



Cláudia Sofia Graça de Sousa **Urban Regeneration – the study case of the Münster Harbour**



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Thesis presented to the University of Aveiro to fulfil the necessary requirements to the Master degree in Urban and Regional Planning, performed under the supervision of Dr. Paulo Silva, head of the Social, Political and Territorial Sciences Department and Dra Christa Reicher, head of the Planning department of the TU - Dortmund

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Appreciates

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palavras-chave

Porto marítimo de Münster, Kreativkai, Regeneração Urbana, dimensões,

resumo

Ao longo dos anos temos assistido à contínua alteração do espaço urbano. Contudo, estas transformações foram acelerada nestas últimas décadas. O espaço urbano e os seus habitantes precisam de tempo para se adaptarem, pois, as modificações e o rápido crescimento levanta algumas questões que precisam de ser resolvidas. A degradação física pode ser observada nos edifícios de alguns quarteirões abandonados, originando a insegurança em algumas zonas urbanas. Estamos na iminência de perder o passado para as gerações futuras. A regeneração urbana é a ferramenta que vai dar resposta a este problemas; a nova política urbana que é capaz de transformar este espaço urbano negligenciado. É um conceito complexo que relaciona os diversos assuntos e actores do espaço urbano, já não é só sobre a forma urbana, mas é a relação entre as dimensões da regeneração urbana, a transformação física, as questões sociais, assim como a coesão social, o desenvolvimento económico, as exigências ambientais, a cultura, identidade e qualidade de vida das cidades e dos seus habitantes.

Este tópico vai ser apresentado através do estudo de um espaço urbano, o Porto marítimo de Münster, uma antiga área industrial localizada no limite do centro da cidade, que sofreu um longo processo de abandono antes de renascer com uma nova perspectiva, a de dar outra vez vida ao espaço através da sua regeneração urbana em que a sua perspectiva económica é conjugada com o conceito de Kreativkai. Esta pesquisa apresenta uma narrativa de todo o processo de regeneração urbana, as suas dimensões, a interação entre elas, os seus actores, métodos, políticas urbanas, a importância da sua intervenção, a relação entre o projecto e a sua execução, as questões da sua problemática e perceber qual foi a sua resposta a este processo dinâmico a longo prazo.

keywords**Münster Harbour, Kreativkai, Urban Regeneration, dimensions,****abstract**

Along the years we have witnessed a continuous change of the urban space. However, in the last decades these transformations have occurred faster. The urban space and its inhabitants require time for adaptation, thus, the fast growth of the cities and their modifications can generate many issues that need to be solved. The physical damage can be observed in the districts of abandoned buildings that also create lack of safety in some urban areas. We are in the imminence of losing the past for the future generations. Urban regeneration is the tool to counter these problems; a new urban policy that is able to transform this neglected urban space. It is a complex concept that connects the several subjects and actors of the urban space that is no longer about the urban form, but is about the relationship between all the urban regeneration dimensions, the physical change, the social issues as well as social cohesion, the economic development, the environmental demands, culture, identity and quality of life of the cities and their inhabitants.

This topic will be presented by the study of an urban place, the Münster harbour, a former industrial area located on the fringe of the inner city that suffered a long process of abandonment before a new perspective arose bringing the harbour to life again by urban regeneration through an economic perspective combined with a KreativKai concept. This research presents the narrative of the urban regeneration process, its different dimensions and how they interact with each other, its actors, the method, the urban policies, the importance of this intervention, the relation between the project and the execution, and its problematical issues and how they have answered this long term dynamic process.

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Acknowledgments

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Abstract Portuguese

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Chapter 1 - Introduction

1.1 Topic description and proposal

Topic description

This work is the conclusion of my master degree in Urban and Regional Planning by the Department of Social, Political and Territorial Sciences in University of Aveiro and the Department of Spatial Planning in the TU-Dortmund, performed during my participation in the mobility program ERASMUS.

During my first academic course, in the field of architecture, I developed a particular interest in the study of regeneration; that is the existing value of the cities, their evolution and transformation over the years. My first concern was focused on the design and renovation of the single object, such as the building. Afterwards with a wider knowledge the interest progressed into the understanding of the urban space dynamic, with a special attention to the study of the urban regeneration process. Through the study of their strategies and plans, it was intended to realize the new needs of urban space. Therefore, it is possible to develop better urban solutions in order to respond to the consequences of an abandonment process that leave vacant and neglected areas in the city. The urban regeneration process started in the 90s, however the cities are still struggling with this issues, especially in their inner zones. Depending on the territory, in the country or in the city this reality is varied. The urban regeneration is a slow long-term process, and the interest in this subject motivated me to return to university to study it, with a future perspective of contributing to the transformation of the city. Hence, the choice of my master's degree in urban and regional planning, provides a look at the territory and the city as a whole and allow work in a broader context to explore and expand the study area. Yet my interest of improving the city remains through urban regeneration. These are the main reasons for the choice of the thesis topic. As I had the possibility of studying in another country under the ERASMUS program, my thesis was developed in the Technisches Universität Dortmund in Germany. The objective was to develop the thesis through the research of a study case and the choice fell on the Münster Harbour, firstly because of the historical role of the Münster city in the country and secondly due to the

continuous work on its urban transformation, which supports the study case. IN summary, my path in the master thesis is to study the urban regeneration process, its dimensions and how they influence the transformation of the urban space, by the analysis of the study case.

Topic Proposal

The dynamic process of the city is known with the many changes along the centuries marked by different events. In the last century these main events were the First and Second World War (WWII). These facts transformed the society's behaviour, economy and urban structure. It was a long period of construction, destruction, renovation, and development of cities. In the 1980s and 1990s a construction period started, extending beyond the original city limits. The consequences of this expansion lead to a new reality, the concern about the urban space of the inner city, where several parts of it were completely neglected and abandoned. An intervention was necessary. Therefore, several national and European programs were developed providing financial support in order to assist countries and cities to establish a plan and strategies for their urban space. However, it is a slow, long term and high investment plan, resulting in a complex process of regeneration. This transformation is not linear and differs from city to city, country to country, so each country has its own strategy of development and transformation of the urban space. Due to this, there has been two decades of transformation of the city and its urban space, following the changes and demands of the population.

The physical degradation of the urban space, as well as the lack of investment and the ineffective policies' response is visible in order to face the new demands of the society. The city has to be diligent and needs to reconsider how it is going to do the urban transformation, in order to answer all of these issues. This leads us to the analysis and evaluation of the process, allowing us to develop new strategies and methodologies that can provide some solutions of how to act in the near future. Therefore, the Urban Regeneration is the tool that discusses all of these issues and its purpose is to challenge the new urban demands. For this to happen, the knowledge of **Urban Regeneration** as a concept has to be clear, as in some cases, what has historically occurred has been precisely the opposite. Ignorance is hindering the current policies and practices, creating

gaps and contradictions along the process. Therefore, the stakeholders have regularly not been able to provide answers to the several requests, due to the new demands of society, social issues, the economic, the environmental and physical problems of the urban space. The enlargement of urban regeneration concept connects these various subjects, their dimensions, the social, the economic, the physical and the environmental. This is, therefore, a complex and multidisciplinary subject. This idea was highlighted after the Second World War (WWII), as the massive destruction of the European countries led to several decades of reconstruction and construction, along with new difficult challenges, the physical urban transformation, the social negligence, an economic decline and environmental destruction. In order to respond, there was the need for political changes, and they started to be discussed, “*A political reconceptualization of the inner city as a spatial coincidence of more fundamental social, economic and environmental problems began to occur in the 1970s*” (Ward, 1994, p. 197).” (Couch, Sykes, Börstinghaus, 2011), so the first decades 50s to 60s are set as the reconstruction and the revitalization, characterized by a physical improvement in order to respond to the social basic needs for dwelling. From the 70s to the 90s they have been represented by the renewal, redevelopment and the regeneration that are the combination of the physical transformation, the economic development, the social condition and the beginning of an environmental consciousness. It was only in the 90s that the urban regeneration as this broad concept emerged.

The aim of the thesis is to assimilate the relation of the dimensions and its consequences for the urban space, and this will be done by the analysis of a case to address these issues through the investigation of an Urban Regeneration example, the Münster Harbour. The research approaches the European and Germany’s perspective about these issues, and subsequently the context of the German city of Münster and the particular study case.

The city's image, identity and history led to the choice of the city of Münster, but the main factors were its vitality and the existence of several planning and urban project developments, with the continuing work of urban transformation in order to achieve a better place to live and in particular the urban regeneration of the Harbour. This thesis presents the Münster harbour, located in the border of the inner city, a former industrial harbour, abandoned through times, but became alive with this project. It seeks to

comprehend all the steps of the process, the concepts, the actors, the policies and all of its dimensions. This analysis allows the comprehension of the consequences of the dimensions of the urban regeneration in the study area, thus being able to make an assessment of them as well as to the process. Consequently, it will enable to conclude what the impact locally is or even in a more general context. This led to the research question which is:

What is the impact in the urban space of the dominance of one of the dimensions and what happens to the remaining ones?

1.2 Aims

The theme of this research work is intended to approach urban regeneration as an instrument of planning. It addresses numerous issues that are interlinked, so this exercise is the analysis of the urban regeneration in the Münster harbour and assessment of the impact of this transformation on this urban space. What was brought to the city according to the urban regeneration dimensions, including the physical, social, economic and environmental factors. This thesis research explores the urban transformation and how it increases the relation between all of the dimensions in order to improve the urban space, promote socialization, stimulate the economy and the management of the environmental resources, offering quality of life to its inhabitants.

In order to help us clarify and reach an answer to the research questions, these additional questions were reflected upon to help us shed some light on this theme.

- Analyse and understand urban regeneration's methodology, strategies and policies, and if they reflect the needs of the city or are there gaps between policy and execution?
- Analyse the dimensions of the urban regeneration?
- How the theory was put into practice through the analysis of a study case in Germany?

These are the relevant questions that we would like to answer in this research paper. Considering that we need to have a global view about this theme, we need to understand

their strengths and weaknesses between the theory and the practical work. Therefore, we can reach the best solution for the urban regeneration as a tool for urban planning.

1.3 Methodology

For this research, the approach of the study case which seems most appropriated is a qualitative methodology. The study will be based on the analysis of several documents, literature, research paper, and thesis. The inquiry of this material will provide the contextualization theory on the subject, planning and urban regeneration policies in Europe and Germany, its dimensions and actors. Another important tool is the internet, which presents itself as very useful and quick in obtaining the information. Most of the information about the city, the master plan of the harbour and some maps of the plan were taken from there. In addition to this, I also had two meetings in the Spatial Planning Department of Münster with the urban planner Andreas Leifken, where I could gather more information and obtain a detailed description besides further material about the process of the harbour. This information was related to the Münster city and harbour, its history, identity, economic and social aspects combined with planning issues and urban regeneration actions. Secondly, it will be the analysis done, by a few visits to the place *in loco* and learning by observation. I was able to understand the relationships between the different aspects in this part of the city, such as how the urban space was transformed, public and private, the old and new elements, the open space and constructed space, the buildings, the physical, the cultural, the social, the environmental and the economic aspects. The elaboration of the SWOT analyses portraits, the strengths, weaknesses, opportunities and threats, positive and negatives points and views. The last element was a survey to the inhabitants about the transformation of the space and how they see it. Its purpose was to understand their opinion about the regeneration of the place, their relation to the space itself, the integration with the city and with the users, inhabitants and visitors.

1.4 Structure of the work

Chapter 1 presents the preference by the theme, its importance and objectives in this investigation. It also includes the methodology used for the research as well as its structure.

Chapter 2 introduces the theoretical framework of the theme, which is urban regeneration, its definition and evolution along these last decades in Europe and in the German context. It presents the role of urban regeneration in the spatial planning system in Germany, and characterizes its dimensions, the social, the physical, the economic and the environmental.

Chapter 3 contextualizes the study case, that is, the explanation of the meaning of the city in the country, describing its history, political and urban development strategies.

Chapter 4 reports to the study case, the urban regeneration of the Münster Harbour that was the former harbour of the city that gives its name to this thesis. This is one of many urban regeneration projects developed in the city, and all its process is characterized here. It begins with its abandonment, following the development of its program, process and project to its implementation. Along with it the examination of its urban regeneration dimensions.

Chapter 5 is the evaluation of the study case according to the urban regeneration dimensions. It presents the consequences of each dimension in every action done in the process. It also shows some recommendations for the future

Chapter 6 portrays the conclusions based on each chapter's research as well as the assumptions on the research question. There is also reference to the work that was not able to be carried out.

Chapter 2 - Theoretical and conceptual framework

2.1 The evolution of the urban regeneration concept along the years

In the latter half of the twentieth century we have witnessed a fast transformation of the city and its surrounding urban area. This dynamic alteration is a natural ongoing process of growing and adaptation to the new circumstances of the city's structure and its inhabitants' needs, therefore it is considered an evolution and improvement of urban areas. However, some problems are still noticeable, such as the vacant and unused areas which are decadent and show depreciation in some parts of the urban space. In response, several actions and interventions are being elaborated. Yet, this is a lively urban transformation that is the result of the action of four factors. These are the physical, social, economic and environmental factors and each of them has its own metamorphoses. The previous dimensions lead to the necessity to adapt to the new needs and they induce the growth, development, progress and enrichment of the city and its urban space.

The period when most changes occurred was the Industrial Revolution. The increase in the population's rate caused a quick and enormous growth of the city and new needs emerged such as the physical, the economic and the social issue. All stated the improvement of the conditions of the public health and life. In this period, the growth of urban space goes beyond the green belt, however, the intention was to control this expansion to avoid an urban sprawl.

“This theme is still of considerable importance and provides an immediate stimulus for much urban regeneration”, according to Peter Roberts, 2000, p. 13. He also presents a table, where he portraits a “brief description and assessment evolution of urban policy over the past half century.”

Table 1 - The evolution of urban regeneration

Period	1950s	1960s	1970s	1980s	1990s
Policy type	reconstruction	revitalization	renewal	redevelopment	regeneration

Adapted by the author, source P.Roberts, 2000, p. 14

In the 1950s, after the WWII cities and towns needed to be re-built due to their massive destruction. This was the decade of reconstruction, where each country established its own priority according to its needs, but in general the strategy was to reconstruct the urban fabric of the cities and towns, its core, the area inside of the ring or belt. The guidelines of the reconstruction were given by the government to new local authorities and at the same time it was the opportunity to emend the mistakes from the past. But as always to accomplish it, it took time. In the 60s during the revitalization period, it is when the consequences of post war reconstruction are recognised. The answer this time, was a quick and simplistic construction, where the problems from the past were not solved but moved to a different zone in the urban fabric, transforming the appearance of the urban issues. The result according to Peter Robert was “*Growing dissatisfaction with slum clearance and the resulting decanting of population to peripheral estates, together with a more participatory and decentralised approach to government, led to a series of adjustments to policy. In the urban policy field this shift in priorities resulted in an increased emphasis on improvement and renewal.*” Along with this the high concern around the construction of new buildings started to be unwelcomed. There is a lack of value of the existent urban characteristics such as, the identity, the cultural element and its heritage. As a result the inhabitant’s apprehension led to the development of new laws and strategies. Those were renewal’s policies, which focused in the core of the city and its expansion beyond the ring. This represented a new generation of the urban policies of the 70s. This process remained in the next decade, but in the end of the 80s the changes started, and a new thought and vision began. The decrease of the industrial labour encouraged a professional modification, where service and commercial activities increased its role in the society. This led to several changes of the development policies. The state should work in partnership. The state should no longer have the obligation to provide for every resource in the society. It should be a shared responsibility with several partners, this represented the new thought, at the time. In this evolution process of the urban space there were three dimensions, the physical, which is expressed through changes of the urban space, the social, which intended to provide better living conditions for the inhabitants through the improvement of infrastructures and public buildings, and the last one, the economic, which intended to generate more and better jobs, create new companies and products and helped developing new policies that will help solve

and improve the problems and challenges along this route. These concerns were beginning to become more evident in the 90s and with the foundation of the European Union (EU) they reached a European scale. Its main issue was to develop the regions, through the development of the cities and their capacity to be competitive and innovative at a regional, national and European level. As a European single market, it could lead them to an economic growth and be able to respond the globalization issues. This was the thought of the 90s and some of the EU regional policies that reflected exactly that were *Europe 2000* (1991), *Europe 2000+* (1994) and *Urban Agenda in Europe* (1997). In 1999 in an informal EU meeting of the European Spatial Development Perspective (ESDP) discussed these issues, the improvement of the social conditions, the physical processes that should be assumed as the focus for the regions development, and the city as a region concept. Most important point was that the EU members should change their policies through the ESDP concepts. The main goals of ESDP were the:

“economic and social cohesion; conservation of natural resources and cultural heritage; and more balanced competitiveness within the European territory.”

And this lead to three key policies guidelines:

“the development of a balanced and polycentric urban system and a new urban-rural relationship; securing parity of access to infrastructure and knowledge; and sustainable development, prudent management and protection of nature and cultural heritage.”

(Kidokoro, Harata, Subanu, Jessen, Motte, Seltzer, 2008, p. 5)

This recent approach reflects the current urban policy. New concepts, elements and factors emerged, like the environmental factor and sustainable development concept. We are now facing new cities with an international role. These cities portrait themselves as the core of knowledge, culture and innovation networks; this occurs in an urban development process. The understanding of this concept, which is the urban space transformation is increasingly complex. The heritage of the past and the current challenges of the present shape the urban space, and show themselves as more inclusive, because all elements and actors in the city are taken into consideration, which is a new thought about regional development and turned cities progressively more aware of the need for an urban regeneration.

2.2 Definition of Urban Regeneration

The urban regeneration is not a new idea, it is the evolution of the urban area process, that is, its transformation along the years. This process is always different, in a perspective of time, policy, economic, social and environmental influences, however the intervention in the physical atmosphere of the urban area occurred. The ambition is to solve the arising problems in consolidated urban areas or expanding urban areas. In the previous point 1.1 the designation of this conversion process differs over the years, hence today its conceptual definition is not so straightforward or clear and all of them are in use/practice, which are reconstruction, revitalization, renovation, renewal, rehabilitation, regeneration and much more. About such topic Peter Roberts and Hugh Sykes mention *“Urban regeneration is a widely experienced but little understood phenomenon.”* The process mentioned reflects an urban intervention, whose aim is to solve the city’s problems. The different actions in the urban area, such as the strategy, the aims and the actors involved, will determinate which nomenclature is used. In order to understand all of this, the meaning, the dimension and the difference between urban regeneration and the other designations, we should observe how Peter Roberts and Hugh Sykes, quoting Couch compare and describe them:

“Urban regeneration moves beyond the aims, aspirations and achievements of urban renewal, which is seen as a process of essentially physical change’ (Couch, 1990, p. 2), urban development (or redevelopment) with its general mission and less well-defined purpose, and urban revitalisation (or rehabilitation) which, whilst suggesting the need for action, fails to specify a precise method of approach.” (Roberts, Sykes, 2000, p. 18)

A careful reading leads us to conclude that, the concept of urban regeneration is much more comprehensive and complex, it is a long term transformation, which had to have a straight strategy and aims, its objectives, ambitions and achievements are not restricted to the physical modification of the space, but rather a relation between the physical and the other elements, such as the social, economic and environmental.

Peter Roberts and Hugh Sykes define it as *“comprehensive and integrated vision and action which leads to the resolution of urban problems and which seeks to bring about a lasting improvement in the economic, physical, social and environmental condition of an area that has*

been subject to change.” And for Healey, she “claims that it is no longer possible to approach urban regeneration through the promotion of urban transformation projects in isolation’. Instead, she states ‘the emphasis should be creating the conditions for economic, social and environmental regeneration’ (Healey, 1997, p. 109).

The urban regeneration is a tool of urban policy that seeks the modification, the restructuring and the redevelopment of urban areas or parts of it. It intends to develop multiple strategies, with a solid and concrete program for a certain period of time, a long term urban development. The aim is to provide a resolution or at least mitigate the pooling ongoing existing problems in the city. Beyond these parameters, it also develops a set of interweave actions that will promote the economy, the environment and respond to the social demands and ultimately improve the urban space and the quality of life, always taking into account the dynamic of the mentioned factors.

