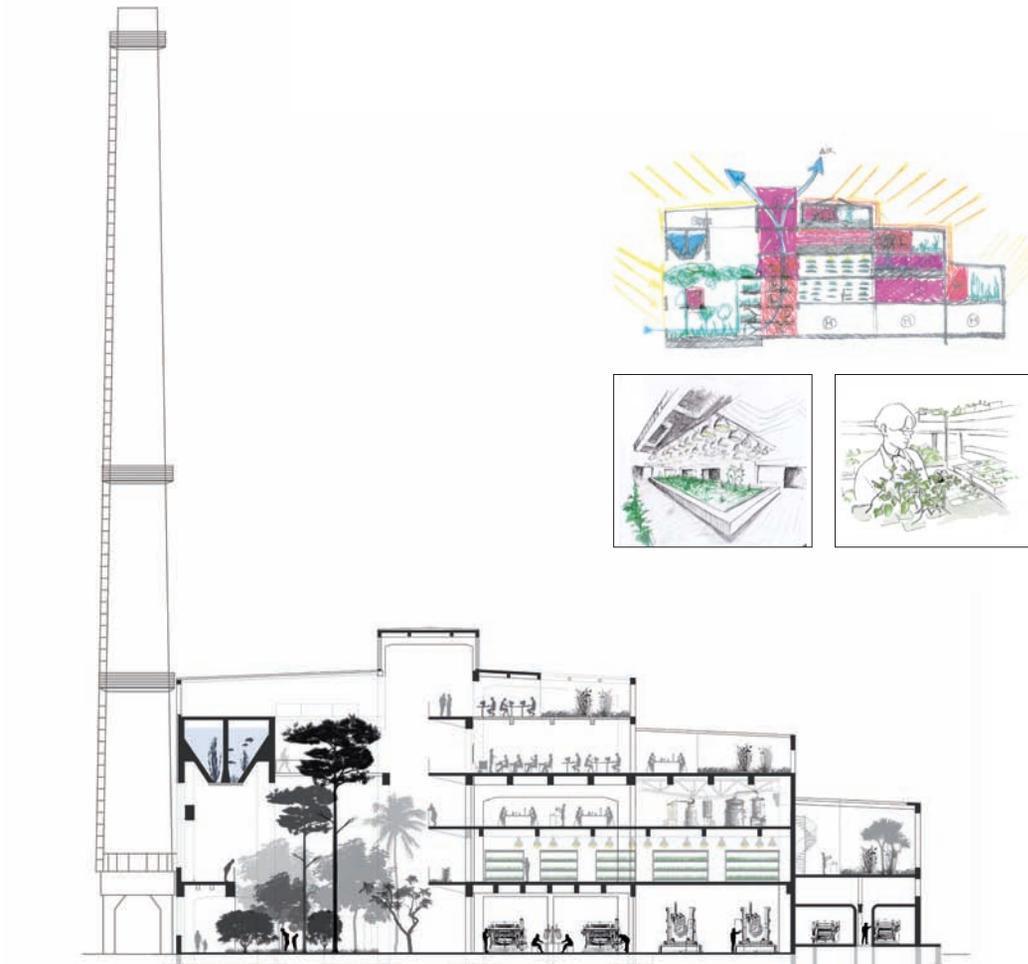


MICHALINA // ARTHUR // MATTES

Our vision of the heatplant is to connect different interest groups by implanting mixed uses such as a food factory and a business incubator. They are supposed to react to the requirements of the consisting groups – the local workers, the citizens of Gdynia as well as the increasing service sector – and bring them together at the same time.

