

Bartulović, Hrvoje; Schneider, Anna-Lisa; Troci, Armand; Wilts, Henning (Eds.)

Sustainable Post-Industrial Urban Regeneration: Hamburg and Split Narratives



IMPRINT

© HafenCity University Hamburg (HCU) and Faculty of Civil Engineering, Architecture and Geodesy of Split, Croatia (FGAG), 2023. Texts by kind permission of the authors. Pictures if not credited otherwise published with kind permission of HCU and FGAG. All rights reserved.

Editors: Henning Wilts, Armand Troci, Anna-Lisa Schneider | HCU Hamburg, Bartulović, Hrvoje | FGAG Split

Co-authors | Student participants: Altan-Ulzii, D., Alfass, M., Choudhary, S., Delić, K., Družić, T., Džalto, L., El-Fouly, M., Hamed, S., Hasani, M., Heidebrecht, L., Hojatpanah, H., Hoseinzadeh, Huang, K., Jaber, L., Kljajo, R., Kožul, A., Leu, M., Lombardić, P., Mahmoudiasl, A., Markić, M., Maričić, G., Marinković, S., Meštrović, N., Mišković, B., Neges, A., Panahi, A., Pauk, K., Pedišić, K., Pelivan, I., Rashidi, M., Rodin, S., Salvia, F., Shakya, S., Šerlija, V., Štroliga, S., Sousa, D., Sumina, P., Terzić, S., Vitezica, F., Zamani, H.

Design and layout: Armand Troci

Front Cover photo: Alfass, M., Choudhary, S., Džalto, L., Hojatpanah, H., Hoseinzadeh, M., Kožul, A., Leu, M., Panahi, A., Pauk, K., Pelivan, I., Sumina, P.

Back Cover photo: Hamed, S., Hasani, M., Huang, K., Marinković, S., Meštrović, N., Pedišić, K., Rashidi, M., Shakya, S., Štroliga, S., Vitezica, F.

Translation to Croatian: Assit. prof. Hrvoje Bartulović

Print: Digital Express 24 GmbH & Co. KG, Cologne / Germany
Kerschhoffset, Zagreb / Croatia

Distribution:

HafenCity University Hamburg | Department of Environmentally Sound Urban and Infrastructure Planning
Prof. Dr. Henning Wilts | henning.wilts@hcu-hamburg.de

University of Split | Faculty of Civil Engineering, Architecture and Geodesy (FGAG) | Assit. prof. Hrvoje Bartulović
| <https://gradst.unist.hr> | hrvoje.bartulovic@gradst.hr

eISBN: 978-3-947972-74-6

Bartulović, Hrvoje; Schneider, Anna-Lisa; Troci, Armand; Wilts, Henning (Eds.)

Sustainable Post-Industrial Urban Regeneration: Hamburg and Split Narratives

Opening

This publication provides a first glimpse of two different urban development projects in Split and Hamburg, which are planned to occur or partly already implemented in Split, under different cultural, geographic, socio-economic and path dependent conditions, through the visual and oral narratives of residents, workers and visitors. These narratives try to capture how urban development is planned to take place. They also reflect upon the historical development of each area, highlight considerations and/or neglect for environmentally sound, climate adaptive and resource efficient planning. Furthermore, pinpoint current challenges and opportunities and discuss opportunities for public participation in the planning process. The featured photos and interviews show two characteristically different urban realities. In Split the focus is on the development of the post-industrial area of Vranjic. Whereas in Hamburg the focus is on the Elbtorquartier, a sustainable urban district project.

The first urban development area, as presented in this publication, is located in the HafenCity district at the southern part of Hamburg and to the north of the Elbe River. The new district stretches over a former industrial area of the port of Hamburg. This project came as a response to the increasing demand for housing in Hamburg and an attempt to find available space for further expansion and development while staying in proximity to the city center. It is the first HafenCity neighborhood in which to a large extent the buildings are very sustainable and certified with the Ecolabel gold standard. The Elbtorquartier adopts a modern sustainability and environmental awareness approach, and could be a model for a livable, energetic and sustainable urban development that considers efficiency of resources and adaptation to climate change. Elbtorquartier new district boasts an innovative mobility concept that offers a wide range of modal share and resource efficient and environmentally friendly mobility options. Another key aspect of the district is the balance between high density and abundance of public green and open spaces for social interaction and leisure activities. The project also foresees a good social mix through a balanced mixture of different building typologies, ownership systems and diverse uses of the urban space.