Essential in achieving this is the existence of a long-term strategic framework which reflects a process capable of fostering links between issues and those involved in them. (Roberts, Sykes, 2000, p. 38)

2.3 The importance of urban regeneration

As mentioned earlier the city is constantly changing and these changes are physical, social, economic and environmental. The population’s growth leads to the urban expansion and an economic rise. These changes are complex, and aim at the improvement of the living conditions of the population, through its economy, its buildings and services. “(...) *the search for an improved quality of life and the desire to gain access to a better range of services. In addition, this adjustment in residential preferences also reflects the changing location of employment opportunities.* (Roberts, Sykes, 2000, p. 26). The city has changed, as well as the preferences of those who live and work in it. Beside this factor the permanent transformation of the urban space structure led to the neglecting and abandonment of the unused and less functional areas in the city. The urban regeneration fills those needs and brings them to life again, furthermore some of these spaces are located in privileged zones of the city, as well as, the inner city, parts of it or near the city centre, in natural resources areas, former industrial and historical with

cultural heritage. Yet the city's transformation is much more than physical, as it is the first manifestation of the degradation of the urban space. Nonetheless the other dimensions - economic, social and environmental - can also be detected. *"Four major aspects of urban change are considered in the following section:*

economic transition and employment change; social and community issues; physical obsolescence and new land and property requirements; environmental quality and sustainable development." (Roberts, Sykes, 2000, p. 24).

According to Roberts and Sykes the urban regeneration process began due to the deterioration of the urban space and needed an intervention in a specific urban space or place. Bearing this in mind, the urban change takes place. First, the strategy is outlined. Then comes the analysis, the concepts and intentions for the space within all internal and external factors. They will lead to the proposal for the area and subsequently to the urban regeneration project. All the components are there, the physic, social, economic and environmental, which combined will reach the best solution for the place and city. The action of each element or dimension is not isolated, it has consequences in the project. As a result the study allows us to see these actions as a positive effect for the area. The urban transformation, its shape and morphology are the first step to the changes and interconnect all dimensions. It is a dynamic process, where the different steps can co-exist. The new economic investment, the improvement of the living conditions and the rehabilitation of the buildings will interest local inhabitants. The balanced relationship between the dimensions will promote the area, making it attractive to the community. An example of this bond, is the investment on the reconstruction of the buildings and the public space, which will attract new investments, businesses, residential and commercial zones. It will invite people to live and work there, developing a new area of trade and services. Is the functional modification, the improvement of the buildings, the quarters, the sidewalk, the squares of private and public space, the preservation of the character of the place and the social and economic dynamic translates the relation between the physic, social, economic, environmental and cultural aspects, its urban regeneration, an urban integrated process and intervention.

2.4 Urban regeneration dimensions

The evolution and mutation of the urban space raises some questions about the problems they were facing, and a new approach for development strategies was introduced, the urban regeneration. It is a long term process that analyses and comprehends the conditions and needs of the urban area, and adjusts them to its dimensions. *“(...) all of the fundamental topics, such as the physical, economic, social and environmental dimensions of regeneration, with the implementation, management and evaluation of the urban regeneration process.”* (Roberts, Sykes, 2000, p. 3). All of them have a significant role in the urban regeneration process, in its implementation, management and evaluation.

They will be introduced in separation and related with their characteristics and elements. Afterwards, in the last chapter, the relationships between them and how they interact together and how they can influence each other will be exposed.

Physical

It is the most visible dimension in all of this process, and it reflects the physical transformation of its elements, which change the urban space.

Along the years the urban structure changed and in this process there is part of its composition that became obsolete, by a lack of functionality and the physical transformation of the place became *“In some circumstances (...) the main engine of regeneration. In almost all cases it is an important visible sign of commitment to change and improvement.”*(Jeffrey, Pounder, 2000, p. 87). The different elements of the urban space are the buildings, the quarters, the squares, the public space, the land use and the infrastructures. The transformation of all these elements is able to improve and regenerate the urban space.

Economic

The economic transformation in an urban area is a normal phenomenon. It is a dynamic movement and for a long time it was the main and dominating factor which drove the urban changes. Due to its different actions, investments, innovation, work activities, both commercial and industrial actions are able to change the space and the society. The economy has the ability to create new businesses, companies and offices that boost employment and generate a better life for the population. In economic terms there are two approaches, *“The successful economic regeneration of a city is two-sided, both demand and supply processes are at work.”* (Noon, Smith-Canham, Eagland, 2000, p. 61). According to the same authors, the first one, the demand side is how the city can maintain the activities in the local space that will provide a continuous and new economy, attracting new consumers for the outside. Tourism is a good example of this kind of economy. The second one, the supply side, is what the local market gives it, it is the result of the investment in the place. The intention is to improve the area that is, the buildings, the infrastructures, the roads, the public space and the communication, which lead to investment in the area, through new industrial, commercial and service zones, and simultaneously invite the inhabitants to stop by. Under the economic dimension the area is able to be characterized as a quality and lively place where the inhabitants are welcomed, motivated and able to generate new investments and businesses.

Social

This dimension expresses what the society needs. Along the years the demands and characteristics of the society change. All these modifications aim at the improvement of their living conditions which are associated to the urban space, the city and their transformations. The organization of society and its behaviour is reflected on the urban space, as Leonardo Benevolo says: *“a forma física corresponde à organização social e contém um grande número de informações sobre as características da sociedade”* *“the physical form corresponds to the social organization and holds a large number of information about the society’s characteristics”*, author translation. It can be public or private, although in every case it is

designed and reserved for people and for their use. The priority, concerning the social aspect, is the public urban space, because it should be for every citizen, for the community, for the different social groups, that is accessible to all who want to enjoy and experience the space, but it has to contain certain characteristics, which are seen by citizens as essential for their usage. In conclusion, the urban spaces must adapt to the needs and demands of the population, which are the promotion of security and socialization, the functionality, the accessibility, quality and leisure time. In addition to these, the traditions and the cultural issues have an important social role, with the globalizations the individual character of a place was diminished, as the modern world brought new subjects, technology, information, mobility and consumers' behaviours. Consequently, the traditional and the social behaviour became homogeneous in the same manner as the cultural aspect. Therefore, the cultural, historical and industrial heritage's values emerge, because for the society they represent a collective memory, an emotional connection with the space, a sense of place attachment that should be emphasized through its regeneration. The link between background references and the modern times, the past and the present symbiosis must be preserved in order that future generations can relate to the space.

Environmental

The latter dimension of the urban regeneration process was the environmental dimension. This is crucial to the urban space, not only by its natural elements but the environmental management, which promotes health within the urban space. The wise articulation of environmental structure in urban areas allows the prevention, maintenance and optimization of the natural environment. Its function is to balance the environment in the urban space through its natural areas, climate, air quality, noise, ecological value and the management of its resources. As Paul Jeffrey and John Pounder say *"In recent years the term 'environment' has come to encompass a much broader range of issues than those indicated above. These 'global' environmental concerns include, the efficient use of resources, biodiversity, air quality, the depletion of the ozone layer and global warming."* Along with this elements there are more related to the urban space, such as the permeability of

the land, land use, the use of pre-existing elements and infrastructures, the material used in buildings and the urban furniture.

The simple and individual presentation of the urban regeneration dimensions intended to explain their importance, their elements and how they can step in the urban space. On the other hand the complex issue is how the link and combination between all of these aspects is done, and how their bond can induce the aim, towards a successful urban regeneration of the space.

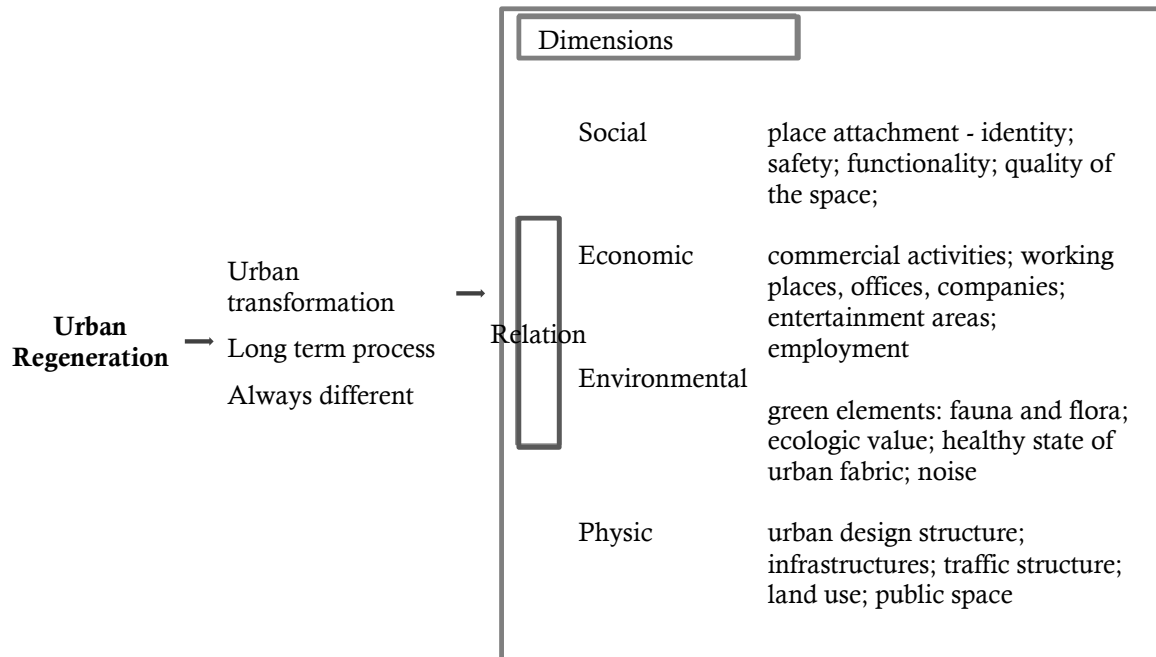
To fully understand the urban regeneration concept a broader analysis was carried out through a study of the European context realizing its importance and the role it plays in urban areas. It was also mentioned that this process is always different because it depends on the political, social, economic, environmental and physical condition of a certain time in a specific place. Thus the interest to contextualize the subject on the country and city before it was discussed in the study case presented in this thesis.

According to this, the schemes presented below are the extract of this chapter:

Table 2 - Urban Regeneration Policies Comparison

Germany	United Kingdom	France
Development of the regional and urban areas to achieve equality of opportunity in all West and East of Germany	Development of industry, commerce and housing to reach an Economic expansion. The main development is inner urban areas	Development of equal conditions in the urban suburbs.
Common ground		
<p><i>urban renaissance and competitiveness :</i></p> <ul style="list-style-type: none"> • to have a challenging city in a global economy • reach for a consolidate and viable urban form <p><i>neighbourhood renewal :</i></p> <ul style="list-style-type: none"> • promote better conditions of the residential quarters in the inner city and in the fringe areas, which are the social housing. Develop of the physical, environmental, social and economic conditions. <p style="text-align: right;">(Couch, Sykes, Börstinghaus, 2011)</p>		

Table 3 – Urban Regeneration Guidelines



2.5 Urban regeneration in Germany

History lets us know the different paths each country had, so according to it, we will see the urban development and urban regeneration in Germany, which, compared to the other Western European countries, occurred in a different way. However, to have a better understanding in what context this urban regeneration happened and evolved in Germany, we will approach and show some general notion of their Spatial Planning System, the Federal Building Code and the European Union's – European Spatial Development Perspective (ESDP).

German Spatial Planning System

The Spatial Planning System (SPS) in Germany is related to the structure of the Federal State. There are three levels of government: the federal government (*bund*), the states (*länder*), and the municipalities (*gemeinden*), and the division of power is clear in each level. The structure of the Spatial Planning System (SPS) is similar, it is a decentralized structure, and the decision making occurs in the different levels, it is a

system of graded responsibilities, where each has a specific legal framework. Its function is to lead and organise space in order to accomplish the several aims of balanced spatial development. It is a public act, which defines the specification of the use of the land, starting with an abstract guideline model, passing by an urban development planning and ending in the local urban planning. This differs in each level. The legal base is the Spatial Planning Act (SPA), which settles the principles of the spatial planning structure, concerning the development of the whole territory of Germany and its subspaces, its general, abstract, organizational, protection statements for the space and also defines each level task. The SPA is subdivided into comprehensive planning and sectorial planning, the first one's competence is the supra-local spatial planning and the second's ability is the local level, the urban land use planning. (Appendix 1)

The Federal Spatial Planning (FSP) competence is to set the general framework of Spatial Planning (SP). It develops the guidelines, principles and goals of it, which grant the legal basis for the State Spatial Planning (SSP) and demands specifications for Sectorial Planning. Its main focus is on the Sectorial Planning and public investment from the angle of national and regional structural policy, which provides a model that links them with the lower planning level that affects spatial development. Due to its function, it supervises the license of specific use, areas and sites, for example the railways. The FSP isn't an effective legal tool, but it can influence all planning levels through its legislative power in the areas we mentioned before. The state's objective for the Spatial Planning Structure of the national territory is to establish equal living conditions in all parts of Germany. As referred to earlier, the legal framework prepared by the FSP is directed for the SSP. This distinguished system of Comprehensive Spatial Planning and Sectorial Planning, as well as the related disposal of abilities guarantees that planning is coordinated at all levels.

The SSP, is according to SPA a two phase process, the SSP and the Regional Planning (RP). The first one's role is to establish the legal framework, define and adjust the principles of the FSP according to each state's conditions, approaching the state as a whole, it is a wide state plan. Its work is to develop a Spatial Structure Plan, this is the most important tool of SSP, it contains the text, plan and maps of all state's territory. It is a plan that defines areas and programs, such as industry and commerce, transport, utilities, housing, labour and recreation, nature conservation and

environmental protection. The second one, the RP matter is the subdivision of the state, that is, the cities. The RP intends to develop the infrastructures plan, where the principles, measures and objectives of SP are found. This requires a co-operation, communication and relationship between the different planning levels, which are made by the Mutual Feedback Principle (Gegenstromprinzip), (Picture 2) which allows the binding between the three levels and the different regions. It is a mixed system top-down/ bottom-up planning. The SSP authorities make sure that the goal and principles of the FSP and SSP are valued and taken into account in the local government planning.

Figure 1- Mutual feedback principle (*Spatial Research and Planning, A., of BBR, Bonn 2005*)



At the same time, the state admits the proposals from local authorities and they are required to coordinate local development objectives with superordinate planning goals. The goal is to ensure that urban land-use planning does not discourage the improvement's aims of SSP but supports them, thus avoiding investment mistakes. The adjustment of local land use and the coordination between the levels allows a good functioning of the Planning System.

The lower level is the Regional Planning (RP). The state is divided into regions and each region can have several municipalities (towns, communities and cities), these are the subdivisions of the territory. They are independent and their organization differs in each state. Their role is to interpret the aims and intentions of the higher planning level.

They have to advise the municipalities and other entities of their responsibilities in the town, such as land-use development and implementation of the plans. These are the main goals of the RP. Their concerns are the regional development axis, detail elaboration, local urban land use planning, definition of green zones, environmental issues and landscape parts like protection zones, water resources, agriculture, and other regional matters. However, the form of the regional plan depending on each state, can be ordinance form, local government status of by-laws or special types of government measure. RP coordinates land-use matters of supra-local interest transcending municipal boundaries. It defends the general interests of a region against particular interests of local authorities.

The Local (urban) land-use planning (municipalities), is a matter for the municipalities. They are responsible for the decision about every theme of the local community according to the legal framework. They regulate the urban development and the structure of the land. They are a formal tool on the basis of the Federal Building Code. This law establishes the rules of SP, urban planning, occupation of land use, building construction, and says, the duty of urban land-use planning is to arrange and regulate the use of the land for building or other intention, consequently its plans are to be prepared, transformed, increased or declined when and where it is mandatory for urban development and planning purposes. The aims of urban land-use planning are in detail in the Federal Building Code and state that:

“the task of urban land-use planning is to prepare and control the use of land for building or other purposes. The aims and principles of urban land-use planning are laid down in the form of planning guidelines. Objectives include ensuring sustainable urban development and a socially equitable utilisation of land for the general good of the community, contributing to a more humane environment and to the protection and development of natural resources, and to the preservation and development of the urban cultural heritage.”

According to the previous code, the public and private interests should be considered in the urban land-use planning.

The local planning main instruments are the preparatory land-use plan (*Flächennutzungsplan* – FNP) and the binding land-use plan (*Bebauungsplan* – B-Plan).

The first one prepares all the municipal territory in which the land is defined according to the needs of the population and the goals established by the municipality that are also the goals of the SP. This plan describes the general land-use areas, main routes, green spaces, water spaces, and agricultural and forest areas. The second one, the binding land-use plan is composed of a section of the municipal territory. It demonstrates the legal link terms for the urban structure, and stipulates the Basic Law. This plan defines the generic and specific land use, the plot areas, the building coverage, the local traffic routes and its development is on the basis of the preparatory land-use plan.

The land use planning procedure is preceded by an informal process, where the necessity of having a plan is deeply analysed. At this time the local authority has to defer a SSP query to the competent state SP authority. Consequently, the formal decision plan preparation takes place and the decision made by the local council or committee is published. The public authorities, the public and the agencies are involved in this process in two stages: early and formal participation. The first presents the general aims and purposes of the planning and informs the public, which can give their point of view, proposal and arguments before the final decision. In addition the public authorities, other public agencies and every public expert that could be affected by the planning are informed by the municipalities. After this, the draft of the plan has to come public for a monthly period. The intention is to know the public's impression, the recommendations and possible changes. Their opinion is taken into account. This stage intends to clarify everyone that wants to be involved in the plan's process, allowing them and giving them this period to express their opinion on the subject. The next step is the formalization, the B-Plan is approved in the form of a bye-law or municipal statute, and the preparatory land-use plan is submitted, approved and published, now it comes into force. A brief summary of the six steps of the formal procedure began by formulating the land use plan. Then it is followed by the preparation and execution of the early public participation with the public consultation, after that came the session with the public bodies and stakeholders for planning choices and opportunities including the initial version of the plan. Later the public consultation to the inhabitants takes place and a proficient final version for a political decision is reached. Then, the political decision-making developed by specialized work for the deliberation procedure of all interests.

Finally, the authorization by the competent authority, the superior administrative authority which formalizes the process of preparatory land-use plan (FNP) and B-Plan.

The previous description explains the decentralization SP system and how everything is linked. It is well defined and each planning level knows their role, its legal, organizational and substantively framework. This mixed system top-down and bottom-up is only possible through the mutual feedback principle which establishes the communication of the planning levels and their authorities. This guaranties that the planning system of a federal government organization can be consistent throughout its structure and form in each level. The table below summarises the planning levels, the planning instruments, the contents, the legal basis, the decision maker and where the urban regeneration is developed.

Table 4 - Spatial Planning System

Levels		Planning instrument	Contents	Legal basis	Decision makers
Federal	Federal spatial planning	Model for spatial development Principles of spatial planning	Principles and guidelines for development of spatial planning	State Planning Act	Conference of ministries for Spatial planning
Regional	State planning	Regional plan Regional structure spatial plan	Link between the state perspectives and the local decisions	Spatial Planning Act	State government or County Council
	Regional planning	Territory development plan		State Planning Act	
Municipality local	Urban land-use planning	Local development plan - B-Plan	Preparation for urban development Legally binding specification for parts of the municipality territory	Federal Building code Land Utilisation Ordinance	Municipality
		Preparatory land-use plan (FNP)	Represents the type of land use	Plan Notation Ordinance	
Urban Regeneration					

Urban regeneration in Germany

The urban development and urban regeneration in Germany occurred differently from other Western Europe countries. Between 1945 and 1960, during the post-war period, the massive destruction of the towns and villages led to their complete reconstruction as well as their industrial areas. One of the hardest hit zones was the industrial areas of the Ruhr. Nevertheless, the destruction in the cities happened, not because of the aging of the buildings, like in most of European cities, but for other reasons, such as the fading of large industrial zones, mainly "heavy" industry as in the Ruhr area. The remaining issues are common to the rest of the cities in Western European countries. Here the urban regeneration is essentially an economic and social matter compared to other European countries. This concern came out in the 80s and urban regeneration was an outline of the local planning in Germany, and in other countries their main scope process was the same. The transformation process began with the reconstruction of the cities after the war and their approaches differ due to the division of the country in two, the western part as Federal Republic of Germany (FRG) and the East German Democratic Republic (GDR). The physical and policy separation was also reflected in the reconstruction form of the cities in both parts of Germany, the west and east areas. There were two different approaches for the reconstruction of western cities of the FRG, the first was the reconstruction of the city as semblance of the past were, the buildings, the structure and the fabric of the city were remade, and presented itself as an aware decision by the inhabitants and the decision-maker. It is a traditional perspective, the city of Münster as an example. (Picture 1) The second method was a new and untraditional perspective, the damage caused by the war was an opportunity to build everything again, redesign a new city, a new structure, a new urban fabric with modern buildings which adapted to the modern time demands, such as the transport system. The Dortmund city is a good example of that. (Picture 2) Despite these two procedures, one of the connection points are the religious buildings. They were all rebuilt, the outside look was maintained but with a simplified interior, this happened in both cases.