Both of the main uses represent the image of growth and can stand as symbols for the spreading of Gdynia harbour. The business incubator and the foodfactory can benefit from the characteristics of each other and form a symbiotic relationship. While the business incubator works as a motor for the area, the food can be a very strong factor of identity and can be used as a “Corporate Identity” for the harbour and spread all over the region. Local agricultural products can be produced and transcend from this place to all over Poland. The main idea is to enable the easy access to food to everyone in the public, with intent to bridge the gap between the harbour and the citylife of Gdynia and let them grow together. The large and impressive space of the heating plant is perfect to shelter the new business in a representative accomodation. In combination with the big hall, which is designed as a greenhouse creating a stunning atmosphere, the relationship between nature and manufactory is underlined and represents the concept for the whole harbour area. The revitalised heating plant will become an attraction that invites people to discover the harbour and its meaningful history.







view of the main a



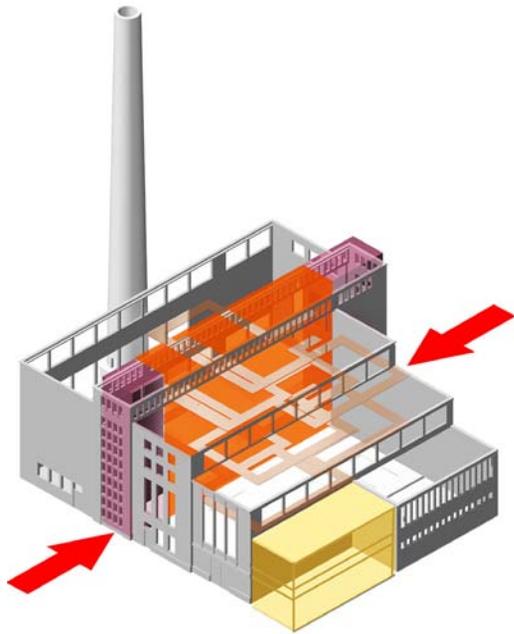


PAWEŁ // CLEMENCE // MAREK

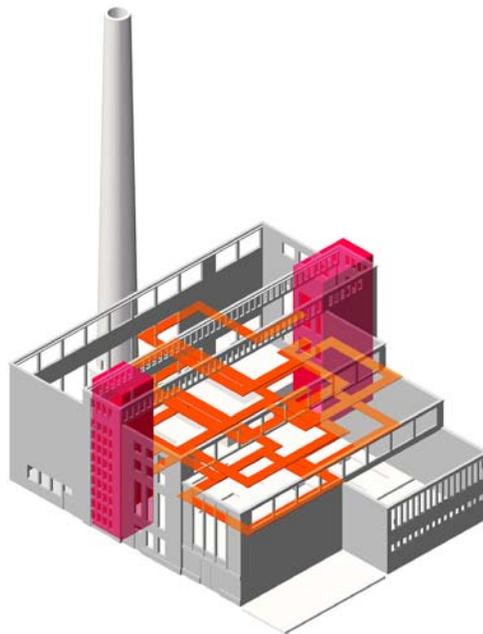
With our project we want to unit the different people in this special area. We think that sports is a very good connector. Sport is the entrance to culture and education. For us it's very important to bring the workers from the harbor together with the businessman in the PSSE area.

The main space in the building is the highest part from the building. We planed a big climbing wall and a few sport fields where you can play volleyball or badminton for example. The main circulation is also in that part of the building. For outdoor activities we planed a sportfield for soccer, basketball etc. under the old crane. To get the attention from far away we want to illuminate the big chimney.