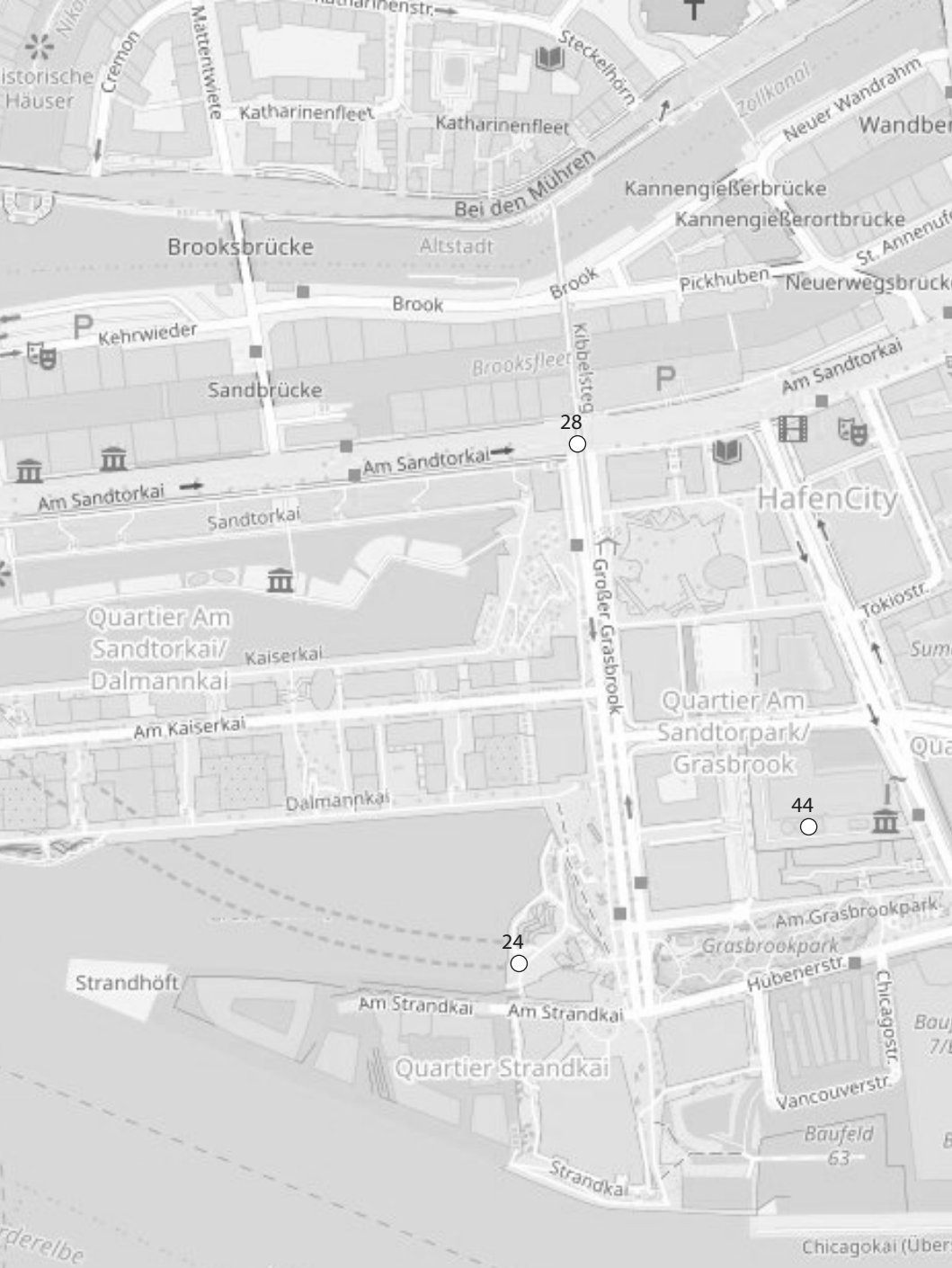
The second urban development area that is presented and investigated in this publication is the development of resource efficient and climate responsive planning strategies for the post-industrial area of Vranjic in Split. The city of Split has undergone different transformation with time, from roman to Austro-Hungarian influence, followed by communist regime, a transitive post-socialist period era until today's democracy. Split city is currently in a process of constant transformation of its territory, particularly in the suburb areas. Vranjic, a village settled on the small peninsula in the northern part of the city of Split and administratively located in the city of Solin, near roman ruins of Salona, is named "little Venice" due to its beauty. However, as a former industrial area, it has contaminated the water and air due to its azbest-cement production, which caused problems until today, and these issues are quite vivid. The asbestos-containing material producing factory called Salonit was closed in 2006. A more responsible approach to the environment, resources and society is needed. In particular, the potential of adapting climate responsive measures to address weather extremes such as floods and heatwaves,