In the east, the GDR reconstruction was based on an historical architectural representation, an urban outstanding construction with the main axes structures, large

avenues, oversized buildings which symbolise an ideologically conceived model of the "socialist city". It is a centralized plan elaborated by the "state planning commission" which also had influence in the real estate. It can be seen in Berlin in the *Karl Marx Allee*. (Picture 3) It shows a simple urban structure, where the functions are separated and have the strictly necessary for its inhabitants' needs.

Picture 1 – Münster, Prinzipalmarkt



Picture 2 – Dortmund, Kamptrasse



Picture 3 – Berlin, Karl Marx Allee



Expansion of the manufacture production led to a fast economic growth in the decade of the 60s, thus causing social changes. The economic, industrial and population growth causes changes in urban space and it needs to be transformed. As more space for industry, transport and housing, was necessary the state of the FRG thus recruited more workers, which were called "guest workers". Therefore new infrastructures were built in the city, such as railway and underground lines, educational and health facilities. The city's development increased and became denser, although this compact urban growth in the hinterland settlements were characterized by their diversity and lower concentration of single family houses. In contrast the GDR was struggling with economic problems and the main effort was to increase the investment in industrialization, which on the one hand decreased the construction of housing, but on the other hand increased the need for it. These intentions contributed to a centralization of urban planning and to a mechanization of construction that is an industrial view, such as a standardization and functionalistic urban construction that intends to demolish the old buildings in the city and inner city.

A new perspective and movement arrived in the 70s with the oil crises. The industrial state areas were the most affected and that led to a different look of their cities, their spatial limits became too noticeable. The migration's rise of inhabitants and companies to the fringe of the cities was the consequence of the urban development and a growing

economy. However, urban policies practiced until now, benefited the new construction for the sake of the existing ones, the urban space and the old building. This triggered the *Deutsche Städtetag* movement, an association of municipalities who defended the existing city, therefore the Urban Renewal and Town Development Act made the foundation of the renewal of the cities. A change was necessary, and doing research was needed in order to get to a controlled urban development as an interdisciplinary concept based on an urban policy, which allowed a long term urban development. This became a new thought, which overlooked construction in the urban fringe and was the base for the urban renewal, also in the inner cities. The urban policy promotes a mixed area that is no separation of the functions and a density fabric in the inner city as well as in the urban periphery. Many cities were redeveloped with new buildings, but the remaining old and historic buildings were renovated, preserving their heritage, turning them into important pieces for the urban policy.

In the GDR the development of the city was ongoing and all the efforts were concentrated to satisfy the housing demands, new buildings were constructed in the urban fringe and actually their goal was almost reached. This massive production was possibly due to the standardization and industrial fabrication of new urban districts or even new towns, and all was done by reducing the cost of the buildings. The outcome was a low urban planning quality with a high density of residential areas with limited facilities.

The 80s were marked by an extensive economic change, leading to social, working, living and leisure modifications. The policy was the state's answer for funding investment and employment, which brought forth lively economic actors. The main intention was to develop the inner cities, continue the renewal of the old buildings but at the same time improve the new buildings in the urban fringe. New concerns arose, in an economic stagnation, as well as the continued development of the population and the ecological and environmental consciousness. The priority was to maintain the renewal strategy along with the reuse of the brownfield, yet the urban expansion was reduced, which turned into an idea to develop in the near future.

Although the same strategy in both sides of Germany concerning the housing construction, was kept, in the GDR this process was delayed and kept more theoretical

than practical. There were some changes in the urban structure with effect in the urban policy research and urban-sociological, but in reality the problems were there and nothing was done. The new periphery buildings contributed to the decline of the inner city due to the abandon in these last decades. Reconstruction and redevelopment of these areas were urgently required. The continue reduction in construction was brought to the elementary facilities and materials used, as well as to the quality of the urban planning. This was so extreme that the main consequence was the presence of several unfinished buildings.

A new era emerged, not only through the globalization of the economic markets but especially by changes in the country: Germany's reunification. The country was now facing new challenges. It presented itself divided into two parts with 40 years apart and with a distinct social and political system. The aim was the equity of the living conditions in both parts. Consequently several laws were changed and some new were passed in order to respond to these differences, such as for example the investment and measure act, which intended to help the adaptation process. Moreover, the strategy for the urban reunification was made. The direction of the 90s was for a sustainable urban development, the environmental issues of the 80s became now a reality. At that time, the aim of urban interventions went far from a simple physical urban transformation. Its concerns included the environmental issues and how they could be binding, a consciousness for future generations, which was the subject of the Rio Conference, Agenda 21 and the Istanbul Conference, Habitat Agenda. The new vision is the evolution of the previous knowledge, which led to a wide concept of urban development, the challenge and goal is linking the economic, environmental and social issues and develops advance guideline principles for the future cities. The urban regeneration is this wide concept, whose process is all-encompassing and multidimensional. It intend to improve as many main fields as possible, such as housing stock, public infrastructure, transport system and to offer better conditions of living for everyone. To accomplish this, the regeneration programmes have to involve different acts as *“land acquisition and – where necessary - subdivision, demolition of structures, changes of use and the transfer of ownership if required, and are implemented under the B-Plan, Stadtebauliche Rahmenplan.”* (Couch, Fraser, Percy, 2003). Despite all the power from the municipalities, the regeneration programme safeguards the social effects and aspects

in all of the process. Through the *Sozialplan*, an integrated development programme was created to improve the houses, to develop the community and environmental enhancement. Also through the Federal Building Code and the Mutual Feedback Principle, which establish and regulate the border and the division of functions between the spatial planning levels, they also do the distinction between the administration and local self-governance law as well as other levels of governance. This law is complemented by the Land Utilisation Ordinance and Plan Notation Ordinance. These two regulations define the rules for the land use, the type of land use functions and rules for buildings. A new regulation system was developed considered a tool for a modern urban development.

In order to fill in the needs and implement them, they also created agencies, which were specialized in the redevelopment. They had a wide power, for example the mandatory acquired land to implement schemes, one of these agencies is *Stadtbauliche Sanierungsmaßnahmen*. The main actors are the municipalities and most of the projects are local and not regional, although they have external impact in the regional urban regeneration. These projects require several demands, different actors, intermediate inputs, organizational and management abilities. However, the municipalities don't have enough resources. As a result the Federal government has funding programs as an example *Förderprogramme Stadtbau Ost and West*. The first intended to decrease the house-stock and consolidate the urban fringe with the city core. It was set to expand and to the rearrange and reuse the land, to promote the advancement of the public space, technical and cultural structures and a long term transformation. Other legal planning instruments with the same goal were the *Stadtentwicklungsmaßnahme; Städtebaulicher Vertrag*. The Leipzig Charter for the Sustainable European City that focuses and emphasises on disadvantaged parts of the city and quarters, also establishes the strategy for an economic development based not only in the environmental constructing issues, such as energetic efficiency, renewal energies, innovation and education, but also in local economies, training and mobility, the transport system. The argument is to value and provide better conditions to the problematic areas. This is the answer to the country's aim, which is the achievement of equal conditions of social, economic and environmental circumstances in West and East of Germany. All of these tools' intention is to facilitate the implementation of diverse urban regenerations projects and through

them reach the main aim of the country. Some of the interventions are in the inner cities, inner harbour, the brownfields which are the former industrial, railway and military sites. The same characteristics are common to these places, as a consequence of the due to the urban development they were deserted, with abandoned buildings, unused facilities, and damaged quarters. These unoccupied areas are former industrial areas of textile, coal, iron, steel or their facilities were relocated far from the inner city. Some examples in the Ruhr area, are the former industrial coal mines in Essen, Dortmund, Bochum, then the inner harbour of Münster, Duisburg and Düsseldorf and the urban regeneration of the inner cities of Hattingen and Soest. (Pictures 4, 5, 6, 7, 8, 9, 10 and 11)

Industrial:

Urban regeneration is the answer to the deindustrialization process. Its urban policy and planning process is able to respond to these issues. The Ruhr and Saar regions are the main urban centres, which reveal the most considerable growth. The two suffer a serious economic decline of their main industries, of steel and mining coal. Other old industrial regions in the north harbour cities with shipyard industries and textile industries followed them by decreasing or even closing production. In the Western Germany the main urban planning issues are the decay and stagnation of the industrial areas. An example of action in these regions is the International Building Exposition Emscher Park in the Ruhr area, also known as IBA Emscher Park. The government of North Rhine Westphalia started the project in 1988 and ended in 1999 (the first phase), it was intended to become a forum to exchange concepts, new ideas and experiences, to discuss and develop comprehensive regional strategies and to respond how to modernize old industrial regions. It was an integration project for the region with a concern for the development of ecological, economic and social issues. It is a collaboration project between public and private agencies whose aim is the growth of the regions.

Picture 4 – Zeche Zollverein Essen



Picture 5– Museum Bergbau Bochum



Picture 6 – Landschaftspark Hoheward, Herten



Picture 7 - Münster Harbour



Picture 8 - Düsseldorf Harbour



Picture 9 -Duisburg Harbour



Picture 10- City of Soest



Picture 11 - City of Hattingen



Military:

Almost every city in Germany has at least one former military area. After the reunification of Germany these places were available in the urban fabric and ready to be integrated in the cities' plan. These places occupied a considerable area which provided an enormous potential. Now some cities still have several parts that aren't being used and waiting for its regeneration. In spite of the 6 military zones remaining in Münster only two have now started a regeneration plan, similar to what happened in the Stuttgart region.

"Lincoln Barracks", former military place in Münster near the old city and was incorporated into the urban fabric and helped the housing deficiency, becoming part of the city's housing program. These buildings were regenerated into modern flats with some facilities like *Kindergartens* and parks. They intended to solve the housing shortage and provide a social response, and qualification of the urban space. With a new housing and public space, they could promote the integration of young people with a lower social status and this culminated in a balanced and functional community residential area.

Railway:

The internationalization and the interregional of the connections between the several regions and countries led to the improvement of public transportation, especially the railways. Under the circumstances, a need to adapt the structures to a new reality, the high-speed trains, ICE – Intercity Express, in late 80s made it compulsory to expand the network. In consequences the railway stations and the surrounding area were the leading projects of urban regeneration in most cities.

The most populated state of Germany is North Rhine-Westphalia and its railway infrastructures are also one of the densest with more than 100 million km of railway lines, connecting to every part of the country and the neighbour countries. All the main stations were regenerated as most of its stops, however some are still waiting for the transformation.

Conclusion

After Germany's reunification the differences were still noticeable in the West and East, particularly in the social system. The decision-makers were approaching them in order to make them become more alike in both parts of Germany. Political decisions had to be made and a strategy for the whole country's development was drawn, a new spatial planning structure with new preferences for the urban and regional development, and at the same time the new concepts of political, social, economic, environmental issues. At this point, the political and spatial planning development's strategies are much more than national or at a European dimension. It is a globalization issue. Germany has to deal with the union and the challenges of the new international demands, such as the sustainable urban development. Its answer is the *"concept and strategy for urban development in Germany"* which created, a framework with three main principles *"growth and innovation"*, *"ensuring services of public interest"* and *"conservation of resources, shaping of cultural landscape"*. All these changes led to the creation of other instruments and programs which integrated these concepts. Both the Social City and the Urban Conversion provide the answer as. *"These programmes have served as training grounds for this approach and represent the state of the art of urban regeneration in Germany today."* (Couch, Sykes, Börstinghaus, 2011)

The spatial planning became aware of its global context, realising the importance of its fields and its interconnection between the economic, the social, the environmental, the physic aspects, but also the relation between the different actors, the administrative structures, the public sector and the private investment. This led to the integration of these policies at the lower levels, the regional and local, the city and the quarter district. *"Some of the aims of the plan included sustainable economic strategies for cities; the preservation and development of favourable settlement structures; mixed land uses and social integration; higher development densities and the protection of open space; strengthened inner cities and local centres; the protection of urban heritage; sustainable urban infrastructure and urban and regional transportation systems."* (Couch, Sykes, Börstinghaus, 2011, p. 31) This represented a real challenge for the cities that were facing all the changes after the reunification and the latest demands for recent development strategies for a sustainable spatial and urban development due to the Agenda 21 and World Habitat II. Therefore, in current years

we have witnessed to the improvement of the legal framework, funding programs, competitions and several changes in planning which pursue the main goal. Due to this, the observation of urban regeneration of several regions, cities and parts of the city was noticeable. Some presented similar strategies and others different proposals; however the aim of all of them is to reach an equality of social, economic and environmental conditions as well as a city in its urban development, which reflects the country as a whole, in the same stage of urban development and urban conditions. As mentioned by Couch, Sykes and Börstinghaus “*The philosophy and reason for federal government intervention in regional and urban development has always been the aim of bringing equality of opportunity in all parts of the republic.*” (Couch, Sykes, Börstinghaus, 2011, p. 32)

All these subjects are of great importance to the fully understanding of the urban regeneration process. Therefore, these complex and interlinked themes are going to be portrayed in several tables in order to synthesize the topic developed in this chapter as well as to assess their relationship.

Table 5 - Urban regeneration in Germany

Dimensions	Federal Republic of Germany (FRG)				German Democratic Republic (GDR)		
	50s	60s	70s	80s	60s	70s	80s
Physical	Essential	Moderate	Moderate	Moderate	Moderate	Depreciate	Depreciate
Social	Moderate	Essential	Moderate	Moderate	Depreciate	Depreciate	Depreciate
Economical	Depreciate	Depreciate	Essential	Essential	Essential	Essential	Essential
Environmental	Absent	Absent	Absent	Depreciate	Absent	Absent	Absent
Type of polices	Reconstruction	Expansion	Renewal	Redevelopment	Construction	Construction	Decay
Action	Houses Infrastructures	Industry, transports, houses, education and health facilities	Existing building, decrease in industry	Improvement of the old buildings and expansion of the urban area with new ones	Industry, houses and infrastructures	Houses in the periphery and Industry	Reduction of construction
Type of structure	Resemblance to the past or redesign the city	New buildings, infrastructures, ignoring the existing ones Function separation	Value the existing building, mixed areas, density fabric in the inner city and outside	State funding investment Improvement of social conditions	Monumental and Standardization Function separation Demolition of buildings	Standardization High density residential areas with limited facilities	Abandon the inner city Unfinished buildings
Historical events	Destruction of the cities by the WW II	Industrialization and growing economy	Oil depression Lower economy		Low economy	Oil depression Low economy	

Berlin wall-1961

Table 6 - Reunification of Germany – Federal Republic of Germany

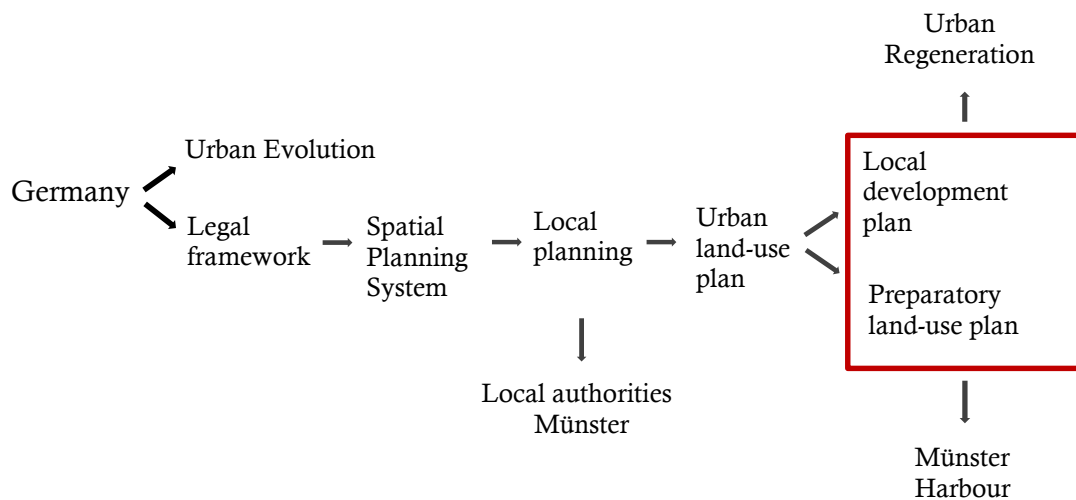
Historical events	After 90s	
Type of policies	New Spatial Planning structure Regeneration	
Dimensions	Economic ; Environmental; Social ; Physical	
Aim	Bringing equality of opportunities among all West and East of Germany	
Action	Development of the regional and urban areas	
	Focus and emphasizes on the unique characteristics of each region or city	The inner city - historical The former industrial areas The railways – mobility in the country
	Sozialestadt – social plan with a wide programme for housing, environmental and community improvement –social cohesion	
	Consolidate the urban fringe with the core of the city	
	“Stadtumbau west” programme, intention to develop the west cities	restructuring and reuse the land, technical and cultural infrastructures,
	Concepts and Strategies for Spatial Development in Germany	“growth and innovation”, “ensuring services of public interest” “conservation of resources, shaping of cultural landscapes”.
	Leipzig Charter for the Sustainable European	energetic efficiency, renewal energies, innovation and education but also in local economies, training and mobility, the transport system

Some example of projects in Germany according to each dimension:

Table 7 - Urban Regeneration Projects

Dimensions	Inner city	Industrial areas	Militar
Economic	Schweinfurt "Inner-City"	IBA Emscher Park - Oberhausen	Neu-Ulm "Wiley"
	Bochum "Bermuda3Eck"	Dortmund "PHOENIX Lake"	Willich "Becker Steel Mill"
Social	Dorsten "Fortification and moat construction"	Aachen „Widra Areal site“	"Wienburg Lincoln Neighbourhood" - Münster
	Freiberg „Redevelopment of the Old Town“	Alsdorf „Im Busch“	Fürth, Südstadt“
Environmental	Bamberg „Ochsenanger“	Essen „From Krupp Belt to Krupp Park“	Leipzig-Paunsdorf „Grüner Bogen“
	Monsheim „Ecology Railway Station“	Berlin-Rummelsburger Bucht „Waterside Concept“	Karlsruhe „Tenants' Action Group MiKa“
Physic	Gelsenkirchen-Schalke-Süd „Bahnhof (Railway Station)“	Zeche Zollverei Essen	Willich „Becker Steel Mill“
	Bernkastel-Kues „Strengthening the inner city“	Wuppertal-Elberfeld „VillaMedia“	Osnabrück „KonVisionen“

Table 8 – Urban Regeneration in Germany Spatial Planning



Chapter 3 and 4 was based on the information provided by Andreas Leifken, the planner of the Spatial Planning Department of Münster during two meetings and on the documents that he kindly made available to me. Some of these can be found on the website <http://www.muester.de/en/>.

Chapter 3 – The city of Münster

3.1 Review

The city of Münster located in North Rhine-Westphalia, Germany, is an independent city (Picture 12). It is situated on the river *Aa* in the northern part of the state and is one of the biggest cities in Germany in terms of its area, about 303 km², and has around 296,356 residents (in 31.12.2012), although most of 65% of its area is agricultural and forest land. Hence it is also called green city, in a landscape studded with dispersed settlements and farms, the so-called "Münsterland". Its role in history has been very important along the years being a route of trade, the city has a significant part in the development of Germany, as political, administrative and financial city. One of the main route trade is the inland waterway, the Dortmund-Ems-Canal, which makes the connection between the inside of the country and outside of Germany. However in this last decades the city governments start to develop other aspects such as environment issues, quality of urban space, social, economic and cultural topics. And today present itself as an innovation and traditional city. The embraces of several projects led to awards and distinctions, is considered the cultural centre of Westphalia and in 2004 won an honourable distinction of the LivCom-Award for the most liveable city in the world with a population between 200,000 and 750,000.