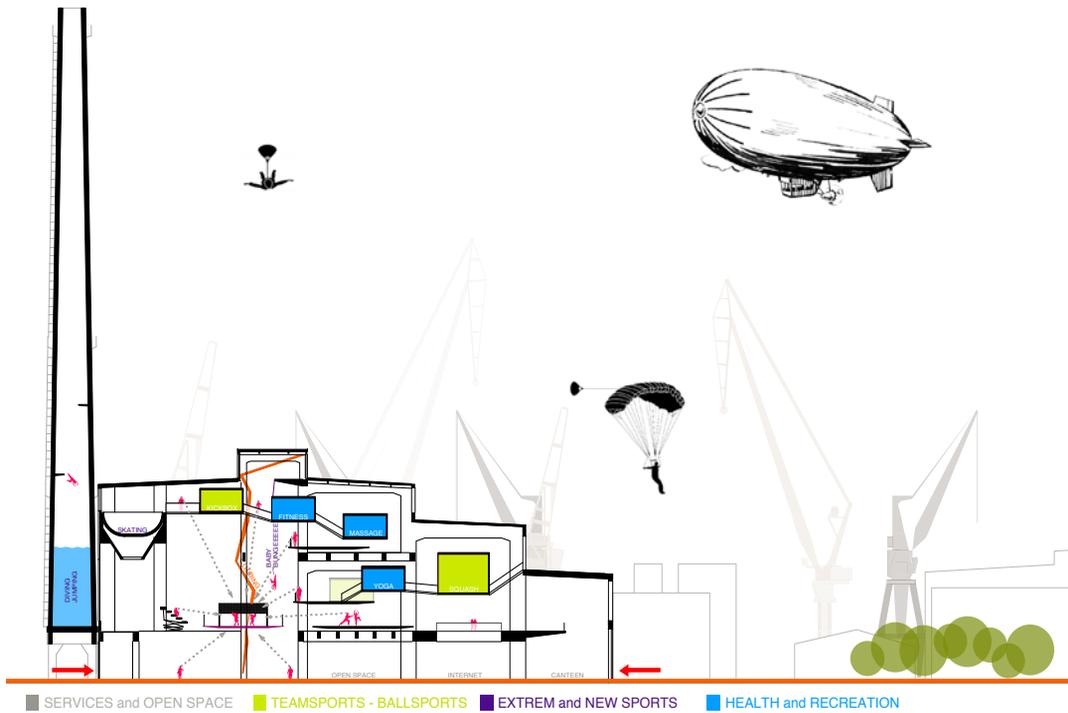




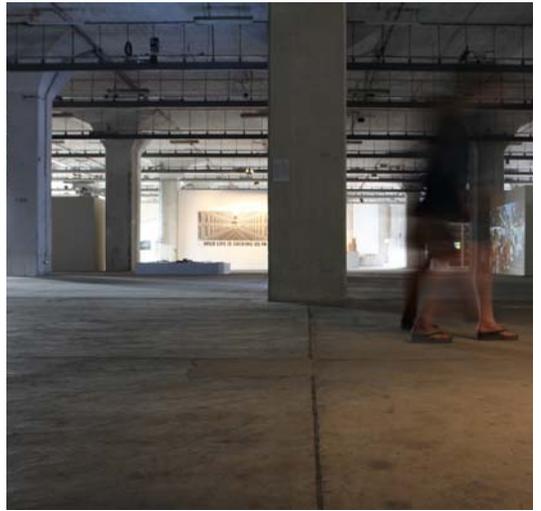
entrance | main space



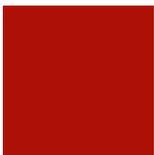
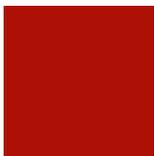
main circulation