the sustainable use of local resources and promoting circularity, waste management, tackling air pollution and efficient mobility concepts, and restoration of ecological systems. The regeneration of the post-industrial area of Vranjic is seen as a potential for future urban transformations and attraction to investments, employment, industries, and publicity.

The visual and oral narratives invite the reader to view these two different urban development solutions from the perspectives of the people who live in or around and/or frequent these urban sites themselves. They showcase the different challenges inherent within each urban reality, but also hint at opportunities for their sustainable (re-) development.

Elbtorquartier: The interviewed residents and visitors of the Elbtorquartier neighborhood and surrounding areas highlight the abundance of green areas, a fine mixture of uses and facilities as well as good accessibility and a family friendly atmosphere. Reflecting about the new development, they express the hope for improved living conditions and integration of new functions, expect new employment opportunities and appreciate the implementation of energy efficient technologies in the new neighborhood. The interviewees admit the good waste segregation, e-mobility offers and no reliability on cars, the renewable energy options that are offered within the area, contribute to the fact that the area is very livable, and they offer of a very nice concept of water control and distribution.

Vranjic: The interviews taken in and around the post-industrial area of Vranjic pinpoint the strengths, challenges and opportunities that exist in the area. Pollution caused by the industry of cement, asbestos emission in the air, water and soil which risks human and environmental health, and decreases livability. Lack of waste management was present in the area. In addition, lack of efficient public transport decreases the livability of the area. Water management was an important issue as well. Nevertheless, residents made this area their home, and fear losing their informally constructed houses. The informal settlements need to be refurbished to be able to offer all the areas and services needed for the standards of a livable neighborhood, taking advantage of the resources found on the site.



[m] 100 200

Source: Openstreetmap.de (04.01.2024). Elbtortquartier/HafenCity, Hamburg, Germany.
Viewed on 04.01.2024.

Elbtorquartier Hamburg, Germany



- Interviews
- Pictures
- 00 Page number





Hamburg Narratives

Residents and visitors were interviewed about the urban transformation process. The interviews served as inspiration to photographically capture elements of the urban transformation.

Narativi iz Hamburga

Stanovnici, radnici i posjetitelji intervjuirani su o kvalitetama urbane transformacije područja Elbtorquartier. Intervjui su poslužili kao inspiracija za fotografsko snimanje spomenutih elementi urbane transformacije.



“I really like using E-scooters, they are perfect for HafenCity”

Rebekka Schumann
45 years old
Consultant
Elbtorquartier, Hamburg

See p. 12-15

I don't have a car. I don't need it, because here I use buses, U-Bahn and e-scooter for transportation. I really like using e-scooters, they are perfect for HafenCity. I take them and U-Bahn everyday to go to work in Barmbek which takes about 40 minutes. Everything is also very walkable and accessible. The surface is good because it's new. For families and children this place is also perfect. It's safe to go to school by bicycle or scooter. Also you have the Lohsepark and the playground Piratenspielplatz. When visitors come by car, they have to park very far away, because here there are no parking lots, which is challenging. Also my daily needs are not accessible. Here is only an Edeka, which is too expensive. There is no discounter like Lidl and also no Kiosk. The stores here are cigars, bridal