Picture 12 – localization of the Münster city



Adapted by the author source: <http://www.geo.stadt-muenster.de>

The study area (Picture 13), the Münster Harbour is located on the southeast of the city of Münster, occupying an area around 80ha. It is part of the Dortmund-Ems Canal, which stretches between the North Sea to Dortmund. It is placed in a privileged area

the water canal and at the same time it is next to the city centre. The harbour, a former industrial area, was intended for loading and unloading essentially for agricultural products and building materials. Over the past decades it has been facing a slow process of abandonment and degradation. Soon the local authorities began to formalize a plan to regenerate this part of town, thinking that its transformation was part of a functional change and developing a concept for urban development in the interests of economic sustainability.

Picture 13 – location of the study case, *source: Google Maps, adapted by the author*



The Dortmund-Ems canal (Picture 14) is the longest canal in Germany and connects the Ruhr area to the North Sea. It has an extension of around 229 km, with some artificial parts, however linking several cities. It was opened in 1899 to lighten the load on the railways, as the Ruhr Area could not transport the products. This was the coal and steel route, and the canal allowed it to become a more competitive region. It played an important role and was very important because it connected the east to the west, as it links the Rhine to the Mittelland canal. In the WWII it was massively attacked and destroyed due to its importance. After which the canal was widened. However a new route between *Olfen* and Münster was built, as the old one *source: <http://www.fahrradreisen.de/radwege/r5.htm>*

Picture 141 – Dortmund Ems canal,



wasn't able to be expanded, and the old route was closed to shipping. At the moment the canal is being extended again.

3.2 It place in the History

The 1200 years old independent city of Münster was founded in the VIII century AD, 793 AD, by a Frisian missionary Ludger, who built the “Monasterium” and afterward Münster became the cathedral city. The fact that it was a religious catholic centre, led to its development around the ford and crossroad, the market place, the episcopal administrative centre, the library and the school.

Between the 13th and 17th century, the city increased its economy by being a member of the Hanseatic League. This was a commercial and defensive confederation of merchant guilds. They protected the economic interests and diplomatic privileges in the cities and countries along the merchant's routes. In Europe's most influential trade network Münster controlled all the northern European coast, from the Baltic to the North Sea, being the most influential trade network until the Modern Age.

As the religious Christian centre in Westphalia in 1534, John of Leiden founded the Anabaptist theocracy in Münster and declared himself as king. This was a radical Christian reform movement which did several atrocities, until it was stopped.

In 1648, the treat of the Peace of Westphalia was signed and sealed in Münster and Osnabrück, this was considered the first diplomatic action in Europe, called “City of Peace” and put to an end the Thirty Year's War and the Eight Year's War, the battles for political and religious supremacy in central Europe. At the same time this area was settled as the sole Roman Catholic with the endurance of the Prince-Bishop and the diocese. This allowed the reorganization of the political geography of Europe and reinforced the Absolutist states. The representation of this power is also reflected through the architecture and urban design, in which several buildings were constructed at a monumental scale, showing the power and greatness of the State. Some finest examples can still be found in the Baroque Buildings of Münster. Yet the most famous is the *Fürstbischöfliches* palace. (Picture 15 and 16) it was meant to be the palace of the Prince-Bishop Maximilian Friedrich von *Königsegg-Rothenfels*, and his successor

Maximilian Freidrich the Bisch- Prince of Cologne, but as the Bisch-principade ended the Palace lost its function. In 1803 it was occupied by the government having a primordial role again as the Quarter of the presidency and general commands of the Westphalia Province.

In 1780 the university of Münster, *Westphalian Wilhelms-Universitty*, was founded, it was the first university in Germany, and its facilities are in the German baroque palace since 1954. Today it is a European centre for excellence in education and research with several faculties in the arts, humanities, theology, sciences, business and law.

Picture 15 - Fürstbischöfliches Palace



Picture 16 - Fürstbischöfliches Palace



In the 19th century Münster became the capital of the Prussian Province of Westphalia, the "desk of Westphalia" and held the seat of many authorities and institutions. After the WWII the provincial Capital became a part of the new Federal state of North Rhine-Westphalia. However, it still retains some seats as the Regional district authority and many of the cultural and social duties by having the headquarters of Regional Association of Westphalia's province. Münster's identity is interrelated to the Peace treaty, being considered the city of culture and tolerance.

In the end of the 19th century, in 1899 Münster was linked to the Dortmund-Ems Canal and the city's harbour started to operate. It communicated to several other canals that were linked to the main fluvial canal of the Ruhr region with the North Sea, whose main function was to vent railway loads.

In WW II the city was the headquarter of the 6th district with several military complexes and also was the home station of several divisions. It was severely bombed and around 91% of the Old city was destroyed. After the WWII the city was only reconstructed with the effort of its population. They based their reconstruction on its historical model, the medieval city ground plan. This was a conscious decision and it

meant that the reconstruction did not turn Münster into a car friendly city. The outcome was an environmental friendly city as it is also known as the city of bicycles. Today it is seen as an environmentally multi-faceted city with the Germany's Climate Protection Capital and the capital city of bicycles (picture 17, 18 and 19). It is also a liveable place to work, live, study, a Young city with 50.000 students, and place of a scientific and knowledge research. It is also known for being a cultural and economic capital of Westphalia, which is a service and industry hub of a region with 1.5 million inhabitants.

Picture 17 - Bicycle park



Picture 18 –Bicycle park



Picture 19 - Bicycle park station



3.3 Post-war urban planning

As already mentioned, Münster's roots date back to the 6th century, and it is an exceptional example of a Medieval city, with a circular structure, a medieval ground plan, where we can still see the core of the city, and the most important building the Dom, in the main square, the *Domplatz* with St. Paul's Cathedral, in our first ring. The main road *Prinzipalmarkt* is, where the heart of the old Hanse city beats. Here we also have St. Lambert's Church, the arcade houses including the City Hall building, the landmark of Peace of Westphalia. (Picture 20) Then we have the second ring, naturally

Picture 20 - Core of Münster City, source Bing Maps



larger, where we find the lost fortification, it is now the Promenade, and the moat of the river *Aa*, which still runs in some parts.

After the Peace of Westphalia's treaty, the city's development and expansion occurred. It was characterized by a careful urban development, where the priority was to respect the historical and cultural heritage. But an important decision needed to be made the demolition of the old medieval fortification. Despite this, they kept the medieval urban fabric, leaving it as an open space, a promenade. If we see the ground plan of the city, we easily realise where the old fortifications were. At the same time, several buildings, masterpieces of the Baroque, from the architect Johann Conrad Schlaun emerged. It set this ascension period and left examples as the *Erbdrostenhof* an aristocratic town house, the St. Clement's Church, the *Rüschhaus*, and *Münster Schloss*, old palace of bishop-prince. They were included in a part of the ring. (Picture 21)

Picture 21 - Inner city of Münster, *source google maps*



The military importance Münster had during the Second World War, was responsible for the city's severe bombing, the one thousand year old city was reduced to smithereens, and 90% vanished and destroyed. Therefore, after the end of the WWII the reconstruction had to take place and it was only possible due to the remarkable efforts of the population, its reconstruction was based on their history, their identity and their past. The reconstruction was based on its historical model, of the medieval city. However, there was no intention in imitate the past, but merely to represent, based on its image, identity, urban and architectural language. Thus in downtown *Altstadt*, various buildings such as the city hall, the church tower, the main street the

Prinzipalmarkt, the Cathedral square *Domplatz* that are reminiscent of pre-war can still be seen. Other locations were also kept as the Promenade along the side path of the river *Aa* and the square in front of the Palace the *Schlossplatz*. (Pictures 22, 23, 24, 25 and 26)

Picture 22 - City hall of Munster



Picture 23 – Stadthaus Tower



Picture 24 – Prinzipalmarkt



Picture 25 - Promenade



Picture 26 - Schlossplatz



The strategy to rebuilding the city relies on its medieval model and created a particular and distinct image of the city centre. This clear image of the city allows us to clearly see the boundaries between the city centre, the districts of the city and countryside area. After the 60s a new urban solution for the city was required. However, the inner city saw the bond between it and its surrounding being made through the park landscape of *Münsterland*, by the green corridor of the *Aatal* and the *Aasee*. The first one, could extend from the south west to the *Altstadt*. The *Aasee* already existed, as it was constructed after the WWII, and the landscape could not support construction because of its moist subsoil. Therefore a great space was developed for recreational activities. (Pictures 27 and 28)

Picture 27 - Promenade



Picture 28 – Aasee



The regeneration and construction of Münster continued, and portrayed an expression of a constant process of further development. An “advisory council for urban planning” ensured a good urban planning and architect solutions. More than 200 urban development’s competitions were created and turned the city into a constantly striving council with professional businessmen and citizens. The interventions were in the city districts, open spaces and surroundings *Altstadt*, where the regenerated residential areas and the principal concept was “*improvement of the living environment*” beyond the preservation and modernization of the industrial building and historical monuments. Several projects were made, in the city districts, residential areas whose landscape is marked by the alignment of trees and the limit of speed zones, now reduced to 30km, with playgrounds and parks. This predominant green landscape was achieved through the effort of the particular investor, information, consultation and public funded by the council.

In the 90s a big transformation of the core started to happen, due to some functional changes and different needs of the population that affected the system of the city. The evolution process was coming along, the historical part of the city was facing the modern city, and the question was, whether it was possible to have both. The priority remained, the historical monuments’ preservation and the fact that they would like to retain its identity. Consequently, the strategy was for the core to maintain its characteristics: to be the meeting point for its inhabitants and visitors, in public spaces like squares, market places, trade and service places. The regeneration of these public spaces and the construction of new buildings was then unquestionable. We can find such examples in several renovated places, as the main square of the Dom, the Museum of Picasso and the construction of the shopping centre, the modern buildings in the *Stubengasse* and also

the LWL – Museum of Arts and Culture. The regeneration of all these brought new uses, activities and leisure places, such as playgrounds, public art display, pedestrian areas, cycling and green paths and in the city they all connected together, outstanding the qualities of Münster. (Pictures 29, 30, 31 and 32)

Picture 29 - Dom Platz



Picture 30 - Picasso Museum



Picture 31 - Stubengasse



Picture 32 - LWL-Arts and kultur museum



3.4 Development strategies of the city

The undergoing work in the city's development was visible and in 1999 with the Local Agenda 21, allowed reforms to the main guidelines already established, which were compatible with environmental, social and economic issues. The goal was to get a sustainable development, and for Münster this represented *“equality between women and men is ecologically under local, regional and global perspective economically and socially sustainable and durable”*.

Münster knows how to carry on and become a competitive region and city, as well as to achieve the criteria of Local Agenda 21 - the sustainability and to maintain a straight political position in its goal. In 2010 Münster prepared a document with its goals in order to achieve the sustainability development for the spatial development planning and land use which are:

- area around de *Aa* river
- liveable, distinctive green city
- attractive place to live
- future-oriented business location
- powerful supply centre
- significant educationally and culturally
- recognized research and science centre
- Partner in a cooperative regional overall development

To respond to these goals the city had to be involved in several projects, which can be seen, in the next table for example. Despite the different approaches and directions, nevertheless in the end they are all linked to reach the previous objectives. Therefore some of the projects were cross borders cooperation, as Münster belongs to a network of cities and is a member of EUROCITIES and ICLEI, having several partners all over the world. In terms of sustainability the strategies were environmentally issues related with the reduction of the use of resources and the structure of the city as a green system, with a lively and attractive city centre. An urban sustainable development where the environmental, economic, social and cultural issues are balanced and treated with the same concern is their ultimate goal. The reflexion of this approach can be noticed through the several awards and prizes the city won. As we mentioned before, the city today is branded as Germany's Bicycle Capital and the most Liveable city worldwide.

Table 9 - Münster Urban Regeneration Projects

Dimensions						
Physical	Absent	Moderate	Moderate	Moderate	Moderate	Essential
Social	Moderate	Essential	Moderate	Essential	Depreciate	Moderate
Economic	Depreciate	Depreciate	Essential	Essential	Essential	Essential
Environmental	Essential	Essential	Essential	Depreciate	Moderate	Absent
Year	1991 -	1993 -2004	1994-1997	1995-2002	1996 - 2010	2001- 2012
	<p>“Münster.mobil” This project is still ongoing, in several places in the city and around it (suburb train stations, arterial roads), intends to respond to the social needs of mobility, a wide mobile network system with many stations for the several transport modes (trains, buses, bicycles, footpaths).</p>	<p>“Car-Free Weissenburg” Residential area with high environmental living quality, car-free living in the garden settlement of Weissenburg.</p>	<p>“Urban Ecology Educational Walk” This is the extension of the initial walkway established in 1950 along the river Aa, a footpath through the nature. Along the way there is information about the fauna and flora, an ecologic educational walk</p>	<p>“Wienburg Lincoln Neighbourhood” The former military Lincoln barracks, located on the fringe of the inner city was integrated on the urban structure. It was transformed for residential use, this would make part of the city's housing action programme due to the shortage of housing.</p>	<p>“Loddenheide Business Park” A former military airfield transformed in an industrial area for trade and logistics centre with a rail connection next to the city harbour. A park area was developed. An atmosphere appealed to the companies and neighbourhoods, a public and private investment.</p>	<p>“Münster Arkaden” The shopping centre in the inner city located in the south of the main commercial street the “Prinzpalmarkt” an integrated urban planning project on the demolished bank building.</p>

Chapter 4 - Study Case - the Münster Harbour

4.1 Framework of the abandon of the harbour

Picture 33 - the Münster Harbour, source: http://de.wikipedia.org/wiki/Hafen_Münster



The Münster Harbour (Picture 33) is located on the southeast part of the city, between the railway and the city centre, in “the ring” as it is called and about 1 km from the centre and has about an area of 80 ha. The Harbour was built in the end of the 19th century along with Dortmund- Ems Canal. The first part, the Harbour 1, was completed in 1899 and started to operate, and meanwhile few years later, in 1913 the construction of a private harbour, the Peter harbour, took place and it became the second harbour of the city, Harbour 2. As we stated before, this Canal is the main fluvial connection between the North Sea, the Ruhr Region and the Rheine. It is a river commercial trade harbour and it has had an important role until the 1970s.

Along with its existence, the city is known for its political and governmental role in the region and the country rather than a financial one. Therefore, its economy came from what the land provided. The Münsterland is an agricultural region, which means that the main economic activities of the harbour was the management of agrarian goods, animal’s food and a small part was materials for construction. We were talking about small and medium size companies, with an important economic part in the development of the city, however since the beginning of its activities the growth was noticeable and its highlight was in the 60s according to the registers. The development of cargo handling was:

Table 10 – Cargo handling (*adapted by the author*)

Year	Cargo
1916	28,000 t
1924	126,000 t
1962	1.300,000 t
1999	387,000 t
2004	339,000 t
2008	65,000 t

The decrease after the 60s that we observe in the table is huge and it was due to the restructuring of the harbour in the end of the 70s. Economic issues forced some companies change its transportation system. Contrary to what happened in the past, transporting cargo waterway was simpler due to the weight as well as economically more feasible. The increase and improvement of railway lines caused this reduction and began to be the preference of companies for transporting goods.

In the beginning of the 90s the harbour was only half working, because many companies, left the harbour for several reasons, some moved because of the reduced space in the harbour, as companies had new needs, and moved to bigger harbours with logistic centres, and others transferred to other parts of town because, there was no need to remain close to the transport hub of commodity. At this time the city had other harbours near and outside the inner city, with more attractive conditions for the companies, one south of Harbour 1, related to agro cargo and the other in the north part of the city for oil. Now they even had a new one with more industrial purposes. Other aspect was the expiration of leaseholds and free tenancy agreements, propelling companies to leave. The city was then facing the reduced work in the harbour, vacant buildings and an empty place. The Harbour was seen as a crossroad. With this awareness in mind the city was reorganized and some measures to solve the empty harbour. Some are related to the continuity of his function and others have to do with structural changes on it. For this, the Münster council prepared a master plan within an Integrate Action Concept (IAC). The objective was to have a basic structure to develop the area in the near future, which was called “urban augmentation area”. It intended to change the uses of the harbour, through a new concept the *Kreativkai*, however it imply

a change of the harbour's regulations, since the acquisition of the land wasn't a problem because most of them belonged to the Münster's department of works, *Stadtwerke*, the city's energy company and, the process could be faster, preventing further dilapidation.

4.2 The Process of the Harbour regeneration

The first step for the transformation of the harbour was in 1989, through the first elaborated version of the expansion plan of urban renewal and the inner Harbour was included. This document saw in the space of the harbour an opportunity for development of the place and the city. Somehow the Westphalia centre of Münster followed the global trend, called by revitalization of the fallow port or waterfront redevelopment. The former inner harbour of the city saw its potential recognized as a space to be transformed. Where the city opens to the water, the inner city harbour regenerated and created a new vision of the urban space, we see this in other Germany cities, such as in Duisburg and Düsseldorf.

The transformation of Duisburg harbour happened between 1991 and 2003, the largest Inland harbour in the world. The aim was to develop an attractive place to live, work and visit. The waterfront as the main object would combine the pre-existent industrial buildings with new ones, which would have mixed uses. This is a good example of how a former industrial area can be regenerated and become a lively urban place. (Pictures 34 and 35)

Picture 34- Duisburg Harbour – West view



Picture 35 - Duisburg Harbour – East view



In Dusseldorf the transformation just occurred in a part of the harbour, the east area and the intervention started in 1998. Today it is known as Media Harbour. The idea was to change the functionality, from a commercial area into an office quarter. The district harbour was part of an urban planning completion and the result was a lively diverse post-modern architecture, which became an attractive place for the third sector businesses such as media companies, design offices, restaurants, cafés and bars. The regeneration converted the old industrial harbour into a high offices location and a scenery place, an outstanding life stylish place. (Pictures 36 and 37)

Picture 36 –Düsseldorf Harbour - West view



Picture 37 - Düsseldorf Harbour – West view



These two harbours are just good examples of how the regeneration in the harbour can be done. We could present further examples in Germany, however, these are the most important and known ones. In spite of both having harbour regeneration, each city has its own plan according to its needs. The cities are very different in each region and state and their autonomy allows them to create and develop the best suitable plan for each. Then in Münster one of the main variances to the other cities is the fact that they wished to preserve some industries and part of the land is designated to new micro and small ones. Along with the concerns in the physical urban regeneration, the main issues here were the economic aspects. How a transformation can create a multifunctional and quality place in the city, a place where everyone wants to work, live and sightseeing. The main aspect is to exchange the former industries for commercial services activities and office places.