SERVICES and OPEN SPACE
 TEAMSPORTS - BALLSPORTS
 EXTREM and NEW SPORTS
 HEALTH and RECREATION



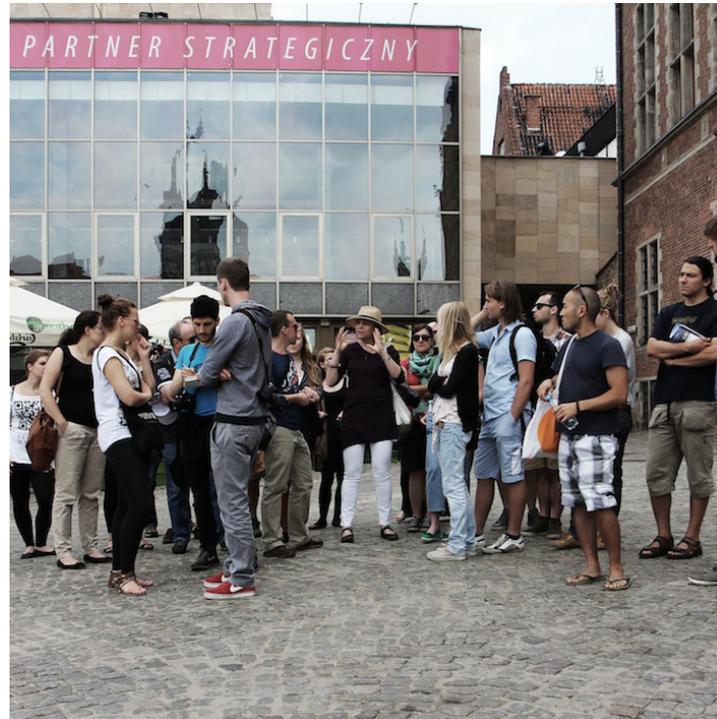
// GDYNIA DIARY





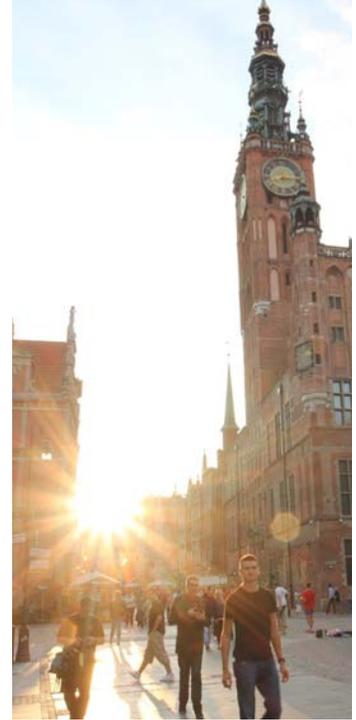
Day 1 // Friday 280613 // Gdansk

Arrival of the German students. First meeting with some of the polish students and Gabriela Rembarz, the polish teacher who organized a warm welcome dinner in a restaurant in the heart of historical Gdansk. In the evening the polish students organised a trip to Sopot for showing Tri-City nightlife and a walk on the beach.



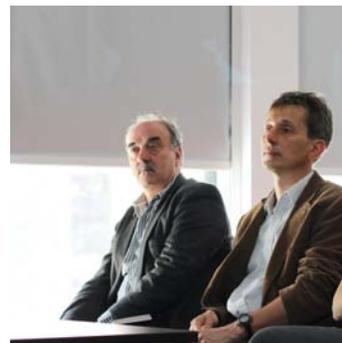
Day 2 // Saturday 290613 // Gdansk

Having a city walk through Gdansk and got a lot of background information from Gabi. First visit of the historical centre. Then we walked along the harbor area that will be developed in the future to get an impression of the Masterplan. We got a presentation from the architect Dr. Wojciech Targowski about the European Solidarity Centre which marks one pole of the new Masterplan which is planned between this building and the planned world war museum. We ate typical polish dish at the in the ,panorama restaurant' located in the top floor in Gdansk highest building. Afterwards we visited the exhibition „Roads to Freedom“ about the fall of the sowiet system in the museum of contemporary history. That follwed a walk to the harbor area to see the ,Alternative Art Exhibition' in an old shipyard building. Finally we had a welcome barbecue party on the roof terrace of one of the polish students.



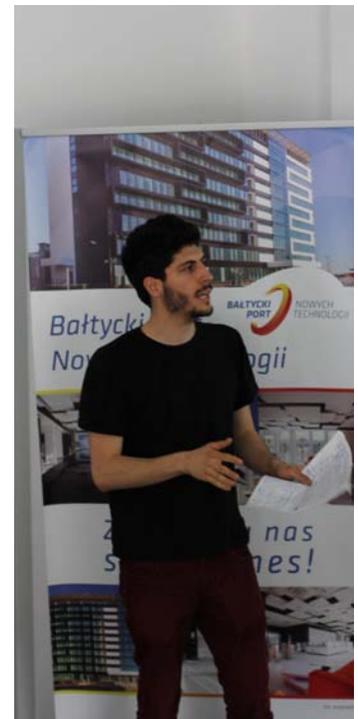
Day 3 // Sunday 300613 // Gdansk

Today we made a bus tour through the Tri-City agglomeration Gdansk Sopot and Gdynia guided by Gabi. She showed us a lot of architectural highlights, for example, 'The Wave', the longest panel building in Europe, and Gdansk football stadium. While arriving at the hotel, we got an first impression of Gdynia harbor.