fashion, and barbers. I don't need that, it isn't for buying everyday needs. I wish for more or other stores. But although it is challenging to carry the groceries home from Lidl without a car, I like living here because of the central location. Also the shopping mall will improve the situation. When it opens, the city will be empty, because there will be everything. Other modes of transportation that I used is the ridepooling provider Moia which is like sharing a taxi with different people. The ferry service is included in the public transport, which is very convenient. You can board here at Kaiserkai and use your HHV card. Also, I have rented a bicycle from Swapfiets. You can rent it monthly, they deliver it to your home and you can return it when it's broken and they repair it. But I prefer using a scooter.



Porcha Rengers
53 years old
Psychologist
Singarpurstrasse, Hamburg

See p. 16-19

I live in Hafencity and work as well. I usually walk home from work. Sometimes my husband picks me up by car from work. If I walk to work, it takes about 10 to 15 minutes. Sometimes I go somewhere in the city I use U-bahn and buses. Sometimes I just walk to the city center if I have time. It's just crossed a few streets. I love this country. Because if you buy one ticket for 49 euro per month we can take buses, trains, and all transportation. Here, transport is very convenient. I don't have a car. I studied the theory and practice of driving, but obtaining a driver's license in Germany is expensive. I realized, I don't want to deal with insurance and gas expenses, and I don't want the hassle of finding parking spaces. We have a family car. But don't use it often. I don't need a car. Here, public transportation is more

“I don't need a car. Here, public transportation is very convenient”

convenient. If I want to go to another state or city, I can take a train. I can see the beautiful side seeing from the train is also convenient. There are still too many cars in Hafencity. They have started increasing parking fees. Now it is 3 euro per hour. Some of the cars are from other parts of the city, owners work in Hafencity. Some car owners live here. There are every 50 meters traffic lights in Hafencity. Sometimes traffic jams are nonsense. Also, E-scooters are a lot nowadays. In my opinion, they are not safe. My husband used it once, but he fell down. I can't use a bicycle. Because of nature. Sometimes is so windy. In the old days, I felt so safe. But nowadays I do feel safe anymore. There is a lot of construction sites here. Sometimes construction's material pieces fly or fall down because of the wind.



Grossmann & Berger





Böcker

STÄRKEN







MARITIMES

MUSEUM

GREYSPICE AUSSTELLUNG GEÖFFNET - OPEN





U
HAW City University
12.04

Am Rammenschen Buhel



Informational sign

Informational sign



“HafenCity is becoming more and more lively day by day.”

Sebastian Vogel
30
Engineer
HafenCity

See p. 22-25

Sebastian Vogel is 30 years old and is an engineer who has been living in HafenCity for the last five years. He believes that living near Elbe is quite nice, however, there has been constructions going on in this part of the neighborhood which is not always nice and can cause challenges, but there is constant improvement in the situation of the area.

Sebastian was asked if he finds the neighborhood a nice place to settle in. He believes that the area has become a living quarter over time. Although, the new mega shopping center might bring some changes to the neighborhood whether in a positive or negative way.

He mentions noise and accident as major issues of the region.

Sebastian mentioned no issues he has noticed regarding water and water management in his neighborhood. Finally, he stated the reason he has moved to HafenCity, which is to be closer to his office which is in the city center.



Brigitte
80
Retired
Monetastraße 3

See p. 26-29

Brigitte is a 80-year-old retired woman living near HafenCity. She has lived in this region for the last two years, and before that, she lived in Düsseldorf for several years.

She mentioned that she cannot compare the situation between the two cities, and that she has not heard any water-related issues from Hamburgers(that she has met) or some major differences compared to Düsseldorf.

Brigitte has faced no problem with drinking water or distribution network. She assumes that if there is any current issues with water management here, it is handleable.

She also said she knows that in some regions managing water has become

“HafenCity has a whole concept in controlling and distributing water.”

challenging and sea levels are clearly rising, and HafenCity has a whole concept in distributing and controlling water.















Block





“Proximity to recycling bins impacts waste segregation habits.”