In the text below all the process phases of the plan will be explained, how the regeneration occurred and is still going on. The plan has various phases, the first is the development of the city with the expansion plan and the structure plan. This led to the

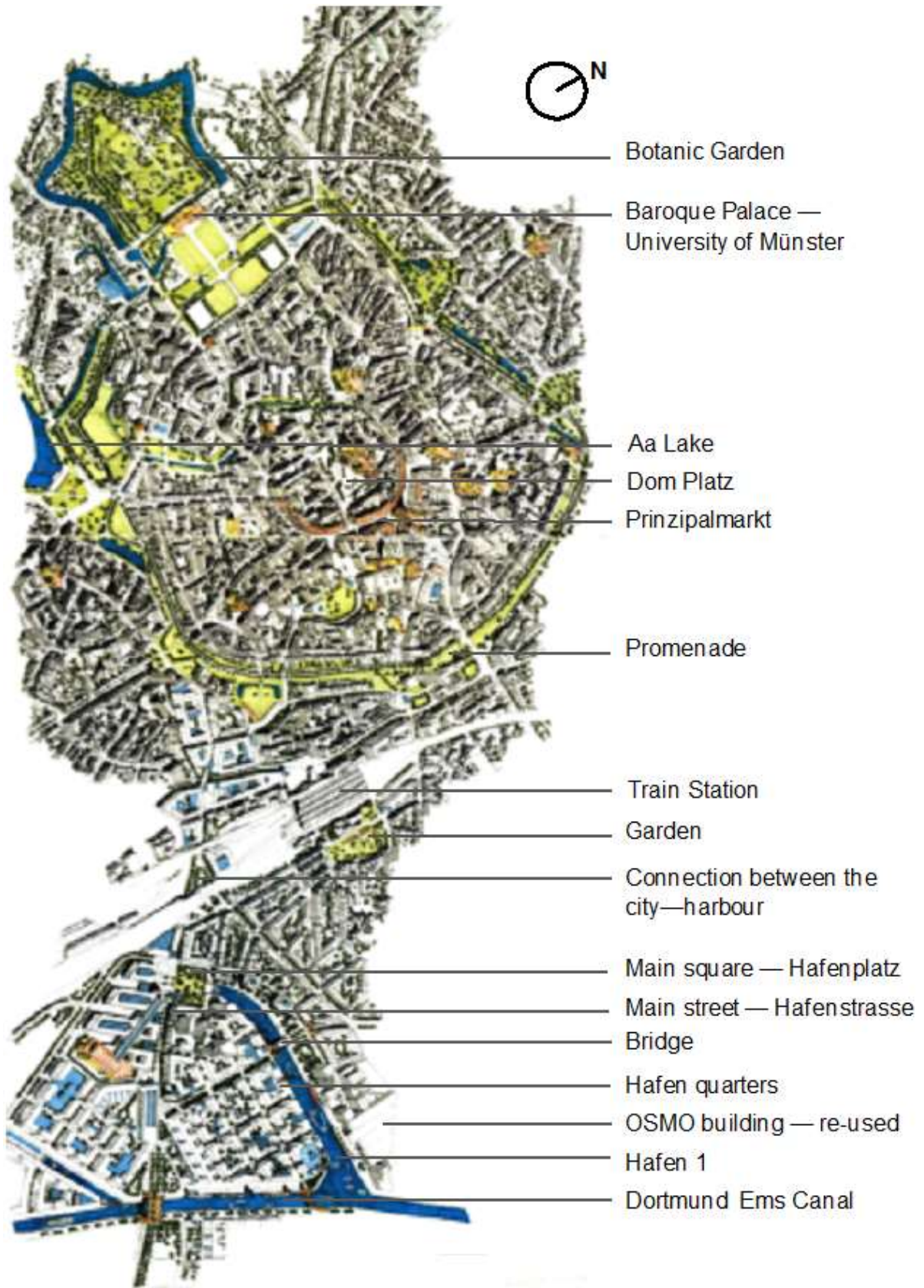
first intervention on the site. The second phase was the approval of the master plan, it conceives the construction of the harbour. The third is an evaluation of what was done and what the next step was with the intervention of the inhabitants and finally the last phase, the fourth, is the result of the previous part.

First Phase – Expansion Plan

In the Expansion Plan (Picture 38) of the urban renewal, we note the concern of connecting the different parts of the city with the inner city. These elements are the *Aa* lake, the train station and the old inner Harbour. The link between them is the natural landscape, the water and the green elements, (trees and grass). This plan's goal is to highlight the importance of public space in the city's mostly green space, as the binding element of the urban space. However, the plan doesn't neglect the other components, such as the importance of the history and heritage of the city.

Therefore, we find that the building heritage was highlighted, as we can see in the several religious buildings, Baroque Palaces and buildings, squares and the main street *Prinzipalmarkt*. The public green space is a corridor, the promenade, that circumscribes the city centre, where the ancient walls were, and is how a pedestrian and cycling area. It includes the Palace, the botanical garden and the *Aa* lake area. The connection from the city centre to the harbour is made by two main avenues leading to the main square of the Harbour. The *Hafenstrasse* connects the *Ludgeridplatz* to *HafenPlatz*, it is the south entrance in the city and promenade and the other Avenue is the *Bremerstrasse* from the train station to the *Hafenplatz*. In the north part of the harbour's canal, the intention was to open the fabric, to couple the green and the water space combined with a few buildings. The south part, the fabric was denser in higher buildings blocks, with two main avenues, one that led and crossed the Harbour canal and the other connected to the east part of the city, crossing the Ems-canal. Although most of the buildings were

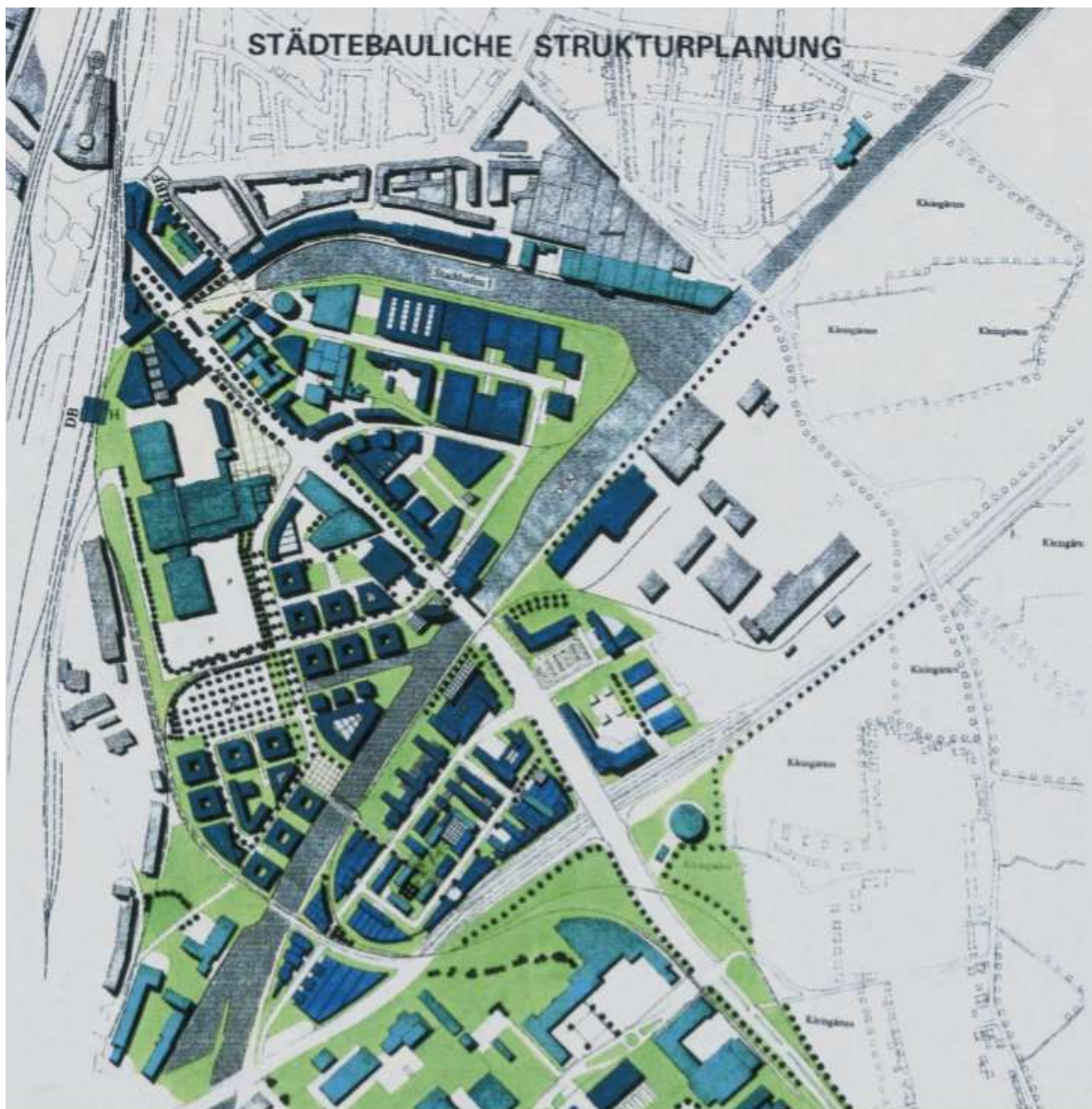
Picture 38 - Expansion Plan



new projects, the intention was to maintain some of the industrial and shipping constructions.

To continue forward it was necessary to make some changes. This idea led to the development of the land use binding plan, it created a redevelopment plan for the site. In 1992 we had the first framework for the Harbour, a regional planning was elaborated, and after it, the Structure Plan (Picture 39) was developed, defining the base plan for all of the infrastructures and buildings. In 1996, as we mentioned before, it was the end of the leases provided by the city's administration to start the urban development of the area. One year later these elements conducted to the *krektivkai* a new corporate vision.

Picture 39 - Structure Plan



Kreativkai

Along with the plan for the development of the harbour area, a new concept for the space, which is *Kreativkai*, the creative pier, was created. This is beyond a mere idea, it represents a physical space in the harbour, which is along the water canal, between the Harbour 1 and Harbour 2. The *Kreativkai* is the combination of a conception and a space, it is marked on the master plan map (picture 51) and can be seen in the second phase.

The idea was to develop the place, taking into account the inherent characteristics of the site, the industrial view of the buildings and industrial elements that should be preserved. It shows a multifunctional space, a diverse location where several functions coexist, the industry, the services, the commerce and housing, and all of them should generate economy. The working class and businessmen that are attracted to this environmental area are the creative people. The *Kreativkai* was created in order to appeal to them. The intention was to create a dynamic high quality place in the city related to creativity, a space where everyone wants to go to, to work, to make business or spend their free time. It turned into a place that attracts artists, generates cultural and creative services, in a privileged spot, that is, the water front. The expectation was to provide to this part of the harbour a cultural mix with creative industries, small businesses, architecture offices, studios and ateliers of design, coffee shops, restaurants with a cultural program and other shops.

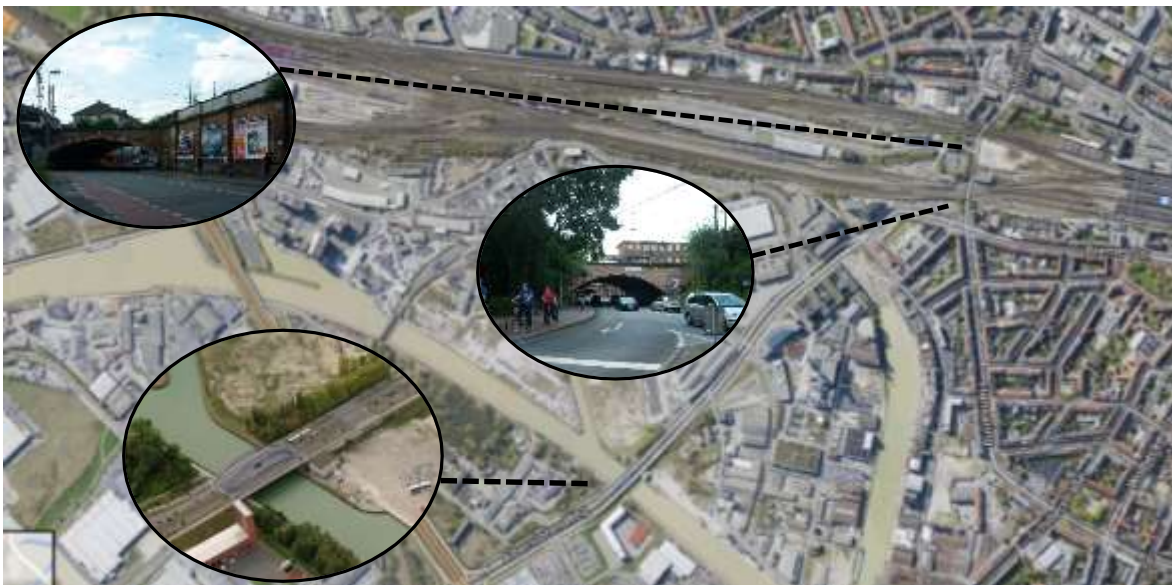
The urban regeneration and the elaboration of the master plan is achieved through an economic perspective with a *Kreativkai* concept. It is an audacious long term plan, though they are aware of the long way to go and the several challenges that will arise over the years. It was intended to be concluded in 2016 and as we will mention later on with a few changes on the way.

During the seven years, between the Expansion Plan till the urban development area started, we saw several changes in the maps. However the main problem there is, the union of the land. Here there are two physic barriers on the territory, the first one is the railway lines and the other is the Ems – canal. The railway divides the space between the inner city and the harbour and the second one, separates the harbour from the south

part of the city. The first step was to create a better way to get the inner city together with the harbour and then these with the south part of the land. As we can observe the main street is expanded and transformed in an avenue, joining the two parts of the land. (Picture 40)

After this, the plan evolved and step by step the transformation started. In the north part, the high buildings and the green space were replaced by building in a row, a dense urban fabric, also the re-use of some old buildings, the connection between the two sides of the channel no longer exists, as there is no crossing bridge. On the south part, the bridge avenue that connected both sides doesn't exist anymore as well as the building

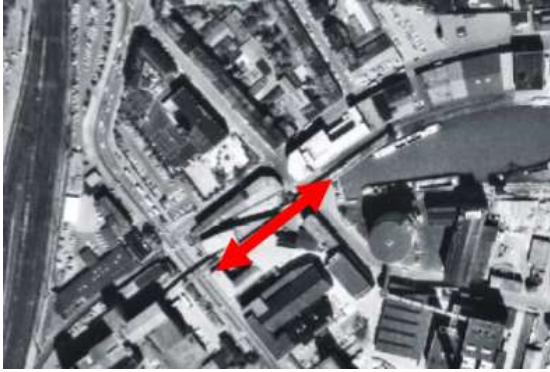
Picture 40 - Map of the barrier. *source: Google Maps, adapted by the author*



blocks. The pre-existing buildings are re-used and the space around them is transformed into green space. In Harbour 2 a big building and small building blocks are projected. The main differences in both projects are to reduce construction, the increase of public and green space and the preservation of industrial buildings, which is a more realistic plan because of the reduction of the intervention on the urban area, and enhancement of the industrial heritage.

In 1997 the first step for the urban regeneration of the place was done and started with the *HafenPlatz*. The built square is also the first public investment. It is the entrance and the access to Harbour 1, it was mentioned as the “gateway” as portrayed in the picture below. (Pictures 41 and 42)

Picture 41 - Hafen Platz in 1982



Picture 42- Hafen Platz in 2014



The intention was to start with the *Kreativkai* in Harbour 1, for economic reasons the construction of the *Hafen Platz*, asked for the call of some private investors, and companies and offices who stepped in to invest. Therefore, in the same year the construction of some buildings started along the water front and in the following years some buildings around the *Hafen Platz*, such as the Cineplex, a multiplex building to receive the cinema and also the relocated theatre *Wolfgang Borchert* that emphasized the *Kreativkai* idea were built. Another step was the extension of the main street *Albersloher Weg* in 2002. This was another way to attract several investors and businessmen, who viewed the site with great potential, since it is located close to the city centre and the various connection points outside the city, the train station and the highway. The south area was rebuilt with some public administration offices such as *Stadtwerke*, some private companies and some industries. A huge part of the space was intended for the *Messe und Congress Centrum Halle*, a Multifunction Forum. The diverse spaces it now has, allow the harbour to be able to offer different events, which can be used as work and business places or leisure time. There is space to make trade fairs, conferences, seminars, exhibitions as well as shows, concerts, rock and classical music, cinema, theatre, and many others events. A space that has received on its stage over a thousand events in recent years, also offers an excellent public space around it, where some performances can also be made. Around Harbour 2 and the south part some residential buildings with green public space were planned, while on the other side of the Ems-canal residential and services area were set. (43, 44, 45, 46, 47, 48, 49 and 50)

Picture 43 - Cineplex



Picture 44 - Kreativkai



Picture 45 - Theatre



Picture 46 - Stadtwerke



Picture 47 - Albersloher Weg



Picture 48 - Stadthaus



Picture 49 - Messe und Congress
Centrum Halle



Picture 50 - sidewalk, cafes and
office buildings



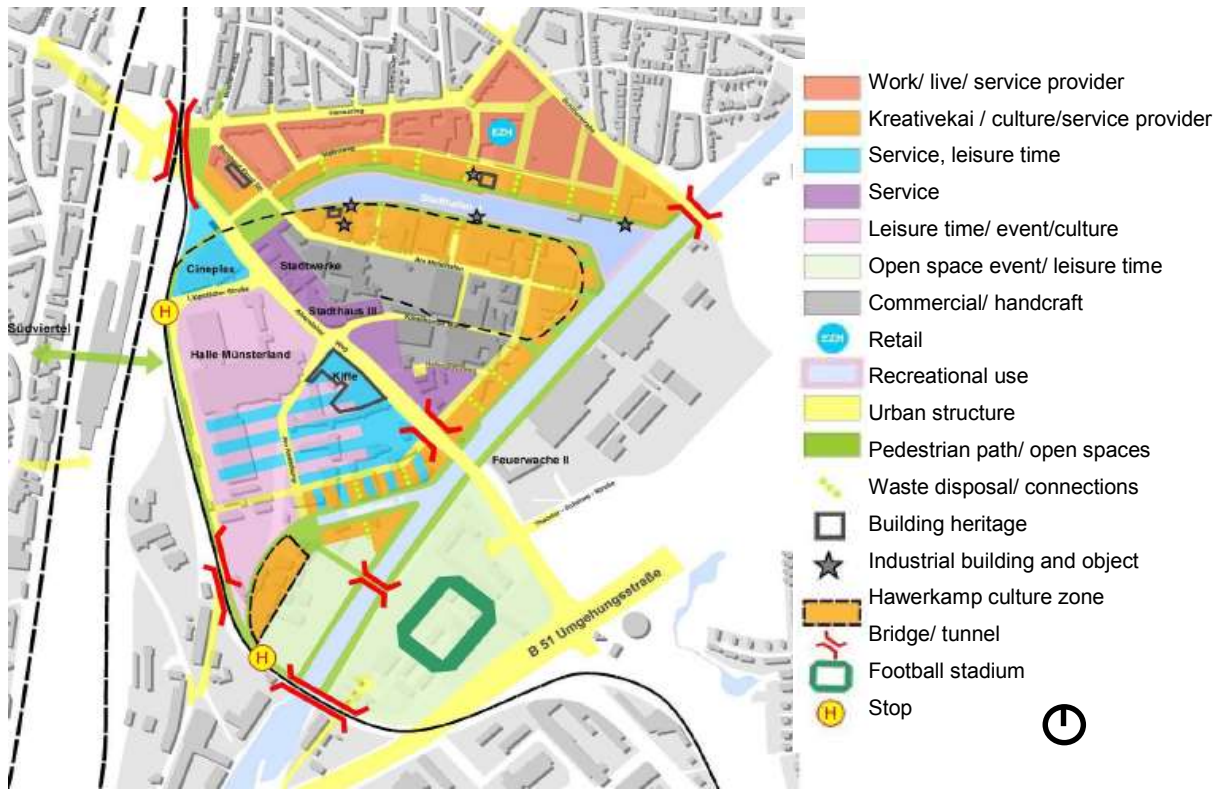
Second Phase

In 2004 the Master Plan *Stadthafen* was approved by the politicians, which defined it as a general plan with leading base actions and as the “*Kreativkai*” concept. (Picture 51) As we mentioned previously this multifunctional place intended to generate cultural and creative services. Some of them are in pre-existing buildings and other in new buildings. The intention is to regenerate the urban space with a new programme and image, but also to preserve the identity of the place, its heritage, its industrial look, and it was possible by the regeneration of some buildings and some industrial elements like the railway lines, the elevators, which combined the old and the new, and became one - the new Harbour of Münster, a place where you find art, architecture, design, offices and shops, a commercial sector and leisure time activities inside, like cinema or theatre, and stroll outside in the canal or in the outdoor cafes. A place where a businessman recognised for a quality working space and desired high-quality leisure time, where shopping and gastronomy can be found and attract everyone. The development of the *Kreativkai* began, here and the construction of the water front buildings started and along this the buildings around it as well. The construction incited in 1997 and between 2001 and 2007, the main part was actually built.

The Master plan *Stadthäfen* map shows the function of the place and the extension of the *Kreativkai*. As we mentioned earlier, the main street, *Albersloher Weg*, is the connection between the city, the Harbour and the southwest part of the city, on the other side of the Ems-Canal. It is the main axis of the plan, the rest of the street has a secondary role. They do the distribution on the remaining area. On the plan, there are four main functions visible for the place and their location. In the north part of the plan, we have the new blocks that finish off pre-existing ones with the new proposal. Those have a mixed function, they are meant for residences, work and services buildings. Along the waters of the canals, harbour 1, harbour 2 and the Dortmund Ems-Canal we have the *Kreativkai*, creative, cultural and services buildings. Between the *Albersloher Weg* street and harbour 1 there are front buildings, it is the commercial area, some small workshops and manufactories, also have some public service buildings, part of the city, *Stadtwerke*, the city’s energy company and its power plant. On the other side of the *Albersloher Weg* the area is meant for entertainment, leisure and events, the city forum,

the *Messe und Congress Centrum Halle*. On the west part of the plan, the other side of Ems-Canal, we have the new football stadium and an open space for events and to spend free time.