Day 4 // Monday 010713 // Gdynia

Arrival of the French students and first meeting while having common breakfast at the so called Akwarium office building in Gdynia harbor area. Followed by introducing presentations about the harbor by representatives of city administration and urban planning, Dr. hab. Piotr Lorens, Gabriela Rembarz, Roman Reinhardt and Jacek Pauli, Agnieszka Jurecka, Aleksandra Narczewska and Magdalena Miara. First visit at our working place, the pantagon building located in the heart of Gdynia harbor and forming work teams with a mixture of all attendant nationalities. Finally we had a Gdynia guided city tour, a welcome lunch and a walk at the beach at night.



Day 5 // Tuesday 020713 // Gdynia

Presentation of Hafen City in Hamburg performed by German students. Visit of the former Heat Plant, followed by exploration and independent analysis of the harbour area by each group.



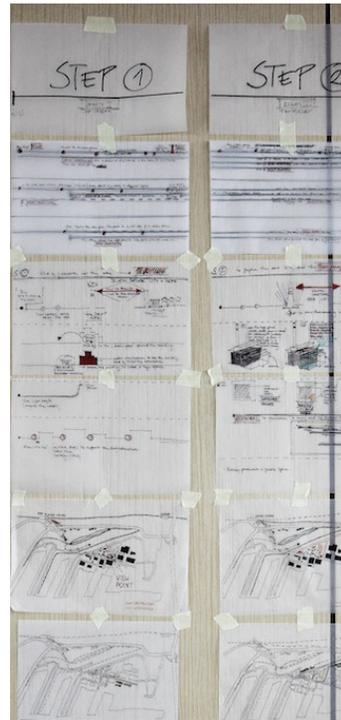
Day 6 // Wednesday 030713 // Gdynia

Presentation of Ile de Nantes performed by French students. That followed the presentation of the analysis step and the start of the next step, the urban development of the area.



Day 7 // Thursday 040713 // Gdynia

Lecture about the maritime industry in port cities held by Karolina Krośnicka, about scenographic inspiration held by Emmanuelle Gangloff and about light and imagination by Vincent Laganier of the ENSA Nantes. Continue working in teams and developing urban concepts.



Day 8 // Friday 050713 // Gdynia

Lecture about using your brain in creative processes and work held by Bernd Dahlgrün of the HCU Hamburg. Individual review of the group works. Arrival of Heike Hillebrand (HCU). Visit of the opening festival of the Gdynia Design Days.



Day 9 // Saturday 060713 // Gdynia

Continuing with the individual project reviews and the work. Preparing to leave the Pentagon building in Gdynia harbour. Farewell party for René Schneiders, Bernd Kritzmann (HCU Hamburg) and Vincent Laganier (ENSA Nantes) on Gdynia beach.



Day 10 // Sunday 070713 // Gdynia-Gdansk

DAY OFF. Move to Gdansk politechnika student houses. Some of the students spend a day on the beach, some were canoeing in the harbour of old city of Gdansk and some were exploring the historical centre. For the evening the polish students prepared a surprise. We had a shashlik barbecue and were playing games on Gdansk beach. Thank you so much for this great evening guys! :)



Day 11 // Monday 080713 // Gdansk

First visit and introduction of the Politechnika Gdańsk. Continue project work. After the first visit and introduction of the Politechnika Gdansk, all the groups continued working on their projects. Two classrooms are the new working places for the last few days.



Day 12 // Tuesday 090713 // Gdansk

Björn Wolke of the HCU Hamburg arrives. The french, polish and german teachers offer final criticism. The students are working on their developing projects.



Day 13 // Wednesday 100713 // Gdansk

Final working steps and cession of the projects. In the evening we are having a nice dinner alltogether and celebrating the ease sof finishing our works.



Day 14 // Thursday 110713 // Gdansk
Final Presentation



// PROFESSORS & TEACHERS

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