



## STRATEGY

1. THINK AS ONE REGION, NOT AS MANY CITIES



For an efficient implementation of the overall planning, it is of highest priority to understand and act as a common region. In order to ensure sustainable protection of the entire region, developments must be considered and assessed regionally. In addition to mobility, spatial development and use, these also include social issues.

2. DEVELOP NETWORKS & CIRCULATIONS, ON EVERY LEVEL



The transition from a linear economy to a circular economy spares resources in the first place, in addition, it also connects a wide variety of participants locally and regionally with one another and, in addition, encourages decentralized supply.

3. URBANITY FOR EVERY SCALE



Urbanity is often understood as having a high population density in an urban context, but it is more about the vibrant diversity of cultural and social facilities or various offers of education, work and living. For the region, this means a true-to-scale implementation of this urbanity at the urban and rural levels. In addition to the individual possibility of using space, this also includes comprehensive access to the technological standard.

4. KNOW YOUR IDENTITY



Even those who think ahead as a region should be aware of their local identity. The Bergisches Land and its towns and villages have a lot of charisma and different spatial characters, which have to be preserved, integrated and presented. In addition to spatial as well as social structures, these also have to be considered outside the planning area.

5. HOMOGENEOUS HETEROGENEITY



Regional thinking in combination with local characteristics gives rise to an equally sustainable and fair region, which is nevertheless characterized by a variety of attractive individual characteristics. This balanced diversity should be considered from the regional scale to the neighborhood with its milieus, uses and buildings. Monofunctional structures are completely to be avoided.

6. INNOVATIVE THINKING & SUPPORTING INNOVATIVE THOUGHTS



Innovative planning should be the cornerstone of a sustainable region. Again, regional issues such as mobility, sustainability or social issues are in focus. In addition, there should also be the possibility that the individual or group can engage in innovation. This usually requires space and infrastructure that should be there.

7. BRING TOGETHER WHAT BELONGS TOGETHER



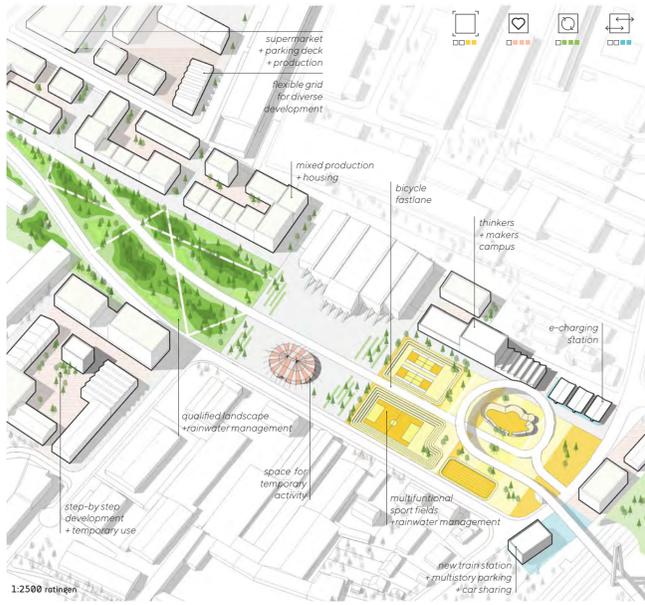
*Unterschiede ziehen sich an. Gleich und gleich gesellt sich gern.*  
As you can see, there is no firm rule as to who fits together. This should be determined individually for each city location in order to create synergies between users and / or uses. For example, the combination of Thinkers & Makers in a common spatial element can both increase productivity and minimize social differences.

8. BOOST & DEMAND



Due to the massive housing shortage in large cities, such as Cologne and Düsseldorf many manufacturing industries are displaced from the city. These must be acquired and integrated into the region. Young and innovative companies need to be encouraged to give them a chance but also to keep them in the region. This also requires space and infrastructure. Large and financially strong companies like to jump on a good moving train, but they should also participate in the development of the region.

# RE765



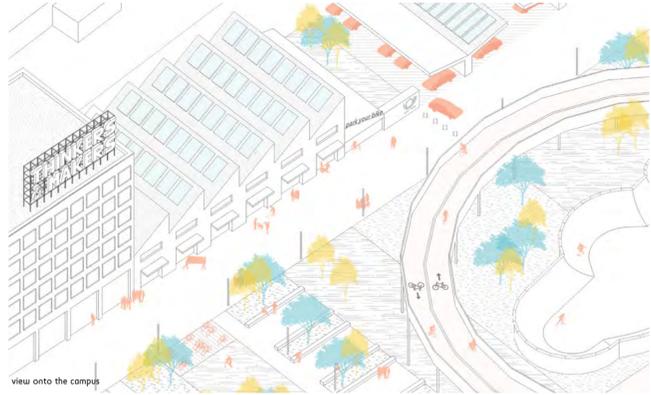
## ratingen

The peculiarity here is that a long-term development with several phases is planned for this purpose. The planning presented here represents the kick-off for a new innovative and productive and also lively area, which on the one hand should have a positive development for the area within the planning boundaries and beyond. The new train station Ratingen - West offers new potential for the development of the area. Based on this new access to mobility, a new milieu can now be established here. The new university location is a combination of theoretical thinking and learning with practical implementation. Here, students and apprentices should work together productively with research and craftsmen. This creates a win-win situation for everyone in which a product can be experienced in one place, from the idea through to completion. The further development envisages a transformation from large-scale monostructures to small-scale multiple use. This creates space that is intended for qualitative open spaces, such as the new park as a core element and connector of the surrounding areas.