Timo Dreher
26
Engagement campaigner Greenpeace
Elbarkaden

See p. 32-35

Timo is a 26-year-old engagement campaigner with an aim to spark a shift in mindsets by highlighting the adverse impacts of overconsumption. He visits the area daily to work in his office.

Raised in a waste-conscious household, Timo believed colourful separation bins facilitated waste management practices for him as a child. However, he was surprised by the absence of organic waste separation bins in Hamburg, a norm in many other German cities.

When asked about Hamburg’s unique red bins spotted in the area, Timo admitted their humorous nature and their positive influence on motivating citizens to maintain cleaner streets. He commented, “They might have a positive

effect, because people associate waste management with something fun.”

Identifying a key challenge in waste management within the neighbourhood, he pointed out the common use of convenient general waste bins due to inadequate segregation alternatives nearby. He emphasized that the prevalence of single-use take-away packaging due to office-centric nature of the area, highlights the need for sufficient waste segregation facilities, which is an aspect currently missing in the area.

Finally, knowing Hamburg as an overall clean city, Timo concluded, “This neighbourhood has quite a clean environment I would say.”



Marion Muller
47
Tour guide
Shanghaiallee

See p. 36-39

Marion Muller, a 47-year-old seasoned tour guide in Hamburg, is a regular visitor of the neighbourhood. Familiar with the waste management practices in the area, she provided key insights into how the residents approach waste segregation, recycling, and disposal.

Marion was satisfied with the systematic approach to waste separation at both household and industrial levels. She mentioned about the meticulous sorting of waste among residents into specific categories such as paper, glass, residual waste, bio-waste, and plastics, utilizing 4 to 5 separate bins.

Emphasizing on a well-managed recycling infrastructure in Hamburg, Marion applauded the city protocols to recycle waste, aiming to eradicate landfilling. Additionally, she pointed out

“I do not have concerns about waste ending up in the sea due to strict regulations.”

the endeavours among the residents to utilize bio-waste and garden waste as fertilizer through composting practices.

Upon asking Marion about the potential disposal of waste, specifically industrial and construction waste, in the sea, Marion stated, “Absolutely not.” highlighting that such practices are entirely unacceptable in Germany.

Ultimately, Marion expressed uncertainty about the future management of construction site waste in the area. However, she remained optimistic, hoping that the construction waste would be managed as effectively as other types of waste.



HafenCity Universität

zone 000

hvv
Stadtbahnlinie - B. Baumwall
Korperbahn - B. Altona

GARBE.

VIEW

Ich war
so gerne
Millionär!



















“Germany is one of the leading countries for renewable energy.”

Maria Jetter

35

Kindergarten Teacher

Großer Grasbrook 10, Hamburg

See p. 42-45

Marie told us that people in Germany spend a lot of money on heating their homes, because of the really cold weather. When asked about her staying in and going out patterns, she answered that she stays in most nights since she has to study. With that in mind, the energy consumption for heating costs her around 55 euros per month. However, she is always careful to turn off the heating when she leaves the house and then turn it back on when she comes back, which helps her save energy.

She was also quick to deny that the government provides financial support when it comes to energy consumption. Marie's place was rebuilt and renovated after the second world war, and nothing has changed since then. The architectural

design of buildings in Hamburg doesn't really affect the energy consumption, according to her. She also said that most of public spaces, especially ones with a lot of open space, are no longer heated as they used to be, and they're generally much colder than homes. Swimming pools are also no longer heated as before, and it mostly started with the Ukraine war, because of the trade relationship.

Hamburg is a good example for renewable energy. There are a lot of houses that use solar panels. Germany in general, too. It's one of the leading countries for renewable energy and the Green World.



Patrick Meyer

37

Editor

Überseeboulevard Marktplatz 31,
Hamburg

See p. 46-49

*“Encouraging investment
in renewable energy is,
more effective than simply
mandating compliance.”*

The energy provided by the grid is considered to be high-priced by many. Patrick Meyer was asked whether he believes the high consumption of energy in Hamburg to be mostly due to harsh weather. Mr. Meyer believes that this shouldn't be the issue, as the buildings in Hamburg are considerably well isolated. Insulation and passive design strategies reduce significantly the demand for heating and cooling in the buildings, thus reducing energy consumption. He mentioned that in his flat he does not heat at all, even when it is very cold.