Picture 51 - Master Plan 2004



The option to keep part of the industries in the site was because of the city's energy company, the *Stadtwerke Gmh*. It is there since the beginning of the harbour and owns part of the land. The company is public but with a private administration, and for them, it was important to keep the business and to sustain their facilities in the harbour, first because they are operating and have all their infrastructures there, secondly the land is theirs and they could always need to expand as they did in 2005. They built a new building for the gas-steam power plant that is responsible for the supply of half the energy that the city requires. This demonstrates the important role it has in the city.

In order to build in the north part of the harbour, the *Kreativekai*, the *Stadtwerke Gmh* Company, as the owner of the most part of the properties on it, sold the plot of the land to private investors. The boundary of the land is the water canal, this implies the impossibility of having a pedestrian path along the canal. Consequently, the City Hall

and the planning department had to arrange an agreement with the land properties so that the water front could be a public space. Therefore the land owners agreed on a 5 meters wide path for public space, as we see in the picture below. The different materials that are used on the floor set the public and the private property. The harbour promenade was completed in 2007. (Pictures 52 and 53)

Picture 52 – Public and private property



Picture 53 – Path for the public space



Third Phase

According to what we stated so far, much of the project was completed in 2007, though much still remains to be done, the entire south side of Harbour 1 and Harbour 2. A weighting and evaluating phase began and the results show an optimistic and prosperous economic growth. This phase has three steps, the first is the assessment process, the second is the public participation process and finally the third, the result of the previous two and the redesign of the Master Plan.

The first observation was done in the last years of construction. Some of the plan solutions, land uses and extension of the program were no longer valid. There are some building spaces in the 2004 Plan, which were unenforceable, in terms of land use, of program, economic issues and public and private investment. Some programs for the spaces were still not certain, because they were depending on the private investors and owners. When there is no investment, the process is too slow. Some of the proposals were being heavily questioned by the citizens, mainly by the inhabitants in this area. Therefore, the Committee on the City Planning, Urban Development, Transport and

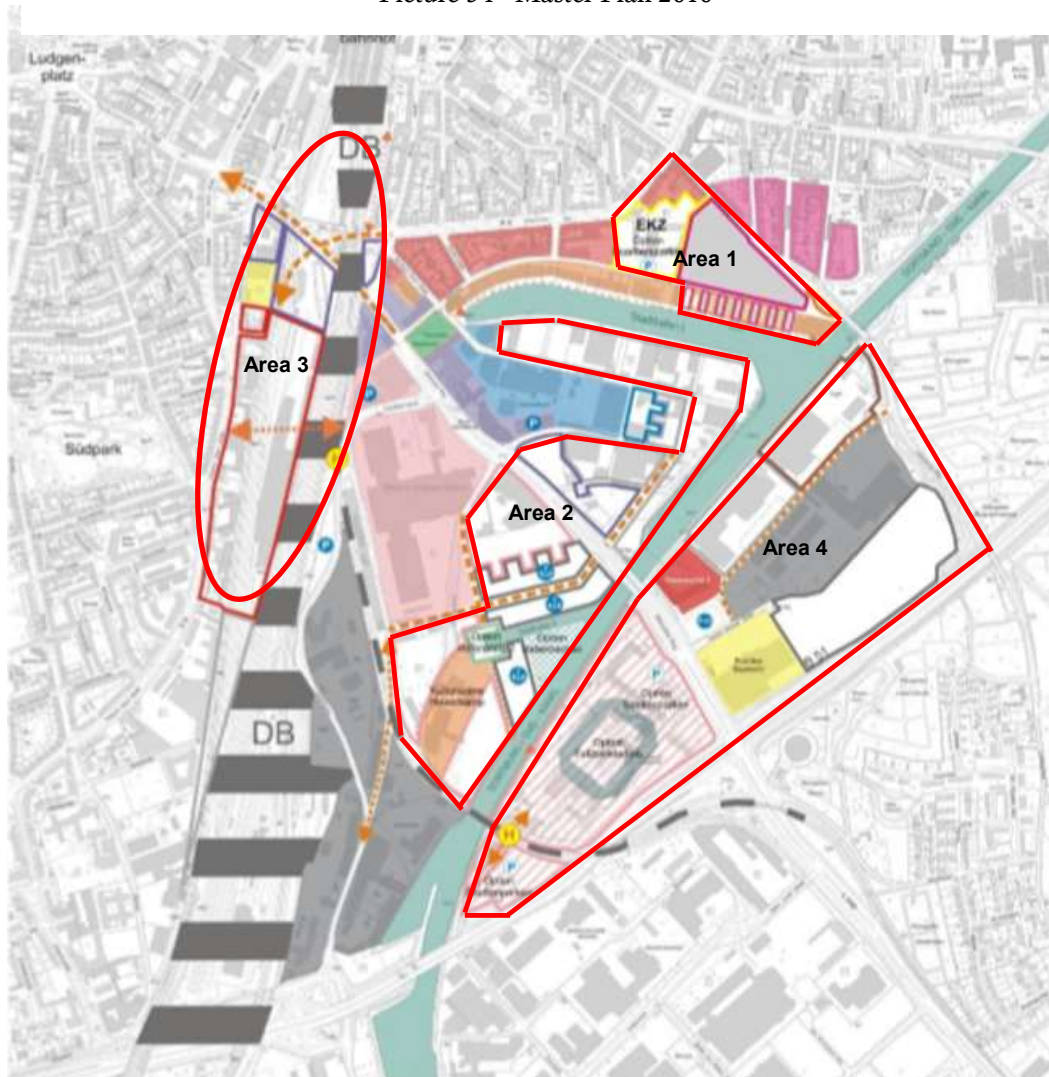
economy started this process, whose goal is to accomplish new and different positive prospects for improving the Master plan, leading to its execution. It will be followed the process of public participation the *hafenforum*, which will be included and will be discussed afterward. The plan is being prepared by the Spatial Planning Department (SPD), who presents the changes and unsolved the areas from 2007 until 2010, as we see in the map below. The main discussion points are the 4 marked areas, which represent the north harbour 1, the former wood factory *Osmo – Areal*, the south harbour 1 and harbour 2, the connection with the inner city and the east side of the canal the *Theodor-Scheiwe-Strasse*.

The Plan maintains the main axes linking the city, harbour and southwest of the city although the connection between the harbour and the city is still to be done. The *kreativkai* concept was substantially reduced, the valuation process was important, it recognized that the city could not support or needed sufficient trade companies, working offices that could be part of this context and occupy all the space without losing quality. This issue was fundamental, thus reducing the space for the *kreativkai* would make sense. This led to the conclusion of the *kreativkai* and the goal now is to answer the remaining parts that have been discussed in this last years. (Picture 54)

Area 1

This represents the last part of the *Kreativkai*, the northeast harbour area, the former wood factory OSMO - Areal site. It is a private land and the proposed investment is for a mixed area, intended for two projects, the *Neuhafen* and the *Hafen Center*. The first project essentially corresponds to a residential area where the waterfront buildings have several functions, something similar to what happened in other harbours, such as, the Duisburg harbour. The other project intended to be a mixed function area, with few store buildings, a big supermarket, a small shopping centre with offices and living quarters. The size of this program raised some questions, mainly from the citizens which led to the public participation process prepared by the Spatial Planning Department, which we will read about in the next topic.

Picture 54 - Master Plan 2010



Area 2

The reduced area of the *Kreativkai* affected the program and the function of the south harbour 1 that was changed into a mixed zone associating the industrial, commercial and handcraft business it held. This is something similar to small and medium industrial enterprises, which will have an area for manufacturing, exhibition and selling the products. Some traditional activities producing high quality products, for example, a cheese factory, where people can see the entire manufacturing process, taste and buy the products. To conclude both sides of the canal will have different functions and maybe an architecture representation.

Also the heavy industry area for the *Stadtwerke* decreased, but the remaining space is enough for the increase of the company. In Harbour 2, there is a continued function of the cultural activities of the *Messe und Congress Centrum Halle* most of them in open air space with some small inside facilities, the other part is for commercial and offices space. The water front zone is designated for harbour functions.

Area 3

The connection between the harbour and the city is the main challenge in the plan, and how the railway crossing will be done. First, the link is made by the existing tunnel and roads and the proposal is to expand the existing tunnel and create others crossing paths. At the same time, it is meant to improve the public space, such as the sidewalk, the cycling path and the vacant space with the existing quarters and building, by developing a mixed used area within office, commercial and housing space.

Area 4

Here the leisure place is reduced, the stadium part is maintained and the water front is directed to a mixed use like cultural, commercial, business and handcraft shopping area. The remaining sector is for industrial use, and small industrial companies.

These changes to the plan as well as the various stages of its implementation are due to several factors, nevertheless most of them enclose economic problems. The first part was made with public investment, however in order to attract the private one, the land acquisition was made easier, and as the main owner is the energy company encouraged and simplified the selling process. The second part was to persuade the private investors, which saw the land as an attractive area, near the inner city with a privileged view, but also were aware of other inner cities harbour examples. All of them recognize and aim a high quality lifestyle. However, at this moment the public investment is not sufficiently capable of maintaining the same contribution to the master plan. Therefore there is an effort to persuade the private financing in the rest of the master plan.

Fourth Phase

This last phase is the last version of the plan made in 2012. (Picture 55) Its representation is the outcome of the public participation, it is what we are facing now, the present and near future. However, the conclusions of the public participation process are not yet finished.

At this time the *aktivkai* is ending. The rehabilitation of the theatre building persists, and will be the last of *aktivkai*'s project. The remaining projects are being developed slowly, because they are private investments. The plan is approved, as well as the program for these areas, however, the city hall has no influence on the implementation of the plan, therefore there is no estimated time for the beginning or the conclusion of this part of the plan, and somehow its achievement.

At this point some public competitions are ongoing in different spaces, there is a competition of the new train station, on both sides of the line, which also includes parking place for bikes and buses, as well as the landscape around the space of the station. The other competitions are for buildings in the area 1, the former OSMO - Areal area. The first competition is located in a mixed zone with housing, shopping and offices and it is similar to the Duisburg harbour. The second one is in the back street of the waterfront feature, a supermarket, a small shopping area, offices and living quarters. The outcome of public participation led to the modification of the program of these two spaces. In a simple way the main change was the decrease in density of the program, reducing the retail area and mixing it with offices and living areas.

In the south waterfront the reconstruction of the old storehouse building *Fleischtheim* and *Rhenus* is almost finished and assumed a new function, a multifunctional store with cultural, space a theatre, working offices and the general archive for documents. Also in the industrial area, belonging to the *Stadtwerke Gmh* with two new buildings are growing.

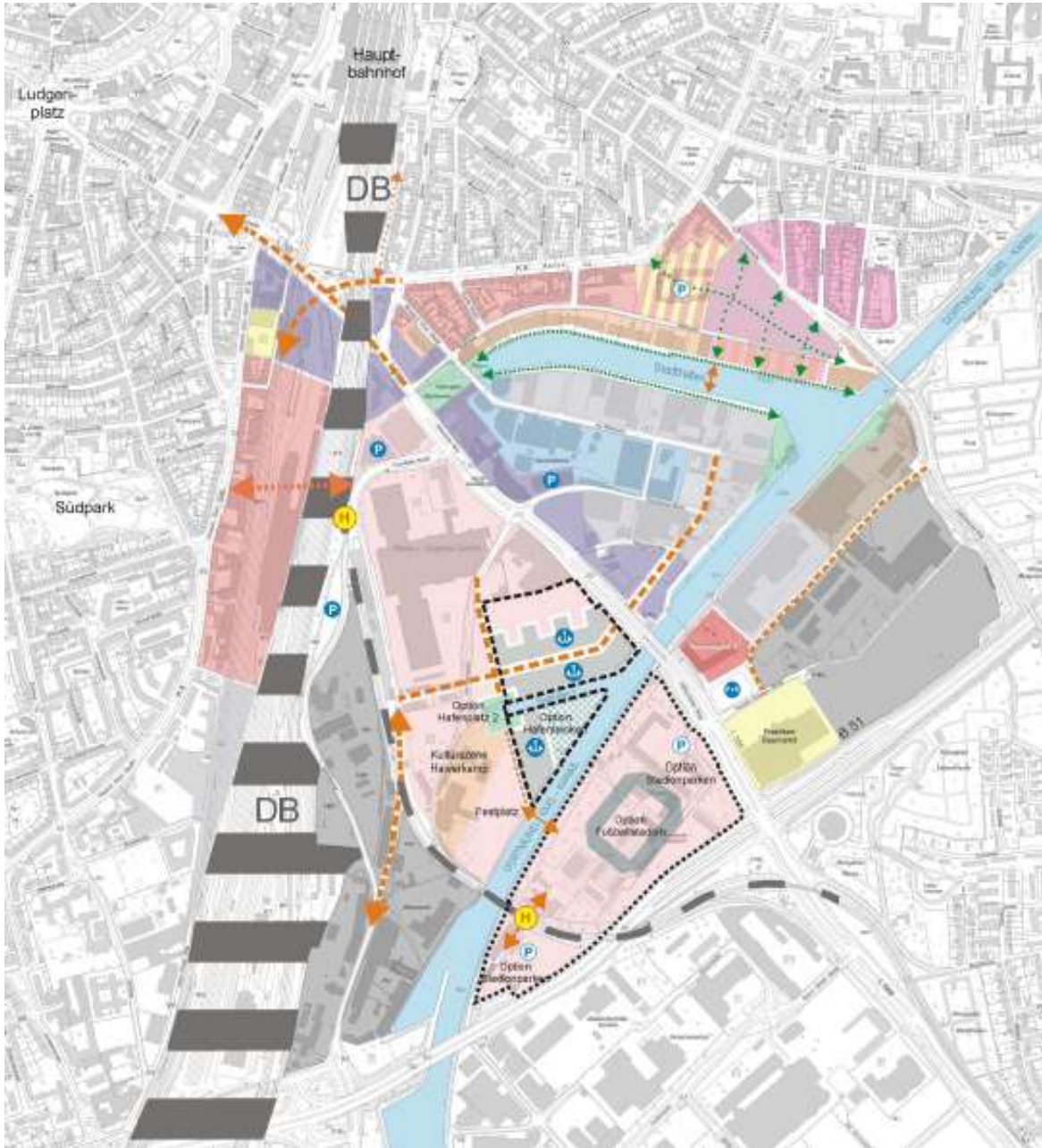
As for the football field and stadium, at this time the club does not need a new stadium, given its situation in the national championship, does not justify a new investment. We are talking about the whole area of harbour 2 and the East zone of the Ems Canal. The two spaces next to *Messe* and the *Congress Centrum Halle* are being used at this time, one is a nightclub and the other is an amateur theatre and offices. These are






















leisure, entertainment and culture places. Due to the noise they produce, their location is perfect, near the city, but outside the residential area, so they can run at ease. For now, due the economic situation and lack of private investment in the area, the city is pleased with the functionality of this site. Somehow it matches the intention of the plan, the use for these spaces, however with better quality.

The connection to the city is important though financially pricy, since the negotiations with the railway company *Deutsche Bahn* (DB) imposed various unaffordable situations for the City Hall. The plan to improve the connection, was the extension of the existing tunnel or bridges and construction of new ones above the railway. The DB answer's was favourable but the city had to pay for all expenses, the constructions of the new tunnels and the replacement of all the iron lines. This situation is not economically feasible or reasonable.

All these changes along the years are the reflection of a vision, the weighting and maturation of concepts, ideas and realities over the years since the beginning of the process. The concerns of a long-term process entails and accepts the challenge for a better city. The fowling map is the final version of the master plan, and is the result of the public participation.

Picture 55 - Last version of the Master Plan of the Münster Harbour



- | | | | |
|---|---|---|--|
|  | 1. Housing |  | 10. Retail |
|  | 2. Mixed use - Work/ live/ service provider |  | 11. Housing and retail |
|  | 3. Kreativekai /culture/ service provider |  | Public parking |
|  | 4. Offices areas |  | Possible parking quarter |
|  | 5. Commercial |  | Possible stop |
|  | 6. Handicraft |  | Complementary development measures |
|  | 7. Industrial |  | Leisure area |
|  | 8. Congress hall – Open air space |  | Stadium with public transportation connections |
|  | 9. Supply area of Stadtwerke |  | Design and link the routes |
|  | 10. Harbour function |  | Footpath |
| | |  | Open space design |

Public participation

This was a long process and several meetings took place in order to inform and work with all of the actors in this procedure as well as all who would like to participate in it. During the period of evaluation of the plan the Department of Spatial Planning intended to gather all stakeholders, the proprietaries, tenants, business people, investors and citizens. Based on the opinion of this expanded group, a new vision for the development of the Harbour was achieved. There were several meetings, the first was to discuss how the implementation of the public participation- the *HafenForum* was going to be held by the Committee on Urban Planning, Urban Development, Transport and Economy. Then the second meeting, which was on the 30th September 2010, had the intention to collect opinions, suggestions and some proposals on the four unsolved places in the Master plan. The meeting had the presence of Christian Schowe, the technician of the Office of Urban Development, urban planning, traffic planning of the city of Münster and Peter Berner of ASTOC GmbH & Co. KG Architects & planners and 450 more visitors to talk about the future development of the Harbour. This was the first step of the public participation process. The four places in question are the *Stadthafen 1 – Nord*, the *Stadthafen 1 – Süd*, the *Stadthafen 2* and the *Theodor- Scheiwe – Strasse*, as the following pictures show. (Picture 56, 57, 58 and 59)

Picture 56 - Stadthafen 1 - Nord



Picture 57- Stadthafen 1 - Süd



Picture 58 - Stadthafen 2



Picture 59 - Theodor-Scheiwe Strasse



The next meeting, one month later, was carried out in order to write a progress report of what was discussed on the previous meeting. The next step was the discussion with the citizens, the public participation, and it took place from 21st to 23rd February 2011, a weekend, where only part of the plan was discussed, the *Stadthafen 1 Nord und Süd*. In order to find out what the citizens thought about it, a workshop was organized to develop the citizen's ideas. Two weeks later another was held to discuss the *Stadthafen 2*.

After this, there were two more meetings, which intended to evaluate the opinion, and the proposals of the citizens and to see in what way they were valid and could contribute to improvement of the plan. On 31st May 2011, the workshop results were presented to the public, however this process is not yet completed.

4.3 Urban regeneration dimensions

Throughout this chapter, the urban regeneration process of the study case was explained, as well as all its dimensions. However, they are going to be presented below in detail. They are the economical, physical, social and environmental dimension.

Economic

The urban regeneration's aim was the re-strutting of the Harbour area through an economic perspective. The elaboration of the master plan, by the Münster council, allowed the development of strategies for the site, changing its functionality, and along with the public investment on the public space and some buildings the private investment in the area was encouraged. However all of this was possible due to the spatial planning system, the FNP and B-Plan made by the municipalities, which have the authority to alter the land use according to the needs of the population. Also the *Stadtwerke* is the public entity that functioned in the harbour and it is the main landowner. First the land use changed to a mixed area, industrial, commercial, services and housing zones. Then public investment was done in the area, in order to invite the private investment and develop the *Kreativkai* area, which was the first regeneration section in the plan. Finally there was the private investment in some plots that were sold by the *Stadtwerke*, and at the same time the negotiation with the landowner to give 5m to the public space of the waterfront of the canal took place. (Picture 53)

This table represents the public and private investments in the Master plan of the Münster –Hafenviertel “Harbour district – Kreativkai”

Table 11 – Public and Private Investment

Public investment – € 250 M	Private investment – € 110 M
New Logistic centre of Stadtwerke	Wolfgang Borchert Theatre
New square – Hafen Platz	Fitness-Studio Power Sports
Railway tunnel	Office and stores Buildings
Congress hall – Halle Münsterland	<ul style="list-style-type: none"> • Architect , design, publishers • Music studios
Stadthaus 3 with a parking platform	<ul style="list-style-type: none"> • Restaurant • Cafes and bar
Expansion the street - <i>Albersloher Weg</i> ;	

<i>Kiesekamps Mühle; Am Hawerkamp</i>	
Rehabilitation of the Fire Station - Feuerwache II building	Artist studios, galleries
construction of the gas- steam power plant of Stadtwerke	Technology companies
New configuration of the public path on the Kreativkai	<p>Ongoing investments – € 70 M</p> <ul style="list-style-type: none"> • Cinema building - Cineplex • New Hotel - kongressHotel • New facilities of PSD - Bank • Rehabilitation of the old building of the fire station - Feuerwache II
<p>Ongoing investments – € 10 M</p> <ul style="list-style-type: none"> • Rehabilitation of the historical building of Speichergebäude • Renewal of the north street of the Kreativkai 	

A study about the results of the investment in the urban regeneration of the Münster Harbour, showing the period of evaluation until 2010, was made and stated that: the area became one exceptional office selling spaces with about 50,000 m² workplaces, where the rent can reach the 12,5 €/m², and nearly 200 companies can be established there which can employ approximately 2000 people with an investment of € 40 M.