## wülfrath

Structurally, the planning of the development area is based on the existing morphology of the village, but reinterprets it from a sustainable perspective. Mostly one- to two-storey construction in addition to some interspersed high points so allows a density that is not foreign to the place but still corresponds to the requirements of building on the Grüne Wiese. The adjacent landscape and its consideration is part of the development. The main focus here is the social interaction of the new inhabitants with each other and with the locals. Very small-scale production from home office to co-working can be found here. Social institutions, the club life or shared areas make the new area to be a lively for its initial situation of the place. In addition to new residents, this area should also offer alternatives for local residents who want to redefine their demands on the living space. By connecting to a new cycle superhighway to Wülfrath and the new train station Düsseldorf offers optimal mobility for a rural area. In addition, access to digital opportunities offers further urbanity. These include, for example, on-demand services.



## hilden

Perfectly connected to the public transport, this area offers the opportunity for a new symbiosis of small-scale and perceptible productivity, with quality space for living. The Gründerzeit urban fabric is taken up and now represents not only the attractive outside but also a new lively inside, which offers space for the existing and new small uses, but also creates new living space. In addition, these different new and local milieus find each other in several community institutions and can network with each other. The former fallow land in the south of the area is closed by a modern parking garage. This new gateway to the city, in addition to interior noise control, provides a hub for multimodal mobility and offers space on the roof for an attractive sports ground for the entire neighborhood. In the middle of the block there is also a new communal area and a green area created which, together with the green roof areas and shared gardens, creates a healthy microclimate. In addition, the green roof areas can be used by the local residents and, for example, provide space for community gardens in the middle of the city.



## solingen

An area that has always embodied productivity and now has to reorganize as it transforms. During planning, this historical background is taken into account and illustrated by the preservation of individual structures. In doing so, however, it will be restructured in a smaller scale so that a production will be created together with a new residential district. A division into different blocks allows a variety of uses. On the one hand, there is space for all social structures as well as any kind of production facilities. Especially a creative environment with a fable for local and sustainable development can be established here. At the same time, new flexible working models should be available for everyone on a long-term and also temporary basis. In addition to the conversion and creation of new living, social and working space, the focus here is also on the quality of the outdoor space and, thanks to the various offers, it helps to revitalize the place. This creates a new community that meets all the needs of everyday life in the immediate vicinity and also invites the neighborhood to participate, here at Grossmann Quartier.



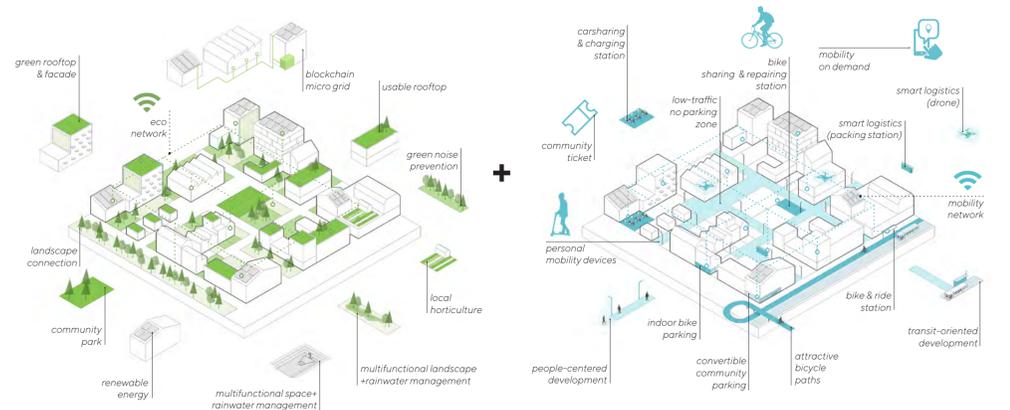
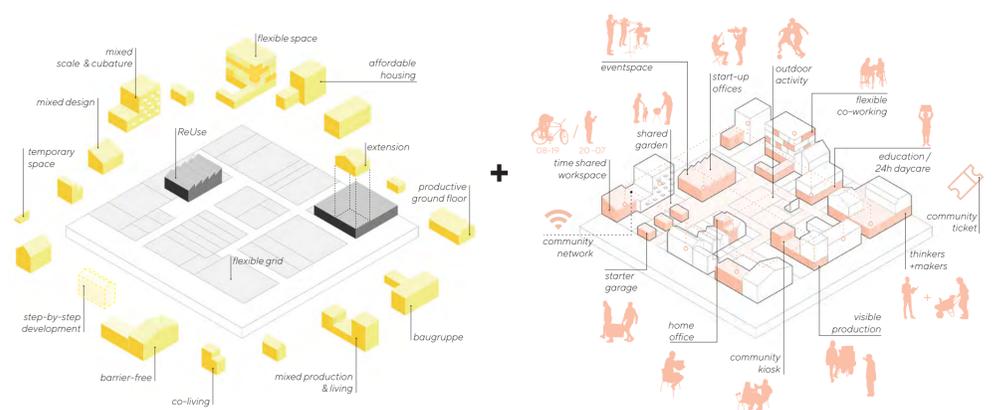
# ADAPTION