When asked about alternative and renewable energy sources in Hamburg, Patrick replied that he considers Hamburg to be a good example of renewable energy, as it has a strong wind power

supply alongside a prominent presence of PV panels on buildings. Mr. Meyer also brought up the issue of government policies on the matter and how Germany and the EU position themselves, concerning the international sustainable energy goals. Mr. Meyer believes that the country is making it harder for private bodies to engage with the goals, by being too restrictive. He mentions the advantage of incentivizing instead of punishing and the belief that if private individuals are engaged in the topic by subsidies and other rewarding systems, they are more likely to maintain the practice, making it a self-sustaining cycle.









12













Luka Soli

20

Općina pomoraca

Ivičeva ulica

Vranjic

Grad Soli

Sjeverna luka

put Sjeverne luke

72

76

70

58

80

60

64

74

65

75

82

54

62

84

85

55

56

78

86

Source: Openstreetmap.de (04.01.2024). Vranjic, Split, Croatia.
Viewed on 04.01.2024.

50

P

[m] 100 200





- Interviews
- Pictures
- 00 Page number



Sjeverna
luka





Split Narratives

Residents and visitors were interviewed about the urban transformation process. The interviews served as inspiration to photographically capture elements of the urban transformation.

Naritivi iz Splita

Stanovnici, radnici i posjetitelji intervjuirani su o procesima urbane transformacije područja Vranjica. Intervjui su poslužili kao inspiracija za fotografsko snimanje spomenutih elementi urbane transformacije.



“Buses here drive every hour or two, so I sometimes walk to Meteriz.”

Lea Maslov
17 years old
High school student
Obala pomoraca, Vranjic

See p. 56-59

I usually go to school by bus or car, and my sister drives a car. In Vranjic, there is a school for the first four grades, and upper years, they use school bus to go to Solin. Local buses here drive every hour or two, so I sometimes walk to Meterize - it takes 20 minutes to walk, and from there I can catch more frequent buses. If I go to school on foot, it's almost an hour. Older citizens and younger generations who don't have families yet mostly use the bus. If there was a cycling road here, it would be a lot easier. Next Bike came recently. If you use Next bikes, return them to other Next bike stations. Solin has 3, and Split has many, but returning in Vranjic can be a hassle. In Vranjic people mostly walk on roads. I think the lack of lightning in some parts can make you feel unsafe. Cars here are aware of the

pedestrians because, at any time of the day or night, someone is walking. Also, the road itself has a lot of bumps and obstacles. There are sometimes large traffic jams during the rush hours, you can wait an hour for 2 miles, and a ferry would be really useful then. Inside the village, where there are no cars, it is a lot safer, and kids mostly play there. This is the area of mostly older citizens. Accessibility for older citizens and disabled individuals is limited. In our village, sometimes we have trouble with buses, so we share taxis when they are not reliable. People come to Vranjic to catch fish, to swim, and to walk around the promenade. Finding parking is tough, especially in the summer when non-locals visit. The neighborhood was planned for one car per family, but now most families have two cars.



Ivan Grubisic Tasic
36 years old
Architect
Obala pomoraca, Vranjic

See p. 60-63

There is public transportation, but it is not very useful because there are only buses and a few lines. So most of the people here use cars. Although people here have a small income, and they spend a large amount of their salary on cars. We must bear in mind that the public transportation has problem in both frequency of the buses and the time to destinations.

Traffic jam is really huge issue and it is not just because of tourism. Currently it is not a tourist season, and traffic is the same. In addition locals like tourists, mostly. They like income from tourism, and since tourism is much better than the industry. During the rush hour, when the buses are crowded, people use their cars. I think it is mainly the problem of habit. We also do not have enough parking spaces but I

“If you build here 100 new parking spaces, people would buy 100 new cars.”

believe if you build here 100 new parking spaces, people would buy 100 new cars, and this issue will not be solved. Another problem is with Industrial vehicles; cranes and trucks which are illegal in this industrial zone. I think that the biggest problem is heavy industrial vehicles.