The Physical

The physical transformation of the urban space was accomplished through the regeneration of its elements which changed the urban space. The first construction was the public space, the construction of the main square, followed by the intervention on the north part of the canal. This was the priority area to regenerate, the *kreativkai*, due to the simpler process of land acquisition that is the fact that the land's owner was the same, the *Stadtwerke*. The intention was to build the front line of the canal, there was the regeneration of the last buildings and the construction of new ones in the middle, as

it wasn't possible to rebuild all because its structure was too damaged. After this the rest of the building and the infrastructures, which are:

Buildings:

Regeneration of several industrial former buildings and objects



Construction of new building in the *Kreativkai*



Stadthaus 3 with a pallet park



construction of the gas- steam power plant of Stadtwerke



Rehabilitation of the Fire Station – Feuerwache II's building



Rehabilitation of the historical building of Speichergebäude



Regeneration of the Wolfgang
Borchert Theatre



Congress hall – Halle Müntsteland



Cinema building - Cineplex



New Hotel – Congress Hotel



New facilities of PSD – Bank



Infrastructures:

Construction of the main square –
the *Hafen Platz*



Reformulation of the sidewalks and the
pedestrian path along the canal, in the north side



Expansion of the main street the *Albersloher Weg* and secondary *Kiesekamps Mühle*, *Am Hawerkamp*,
Hafenweg, *Dortmunder*



Construction of the separation wall, with living area between the canal and the pedestrian area.



Railway tunnel



Social

The social context changed with the urban regeneration, an abandoned place became the new area of work, living and entertainment, full of movement throughout the day. A meeting place for the inhabitants, to enjoy the natural water canal, the new modern architect buildings binding with the former rehabilitated industrial buildings were created. The area was valorised by different commercial areas, with high quality of technology and design, the restaurants with its cuisine and bars, the creative ateliers with workshops and cultural events, the theatre, the cinema, the exhibitions, the conferences, the concerts in or outside in the open space of the *hafenplatz* and in the Halle Münsterland. This represented a quality multifunctional lively place to work, to go shopping, to spend the free time and to have a good entertainment time. (Picture 60)

Picture 60 – Kreativkai area



Environmental

In the economic dimension it was referred the land use change that allowed a better management of the land, and this is the issue for this dimension, the management of resources, the land use, the plots and the vacant spaces, an improvement of the buildings and the public space, these are all of the infrastructure elements, the natural components are some green elements, such as the trees, small vegetation like grass, bushes, flowers and the water canal, these is the environmental dimension.

Chapter 5 - Critical assessment of the analysis

The process of urban regeneration intended to respond and solve the new challenges in the urban space that appeared along the years it is a long term method, it considers the past, the present and the future, which allows it to develop a better strategy and implementation for a place. In this chapter the consequences of the urban regeneration's dimensions (in the urban space) will be analysed. Their topics change according to the characteristics of the city, parts of the city, of the urban place because each urban regeneration intervention is in a certain time and place.

5.1 Investigation of the study case

Here are the different dimensions of the urban regeneration and the elements that were evaluated in the study case. The methodology of the analysis was through watching and observing the place "in loco", as the different version of the plan maps, and the theoretical framework were presented in the second chapter and along the thesis. The first observation consists on the two perspectives about the study case, the viewpoint of the space through the maps and the other by experiencing the place, the project and the execution assessment. In the maps, the plan's perception of the whole solution is visible, the concept, the intentions and the connection between all elements and areas in the master plan. This evaluation is going to express first the perspective from the executed area of the plan, the regenerated area, which is referred as *K area* (the *Kreativkai*, the *Stadtwerke*, the *Stadthaus*, the *Halle Münsterland*) and them, the second from the project's perception (master plan), the *K area* and the other four areas that are marked on the map on the picture 54, the interlink between the part which was already done and the project, the relation with all part of the master plan of the Münster harbour.

In this analysis we also have to understand the point of view of the student, a person who is not from Germany, with a different cultural knowledge, which might interfere in this analysis.

This process was always in favour of improving the physical space, in search of a more competitive economy, an environmental quality and equal social issues that is the balance between all the dimensions. The approach to the plan will be focused on these relations between the urban regeneration dimensions into the urban space, how they are interlinked and how comparable their role in the urban space is. In addition to understanding the importance of each one, and if one has a leading role over the others which in that case brings us to find out what happens to the other and what its reflection into the urban space is, are some of the questions raised.

As all urban changes the starting point for urban regeneration is an abandoned place in the city like the study case. It was a former industrial area, the old harbour of the city, located on the fringe of the city, a privileged site, with unique characteristics and one of the urban regeneration's projects of the city. This was developed through an economic perspective, and the concept of the space's transformation was from a creative perspective, the *Kreativkai*.

Execution

During the study of the harbour the first thing to be highlighted is the relation between the concept of the project *Kreativkai* and how it is represented in the space. The concept is directly connected to the work activities, companies linked to creativity, as well as architectural offices, different areas of design, fashion, communication, graphic design, industrial, businesses such as shops, studio workshops which can develop these products. After these companies, others came along from similar areas and also some equipment such as the theatre and cinema. All of them have two points in common, the economic reason and the high quality of life that is associated to these careers.

According to the article "Cities and Creative Class" by Richard Florida The creative industries can promote a growing economy very well, as he exposes his thought about this matter, stating that *"From my perspective, creative people power regional economic growth and these people prefer places that are innovative, diverse, and tolerant. (...) it identifies a type of human capital, creative people, as being key to economic growth;"*

Through this economic point of view, the concept, which created the *Kreativkai* is part of the **economic dimension**. The first step was the public investment on the redesign and construction of the *Hafen Platz*, the intervention was intended to attract the private investment for the *K area*, and invite the business people to base their companies there. Simultaneously, the rehabilitation of the pre-existing industrial buildings and the construction of new ones began, in order to consolidate the waterfront. (Picture 61) Then, this attracted new businesses and companies, which were related with creative jobs. Since somehow this professional class likes and values the industrial look. The industrial look combined with modern architecture and creative industries intended to be the symbol of the place.

Picture 61 - kreativkai, water front



The outcome is the huge number of companies working there, most of them are related to the creative field, such as architecture ateliers, design offices in business areas such as communication, industrial, fashion, also some stores connected to these areas, for example furniture, kitchens and bathrooms, or entertainment activities related, such as music, theatre, cinema, performance and commercial business like restaurants, cafes and bars. All these enterprises have created a dynamic economy, there is a new economic centre in the city, closely connected to two main fields, the existing industrial work with its future expansion, and the creative business through the various companies that have already been founded. Therefore, it all, brought a new liveliness to the space, enchanting the inhabitants to seek this part of town for living, working and developing leisure activities. However, the investment is slowing down or has almost stopped and the explanation for this can be the consequence of the changes in the master plan, from the 2nd phase to the 4th phase that is the reduction of the *Kreativkai* and its concept, and what it really represents. The urban regeneration was founded in an economic view, to

attract investment to this area through this concept (this was explained in the last chapter), if it decreases, so will the investment. But there can be other reasons, such as, the fact that, this area is for people and business people whose work is related to the creative production, which are also related to high quality, so this were the assumptions and the requirement for the *Kreativkai*. In order to be established there, the enterpriser has to be able to answer to both of these conditions, perform a creative work and a quality work. Unfortunately, in the city and in the region there weren't enough companies with these characteristics that could move in and occupy the area. The Municipality and the Planning Department, as it was explained to me in the meeting with the Planner of the Urban Planning Department, Mr. Andreas Leifken, decided upon the solution of reducing the area.

This attachment of the concept, misguided it and as the strategy for the master plan is not working it should be changed, along with the plan changes over the years, or they should rethink the concept. *Kreativkai* can be much more. *The distinguishing characteristic of the creative class is that its members engage in work whose function is to "create meaningful new forms."* *"The super-creative core of this new class includes scientist and engineers, university professors, poets and novelists, artists, entertainers, actors, designers and architects, as well as the "thought leadership" of modern society: nonfiction writers, editors, cultural figures, think-tank researchers, analysts, and other opinion makers. (...) Beyond this core group, the creative class also includes" creative professionals" who work in a wide range of knowledge-based occupations in high-tech sectors, financial services, legal and health care professions, and business managements."* (Florida, 2003, p 8). Here R. Florida gives us a wide and open concept of creative classes and a new potential to explore.

At this time, the creative enterpriser established on site does not promote creativity in its broadest and encompassing concept since its functions are in a small and enclosed space. The creativity of the urban public space is not promoted here daily, moreover the interaction between space and its population, or even an urban homogeneity in both sides of the canal does not exist. The enterprises on the site belong to the creative classes, therefore the harbour is a creative place, this is true and its role is important, nevertheless it could be more explored and amplified, with other creative classes, enterprises and businesses, which complement what is already in the harbour and also improve and develop the *kreativkai*. This wide concept can attract new investments, companies and

activities. They led to the success of the urban regeneration plan, and who knows, a way back to the original plan. (Picture 51)

All of this investment is reflected in the modification of the physical urban space, therefore the **physical dimension** begins with the transformation of the public space, by the *Hafenplatz*, which has been mentioned as the "Getaway", has the function of entry, welcome, composition and distribution. It opens the space for the canal, it links the inner city to the south part of the city, through the *Albersloher Weg* Street and is an indirect link to the inner city. It can be reached easily by the several transportation means, such as by car, bus, bicycle and on foot, it can also be reached by train as the train station is nearby, but to get there you have to combine the other mean. The square is simple. Its particular characteristics are the remaining industrial parts of the railway lines which design the floor, organize the space, incorporate the green elements, and create collective memory. It is followed by new public and private buildings, there are the *Stadthaus*, the Cineplex, the office building, and the canal, which embraces it.

The next step, was the regeneration of the buildings in the waterfront, the *Kreativkai*, but the damage of the building in the plan area was such, that a big part of them had to be destroyed in behalf of the safety, and at the same time the new buildings have the function of unification and structuring the all area, just like the street structure. The important thing was to close and consolidated the area, special in the *Kreativkai* which raised the natural element, the water. To highlight this, there is an open space that is shared by a pedestrian route along the canal and the outside are of the private buildings. Between the water and the sidewalk, a small wall was built, not only for protection's purpose but also for seating.

The open space of the buildings is used by the different stores, restaurants and cafes to create a comfortable outside place for people to sit and enjoy the relaxing atmosphere of the site. The connection of the water front with the north part of the city is made through the free area in the ground floor of a few buildings or by its separation, however they are private, the landowners allows the public to use them, due to this, some of them are not so pleasant, they have many functions, such as parking. However the private owner allows the crossing by the pedestrian. (Picture 62)

Picture 62 - Pedestrian crossings



On the other side of the canal, the south part, the construction and expansion is starting. At this point the main investment on the area was public with the construction of the new facilities of the *Stadtwerke*, the new gas-steam power plant and the historical building of *Speichergebäude*, that now it is going to be a theatre, working offices and the general archive. It continues through the south part of the canal, in the main street the *Albersloher Weg* that links the south part of the city with the inner city. Due to its characteristics, its function and structure, it can lead to two ideas, the first one is to join the south area of the city with the inner city and the outside. It is the main south axe that connects this two parts and the exterior. The second one is due to its structure, it is the largest traffic avenue in the site and the structure aspect can make the link breakable.

Some of the public services buildings are located there, the *Stadthouse III* is a big building that occupied half of the quarter and the rest is occupied by the *Stadtwerke* facilities. On the other side of the street there are the new buildings, the multipurpose *Messe* and *Congress Centrum Halle*, the hotel – *Trype Kongresshotel* and the disco club - *Jovel GmbH & Co. KG*. Along with these, there was the construction of the infrastructures, and the streets improvement.

Despite all of these construction and improvement of the area, according to the master plan, several parts are still missing. They are marked in the picture 57 and they are the Area 1, it is the final area belonging to the *kreatikai*. Area 2 is the biggest area in the south part of the canal, a mixed area, with industry and commerce, then area 3 is the link with the inner city and the last area4 is the south part of the main canal,

Dortmund Ems-canal, a recreational and industrial area. All of these projects have stopped due to the lack of investment.

The regeneration of this area allows a new use of the space by its inhabitants, so the **social dimension** is present in the characteristics of the space as well as in living it by its users. This area is characterized by its multifunctional living working and recreation space, but also by its history and its elements, such as the former industrial warehouses, the industrial cranes and the railway lines. The quay's look is made by the former building and the new ones, the past and the present combined. These elements belong to the urban space and at the same time lead us to the history and identity of it. Along with this, there are opportunities and experiences that provide people, firstly employment, a working position in the commercial stores, in the public and private offices buildings and in the cultural areas, as well as business chances. Secondly, it has to be taken into account the fact that it is used as an entertainment place, where the users can enjoy several activities in the area, such as the fairs and seminars events, cultural gastronomic experiences in the several restaurants and bars, shopping in the different designers' stores. It is the perfect place to spend free time, a meeting point and sightseeing spot. It is a place that reflects the coexistence of its past and present, where the citizens can identify and have a sense of place attachment. A great Improvement of the living conditions was made by the physical transformation which became a sign of quality, safety, living and easy access space and it is accessible to everyone. Despite all of this, the public lounge space is latent, there is the protective wall between the walking path and the water canal, there it is not so clear if it was planned in the project or if it is just a consequence of organizing the space, and the other open space is the *HafenPlatz* square that could be the lounge area, but there aren't any evidence elements for it, like having benches. Another observation is related to the social cohesion, although it is considered a high quality place.

The master plan along with *Kreativkai* concept aims, at the improvement of the living conditions through the promotion of the quality of life, of the physical space, the architecture building and the open space, the working areas, designated to a creative class and by the activities taken up, suggests that the space is intended as a high quality area, with an high economy, for a higher social class. Despite all this, the public harbour

place is intended for everyone, every social class, and it is. Affordable as there is not price speculation although it was initially an upper-scale district.

The regeneration let the reuse of the space, and this available resource that contributes to a balanced environmental preservation and it stands out from the natural resource, the water canal. The **environmental dimension** is the more obvious one. Due to the important role of the water canal, the entire project is developed around it. Thus, the *Hafenplatz* opens to it and the walking path is along it. This is a peaceful pedestrian area, with a mixed look of urban industrial modernisation, a balance between the natural and the urban elements. But there are a reduced lounge areas as it was mentioned in the social dimension, and at the same time the relation between the user and the water canal, is not promoted as there is a lack of leisure activities and interaction. The remaining green elements, merely some trees and grass, are found in the *Hafenplatz*. The natural resources have a structure and composition's function rather an environmental and the link with the other dimensions, is made by the land. The management of the resources, such as land use, quality of material, the buildings, the mobility, and safety are underlined. However the environmental role is important and it should be a preponderant role, as P. Jeffrey and J. Pounder say "*Environmental quality is now recognised as a key and necessary component in the locational decisions of many firms and high-skilled workers. It is therefore important from an economic development point of view as much as from the perspective of giving residents a good quality of life and expressing confidence in an area. Environmental quality is an integral feature of the buildings - new and old - and of the urban and natural spaces,*" (handbook, p. 88).

The harbour is a mixed-use space with a growing economy, with diverse activities which improved the quality of life of the inhabitants and regenerated the urban space. Therefore, the standing point of the urban regeneration of the Harbour and the Master plan's execution is the realization of the proposal's aims. The Master plan responded to the urban issues and its proposal and goals are being achieved, the improvement of the urban space and the living conditions of its inhabitants.

Project

From what we mentioned before, the regeneration of the Harbour has a very positive balance. The relationship between the project and the practices were well structured and elaborated, leading to its accomplishment, which is to improve the urban space, through a physical, an economical, an environmental and social changes. Unfortunately like in any project there are glitches, and some matters are less explored in the long-term projects. There is always a constant pursuit of the best solution, and getting there sometimes takes time and is a bit more arduous than others.

The following text presents a relation between the execution plan and the projected plan, the link of *K area*, *area 1*, *area 2*, *area 3* and *area4* of the map – picture 54. In chapter 4 in the topic 4.2 the process of the project is presented and the changes are noticeable along the years, from the second phase till the last. The main difference is the decrease of the *k area*, due to the insufficient economic response to it. According to this, the function of the *area 2* has to be changed, and has to become an industrial area with some commerce areas. Here the economic outlook stands, out reducing the public and leisure space around the canal. At this moment, the role of the canal is the structure of the space. This goes around it, lives for it, but their relation is fragile. Therefore it can be said that the social and environmental dimensions lost their importance. When we analyse the dimensions in some parts it presents some difficulties because most of them aren't constructed, they are just appear in the map plan. The main elements in all of the space are the natural resource, the water canal. It is the frame element for the area, everything is related to it, so it can be the link or the separation of other elements, such as the public space, the buildings and users of the space.

The changes of function for a mixed area of the *Kreativkai* has been reduced of industrial, commercial and handcraft business, and this new program became less attractive for the user. It does not encourage an interaction with the inhabitants, nor with the space itself. However the positive perspective is the fact that this is a long term project. This situation can be evaluated again in its urban regeneration dimensions in order to look for the best solutions for the space and their inhabitants.

Area 1 has an important and special role in the project, due to the fact that they belong to the last part of the *Kreativkai* and its program is the result of the public participation. The collaboration of the inhabitants was required throughout the process. They were very active with an energetic voice in all of the process. This allowed them to express their opinions about this place as well as the whole.

Area 3 is the transition and connection of the master plan of the Münster harbour with the inner city. It is on the fringe of the city and it is conditioned by a strong physical barrier, the railway line. The connection is made by two tunnels, and the idea was to extend them and tie them with the inner city, but this is far from being achieved, as the DB Company has not helped in the process.

Area 4 is the south part of the plan, the less important one due to its location and the proposal functions. The stadium's construction is being rethought and evaluated, and also depends on private investment.

The urban regeneration of the Münster harbour is a challenging process for the city. This long term project and process can provide different approaches in its assessment. The evaluation of these projects is not an easy task since the start of the projection to its stage of conclusion is too long. We have two approaches, on one hand the fact of being phased allows to correct the mistakes and always search for the needs and demands of the space and its inhabitants. On the other hand the relationship between the various dimensions of the urban regeneration is affected due to the unfinished projects as this can lead to the inexistence of the relationship between the dimensions and at the same time can guide us to a misjudgement of the space and its transformation.

Summary

As we can see, there are several differences between the project and its implementation. The main difference is the importance between the dimensions and the dominance of one of them. The project's studies and plans propose to reach each dimension's need and equal importance for the space. But in reality it is not possible to understand the impact of the social and environmental dimension when the intervention is not concluded as well as the achievement of this balance, specially relating to the

social dimension. The proposal action could not respond to the social demand. It is very difficult to answer such complex issues like cultural and social behaviour. Therefore, there is a conscious perception of the differences between the execution and the drawing. In the map plan, the observation of the whole solution is visible, and the connection between all elements is clear. So according to these circumstances the plan can have several interpretations, as every project, but the goal is to reach the intentions and the plan's aims should be coincident in the project and in the execution. These relations go beyond the transformation of the physical space, the social and cultural aspects have to be part of it, "*urban development is not just a sum of many urban parts; it is a web of interconnections. Urban histories are inseparable from the histories of the economic, social, and political systems of which they are a part.*" (Hohenberg, Lees, 1985) In the Münster Harbour, the *Kreativkai* project gave other meaning to this part of the city, an urban reference for quality in its overall sense, in the urban space, of life, of commercial and services, leisure time and cultural. It created a new scope, a multifunctional space that reinforced all these issues. A place, which the inhabitants look for, want to be part of, one area that is popular among their inhabitants, who want to find new scenarios, quality shops, with innovative products, a nice healthy environment to work, to live and to spend their leisure time, a culture and heritage site, the history of the place which is present in the urban elements, the coexistence of its past and present, its identity and the place attachment with the citizens.