**SPACE**  
This input provides the starting point for spatial development. Through a diverse mix of space offers, creating a quality neighborhood, which can thus be claimed by different user groups. From the beginning of the planning, spatial consideration is given to inclusion. Through a phased development, certain parameters can be adjusted and optimized in the course.

**LIFE**  
A place without life does not work. And so, in the development of the neighborhood, one should try to include as many different forms of life as possible. This includes all generations, social milieus as well as ways of life and work. Many different uses can be arranged at the same location. The spatial connection creates interfaces that lead to the further activation of the neighborhood.

**ECOLOGY**  
Sustainable planning is a prerequisite for the development of new neighborhoods and therefore the focus is also on dealing with the topic of the circular metabolism. This includes dealing with the microclimate, water management, energy, food production, securing open spaces as well as its qualification. In addition, these factors should also be aesthetically integrated into the planning.

**MOBILITY**  
The way of living, working and its demands on getting around are changing and mobility has to be redefined. Away from a car-oriented planning to multi-modal and sustainable mobility with multiple flexible alternatives, which allows every user barrier-free access. The planning is carried out coverage and demand-oriented for every type of neighborhood and its environment.



# RE765

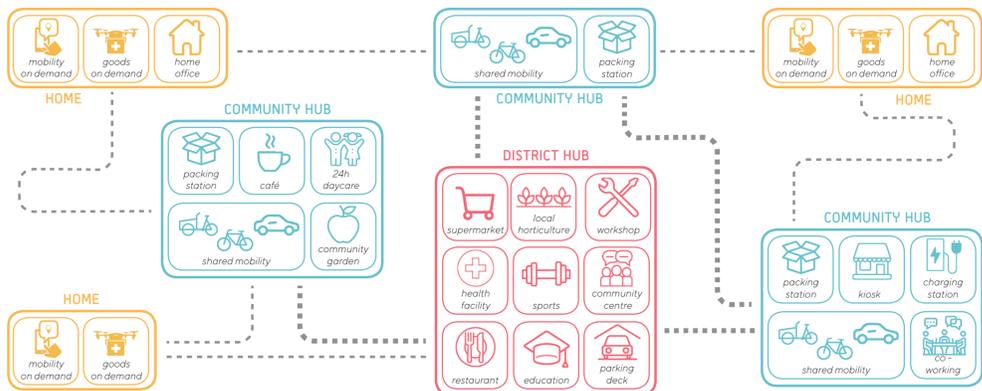


## IMPLEMENTATION

### DAILY LIFE SYSTEM

The Daily Life System is based on linking the different interfaces of users and residents in the neighborhood. Due to the diverse demands on these interfaces by the users, these offer a variety of possibilities. The smallest part of this system are the rooms with individual requirements such as living. These are frequented every day. The next major component is the CommunityHub. Here are claims of the surrounding neighborhood taken up, such as access to shared mobility services or co-working rooms

together with child care. The biggest part is the DistrictHub, which is a focal point for the whole district. Concerns are being concentrated here, which are frequented by many but not necessarily needed on a daily basis. This is also a meeting point for the entire district and offers space for joint activities. Parking is also to be concentrated here so that the rest of the district is free from parking areas. To make this work, the switch to shared mobility for the last few meters to the finish is also possible here.



### CIRCULAR METABOLISM

Sustainable planning is the prerequisite for any development today. Thus, from the very beginning, circular flows must be considered and the influence of the measures on the area must be weighed. Resource-saving planning through the preservation of structures and reuse in combination with the addition of multi-valued structures are a start. Just as important as the use of water and its multiple use in the district is the generation of energy, as well as storage in focus. A self-sufficient

system, which can provide itself with energy and in addition also operates local food production and thus less dependent on the outside world is targeted.

Another part of this system is the social cycles that already share resources instead of owning them. Within the district, this principle can be transferred to the space requirements. By optimizing the use of such spaces, land consumption can be minimized.