As it is introduced in point 4.2 the fourth phase in Chapter 4, the Master plan is far from being concluded, but every effort is ongoing. The several modifications that occurred along the years intended to answer the new development's demands and it is possible to still have changes, we do not know what the future holds, but this is one of the consequences of long-term plans, yet even for those, the goal is always the improvement of the quality of life of the citizens through the urban regeneration.

Table 12 – Master Plan

Dimensions	Positive aspects	Needs	Has not been done
Economic	+ investment + employment	failure of the strategy of displacement of the city's companies for the harbour area, the <i>Kreativkai</i> Reducing the space for the creative companies. Companies without creative activities are excluded from the intervention area.	dependence on new private investment, possibly some public funds
Physic	+ physical space, public and private quality	Lack of interconnection with the natural resources, the water canal. Disconnected from the remaining elements	Implementation of <i>areas 1, 2, 3 and 4</i>
Social	+ employment improvement of the quality of life leisure and cultural space	Living of the public space is modest	Development of <i>area 1</i>
Environmental	improvement the use of the land, the physical space	Lack of green space undeveloped	-

5.2 Suggestions for the future

According to the analysis and the assessment in this chapter, the idea presented is that of returning to the first version of the plan, with the extension of the *Kreativkai* concept along the canal. This is an idea that should be explored as it is mentioned in the previous point, and what could be done and changed to keep the concept without ignoring the all process. Here some suggestions that could sustain this point of view, the *Kreativkai* first project, which are going to be pointed out. For this, we have some examples of creative cities and of creative activities that can be done to achieve the *Kreativkai* concept.

Development of some ideas:

Connection between harbour 1 and harbour 2

- Pedestrian and cycling paths along the canal
- Green corridor
- Recreation activities related to water, like canoeing, sailing, rowing
- Paths that connected this two (harbour 1 and 2) with the existent corridor in the inner city
- A water path between the harbours

Activities in harbour 1 South and harbour 2

- Recreation place for children (Indoor for the winter)
- Sailing school
- Beach river
- Relaxing area to socialize, park
- Health environmental

Business

- New enterprises, like financial areas, law companies, health care

- Small industrial business related to regional and local products, that could promote the local and traditional activities
- New commercial areas, also related to high quality and the proposal activities, like bars, ice cream shops, more restaurants

And all of these can promote Tourism for the area.

Chapter 6 – Conclusions

This thesis investigates the case of the urban regeneration of the Münster harbour and proposes through its analysis to study the consequences of the urban regeneration dimensions and their importance in the urban space, when their importance level is different. The regeneration of an abandoned area is an extremely complex matter. It involves the urban transformation, taking into account all its characteristics and creating a new function without keeping track of its former use. Its intention is to provide an improvement of the living conditions, offering several activities, where people can find living, working, cultural and entertainment areas in a multifunctional space. It was interesting to understand that it is difficult for the dimensions to have the same level of importance, achieving a balance between them and in this case it is noticeable that the economic dimension has a highlighted role and assumes itself as the sole promoter of this urban regeneration.

To reach this conclusion, it was necessary to present the theoretical setting on this subject, to understand how it has evolved over the years and how it is present or reflected in the city, in the urban space. The research begins with the urban context in Europe, where it shows the different urban regeneration approaches in the United Kingdom, France and Germany. And at the same time, we have the full understanding of their idea of urban transformation. It is a long term process and always different due to the relations between the economical, physical, social and environmental conditions of the space. Their characteristics are described in order to realize their role in the urban space and its singularities cause the need to contextualize the study case, through the study of the urban development in Germany. To fully comprehend the spatial planning system and to see the evolution of strategies along the year, especially after the reunification, and the answer the new challenges, the main goal is to develop the regional and the urban areas to reach equal opportunities in East and West of Germany. This is reflected on the analysis of the Münster city, where the study focuses on the investigation, which translates the importance of the city, as an individual city as well as its role in the

country, and its concerns and strategies about urban development. Münster is a dynamic city that is aware and concerned about the urban changes, always seeking to improve the quality of its inhabitants. It is a persistent work to promote the best strategies for the development of its territory and urban space. The many awards and titles received in the past are the recognition of this effort. So this continuous thought to progress, evolve and adapt to the constant challenges of urban development are shown in this study. The city and its parts are a good example of urban development, due to its large intervention in all study fields, which are translated by the several actions and projects developed and still ongoing.

The case of the Münster Harbour is part of these, and its urban regeneration process lets us know how this is a complex and dynamic instrument, because it changes according to the characteristics of the city or part of it, and it happened in a certain time and place. Its process is the consequence of the relationship between all of the dimensions, the physical, social, economic and environmental, which intend to respond to the demands of a degradation of the urban space, with unique specifications and characteristics. Therefore, the study focuses in all the urban regeneration process, its concept and strategies and how they were developed and linked in the project and in its execution. The several changes of the project are also described, its 4 phases, its struggles and its challenges that occurred in the past 17 years, as well as the 4 dimensions and how they are implemented in the project and execution.

The research and knowledge of these different characteristics allow them to reach the best solution and strategy for the space and its implementation. The last chapter studies the consequences of the 4 dimensions in the urban space, if their relation is balanced and each one's importance, and what happened when this is not the reality. This question leads us to the research question, and the analysis focuses an unbalanced situation, an importance and relevant role of the economic dimension, which is the trigger for the development of the project and at the same time is the one that creates obstacles for its perpetuation, such as the lack of investment, which led to the slowdown of the project. Due to the unfinished aspects of the project, this perspective can be misleading, and there is still room for a transformation and in the end all its elements are combined and equal, but at the moment there are insufficient, especially the environmental dimension, which is the most depreciated one in all the project. The

others, the physical and the social are present and each one has their own presence, but their importance is at the same level. These questions are important because they force us to reflect on certain subjects, in this case it is about urban regeneration and its dimensions, so we realize that there is a disparity between theory, which is the representation of an ideal and linear situation, where the equality of importance of the dimensions is reflected in the urban space and the practice, in which we found that not always the scope of this situation is linear or even possible. In certain situations the circumstances change and trigger a slowdown, it is a long term process with a different time of evolution. Here you will need to reassess the situation and create new solutions, new strategies. In this case, the thought was that the investment would come along with the physical transformation and at the same time the social and environmental issues would join and all work equally together to reach the same purpose. It was a continuous process despite being the long-term course. By observing this we realize that we are facing much bigger challenges and we should look to them in a positive way, because they make us pursue and achieve the best solution.

Nevertheless, the urban regeneration of the Harbour has an essential role in the city, it transformed the space and gave it to their inhabitants, and to the city itself. Those, who use and search this space, have a feeling of a complex urban combination, one that blends modern with a relaxed and glamorous atmosphere, a unique natural landscape, and an industrial look. They were able to find an identity in the presence of the past that is balanced with the present, a space full of history and culture, a multifunctional space with working, living and leisure areas, which is alive and brings the urban space again to the citizens. Because of all of this, the study case is considered a good example, it shows the difficulties, the new challenges and determination to reach the main aim which is the improvement of the quality of its inhabitants. The aim is being pursued for the urban regeneration of the urban space, still it is a long way from its conclusion.

Throughout the paper, we developed and answered the questions proposed in the research, the analysis of the case study reflects this complexity, the strategies and the policies of urban regeneration. The relationship between theory and practice, the link with its dimensions and its influence on the urban space, is presented. In conclusion this research work achieves its goals. The main problem identified for the investigation of the study case was the linguistic barrier as no book, research paper, article about the city

or the urban regeneration on the city and in the harbour could be found in English. The information available was found on the internet, in the website of the Münster city hall and some touristic flyers. The two meetings in the Urban Planning Department with the urban planner were crucial, however, some gaps were found that I did my best to fill by cross referencing information. This explanation clarifies why the first phase of work, to find literature about the theme and the study case, took much longer than expected. That also represented an obstacle that accounts for unfinished aims, such as the survey, a task that was elaborated, but remains to be executed as the inhabitants were not yet inquired. Also the SWOT analysis currently consists only of the topics and finally a concrete project proposal for the place was impossible to finalise with only some fundamental suggestions being made. Despite all adversities, I managed to present this thesis.

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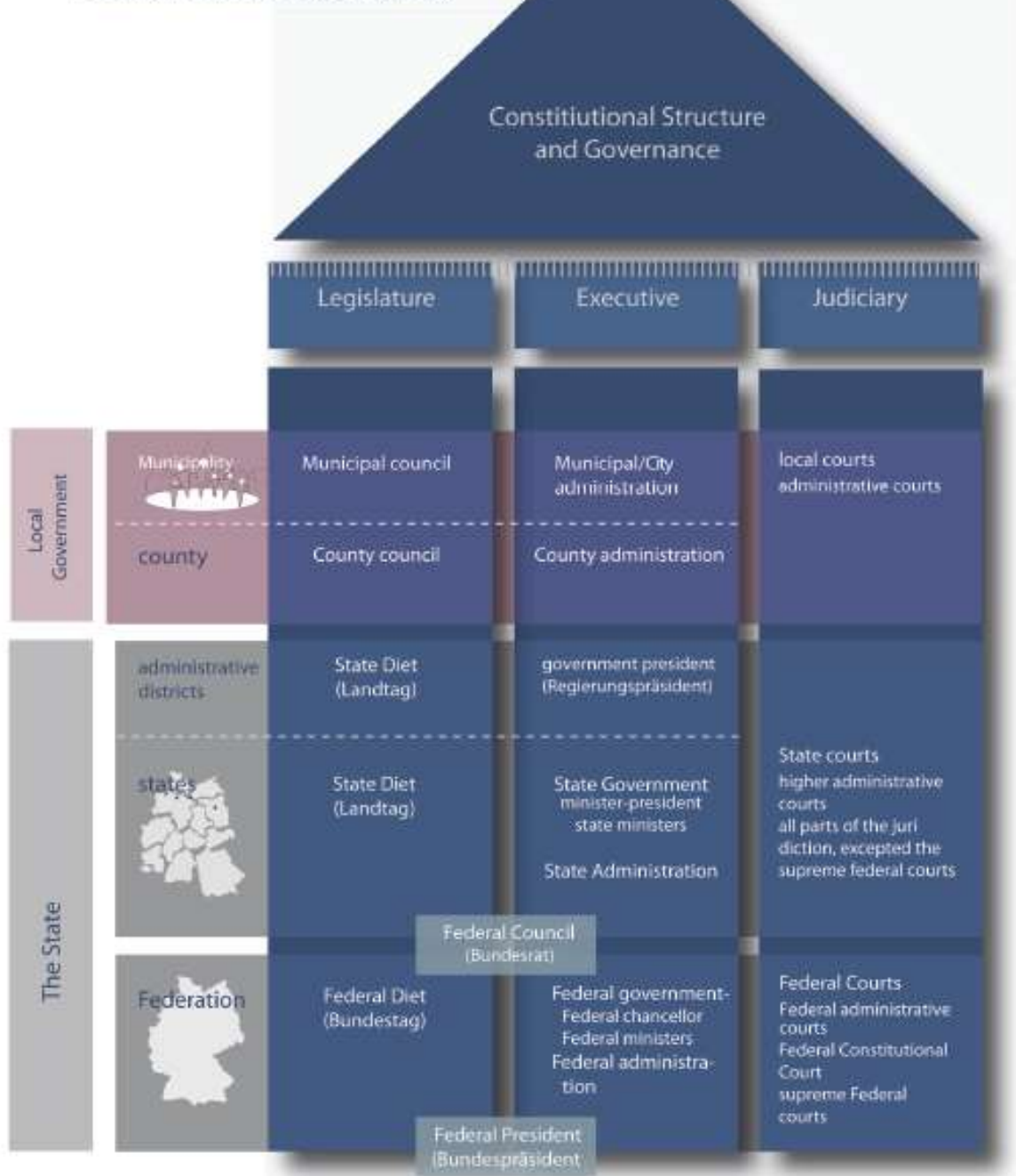
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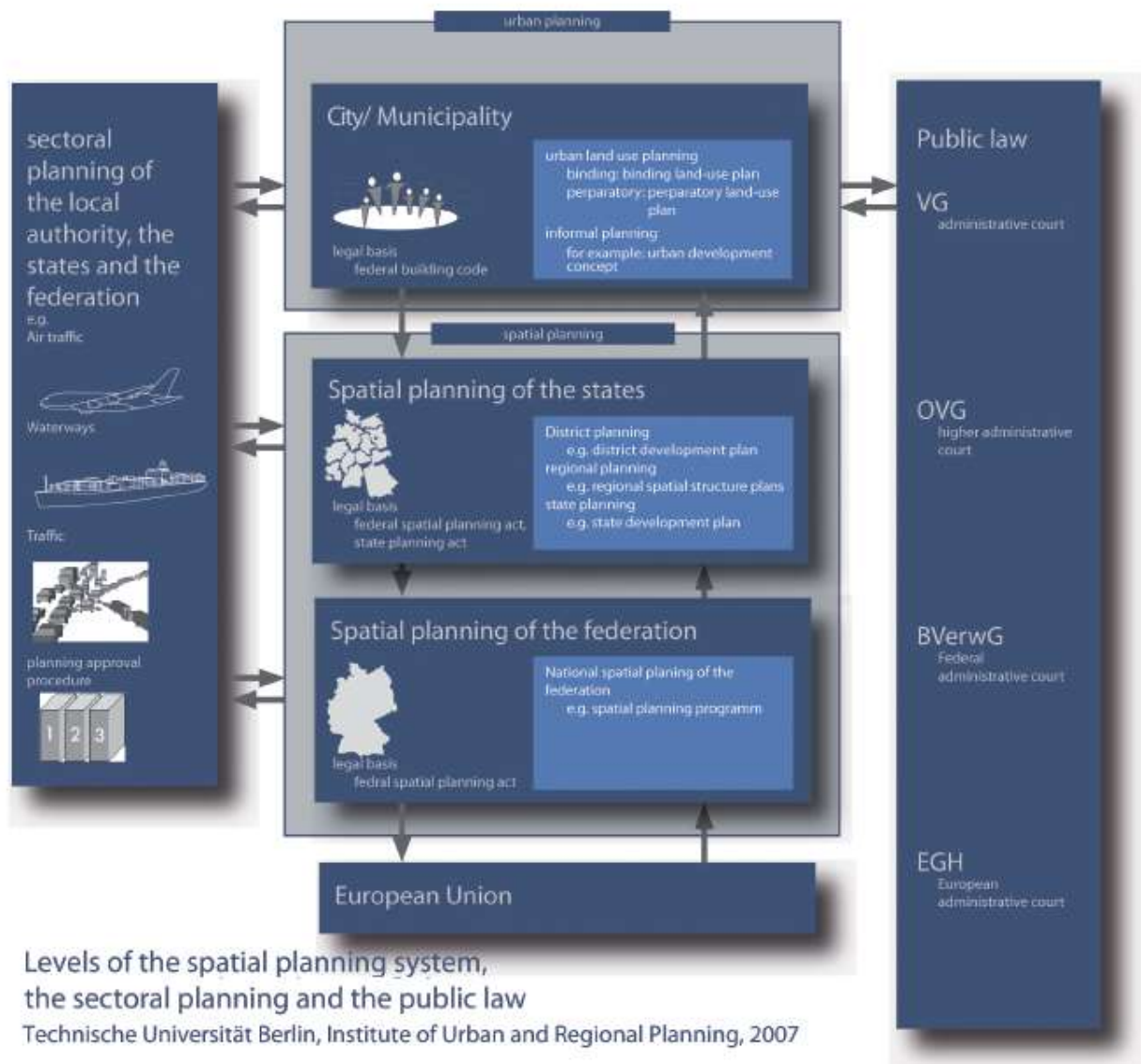
Appendix

Appendix 1 – The Legal Framework of Germany State

System of the separation of powers and structure of administration of the Federal Republic of Germany









The German Spatial Planning Structure



Source:

Spatial Research and Planning, A. (2008). • The Planning System and Planning Terms in Germany, A Glossary. Hanover: Academy for Spatial Research and Planning. Retrieved from: http://shop.arl-net.de/media/direct/pdf/ssd_7.pdf

Local planning		Urban land-use planning					
 Planning level local authority	Planning instrument local development plan	Content of plan Arrangements for urban development and order in the form of legally binding designations for specific parts of the municipal territory	Legal basis Federal Building Code in connection with Land Utilisation Ordinance and Plan Notation Ordinance	Policy Maker Municipal council	Legal impact Legal by binding for everyone, legal basis for building projects and issuing building permits	Scale ca. 1: 500 1: 1.000	
	Preparatory land-use plan	Represents in basic form the type of land uses intended for the entire municipal territory in accordance with the intended urban development	Federal Building Code in connection with Land Utilisation Ordinance and Plan Notation Ordinance	Municipal council	Binding effects for all planning authorities	ca. 1: 10.000	

Supralocal spatial planning		Urban land-use planning						
 Planning level part of states	Regional planning	Planning instrument Regional plan, regional spatial structure plan, territorial development plan (varied from state to state)	Content of plan It constitutes the site link between the state's perspectives for development and the specific local decisions in the context of urban land-use planning	Legal basis spatial planning act and state planning act	Policy Maker state, city or county council	Legal impact Binding effects for all planning authorities	Scale ca. 1: 25.000 1: 100.000	
	State spatial planning	state development plan, state spatial planning programme, state development programme (varied from state to state)	Representation of the desired spatial and structural development for the territory of the state. and plan includes comprehensive, state-wide, aims of spatial planning	spatial planning act and state planning act	state, city or state government	Binding effects for all planning authorities	ca. 1: 50.000	
	Federal spatial planning	models for spatial development and principles of spatial planning	principles and guidelines for spatial planning as well as guiding principles for spatial development	state planning act	Conference of Ministers for Spatial Planning	Binding effects for all planning authorities		

Appendix 2 – Fotos of the Münster city

Palace of Erbdrostenhof



Clemenskirche



Room of Peace of Westphalia



Prinzipalmarkt



Appendix 3 – The Survey

Dear Sir/Madam inhabitants of Münster

I'm an ERASMUS Master student from Portugal, studying in the TU-Dortmund. The scope of this survey is part of the study of my master thesis about the urban regeneration in the Münster harbour.

The aim of it, it is to know the opinion of the inhabitants of the city about the intervention in the harbour. The intention of the questionnaire is to realize the social benefits that were brought by the urban regeneration. I understand that there were social changes, how the space is appropriated, living and seen by its inhabitants.

This survey is confidential and the answers are merely to know the personal opinion of the inhabitants. Thank you so much for your collaboration.

The intention of this survey is to understand the knowledge of the inhabitants of Münster about the urban regeneration of the Harbour, and how they use that space.

Mark with a cross the correct answer:

1. Gender: Male Female

2. Age: 0-18 18- 40 40-65 >65

3. What is the **main** function of this space? Mark just one option:

Urban space (organized, functional, easy to use)

Commercial area (shops, offices, trade, business)

Environmental area

Meeting place and leisure area

Region or city cultural heritage area (Historic buildings)

4. Do you think this project has regenerated this urban place?

yes no

5. Which are the aspects that you consider that characterise this urban place?

Historic buildings, the city cultural elements and the region

Environmental – natural elements, healthy place

place with commercial activities

meeting place, leisure, events

an easy place to use, is a functional urban space,

6. Do you think the regeneration of the harbour will full fill the needs of the population?

yes no

7. Which are the aspects that you think were responsible for the improvement of the harbour? Mark with a cross, one or more option:

The several, restaurants, shops and offices

The water canal, environmental aspects

The new buildings, the canal promenade and squares

The cultural event, the meeting place

8. Do you consider it a creative place?

no yes .Why? Mark one or more option:

Cultural events

some historical elements

the enterprises and shops

the urban space,

Thank you