I think metro is a kind of utopia here. We have railway infrastructure, but there is no local train. The railway is about 2 kilometers from here. I think metro would be a big bonus.

About biking, I think the air pollution here is a big problem for biking. I used to jog and ride a bike but I stopped with that because I do not want to breathe polluted air.

Boat line is also a good idea. There is no boat line but if there was, I would use it.







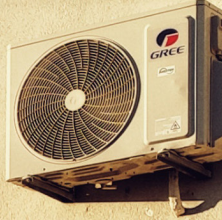


SY 2560AH





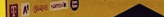




SUSTAV JAVNIH BIKIKALA
powered by nextbike bb



21070 Vranjic, Solin CALL CENTER
01 777 6534





“We have a big problem with the storm water discharge.”

Melanija Kljaković
58
Retired Economist
Obala pomoraca

See p. 66-69

Melanija Kljaković is 58 years old and is a retired economist living in Vranjic. Melanija believes that the water supply is good and safe for usage, as it goes through regular checking and safety procedures making it potable and safe for domestic use. She does not recall having problems with polluted water or any similar issues.

Melanija explains that Split, Solin, Kastela and Trogir are all receiving their waters from the lake Jadro, which makes the supply of water constant and connected all around. She explains that some parts of Split and Solin do not have a working water supply infrastructure because they are all connected to just one system. However, she believes that with future projects and the help of EU funds, this problem will be solved naturally and easily.

When asked about what she wished to see to improve the current system, Melanija said although she thinks a lot is being done already, she stressed on the fact that they do struggle a lot with the discharge of storm waters. She says this is an everyday problem for the people in Vranjic, especially when it is raining, all of the streets would flood, even their ground floors and basements would soak up water. She describes how the streets become completely underwater after a heavy rain, making it very hard for them. Finally, she mentions that this affects not only buildings that have poor water proofing, but also how this limits their traffic within her town.



Željko Kljaković

60

Retired Mechanical Engineer

Obala pomoraca

See p. 70-73

Željko recalls a canalization infrastructure project as well as a waste water disposal project that were previously constructed. He confirms that ever since then, the quality of their waters has indeed increased significantly. However, that is not enough purification of the water as the system lacks a secondary cleaning system that should clean and purify the wastewater before it is disposed back into the sea, he says.

Željko explained that while he was working in the factory, some of their products needed asbestos and cement in their production, both of which are chemical pollutants. He says that in events where there was heavy rain, high tides would come into the factories that were close to the sea, and wash away these harmful substances back into the sea.

“Disposed water needs to be purified before it is discharged into the sea.”

He backs his statement by referring to the improved quality of water which only happened after these factories were closed and the substances were no longer used.

Željko also pointed out another issue with the current canalization and water disposal infrastructure. He criticizes the design of the infrastructure saying it lacked the consideration of rising water levels that happens every time there was heavy rain. He claims that due to the low sea level of Vranjic’s streets, the rain water would always overcome the street levels. He states that the system was initially not designed to handle this much water, nor to redirect it back into the sea, or to another discharging location.









SAVE

PLA

START

VRA

THE
NET
FROM
NSIC



MJE

KOJ

ŽIV

V



STO
E HOĆE
JET I
RANJIC



22. 4. 2023. 15:21



“Although there are bins for waste segregation, everything ends up in the single garbage truck.”

Gorana Fiamengo, a 48-year-old naval architect, shared her insights on waste management systems, regulations and its challenges in Split. She expressed that Croatia’s waste management plans have not been effectively implemented and the government has failed to comply with EU regulations. Subsequently it has been fined repeatedly.

We asked her about the waste segregation in local context and she pointed out that while bins for paper and other recyclables were present, the collected waste often ended up mixed in a single garbage truck. Gorana

Gorana Fiamengo

48

Naval architect

Obala pomoraca street

See p. 76-79

mentioned about a proposal from the city of Solin to provide compost bins to every households but it had not yet been fully realized. She said “My own parents have a compost bin at their home and use the compost in their gardens. So local management of bio waste is possible.”

She also reported that illegal dumping into the sea near the industrial port and raised her concerns about the environmental impact and potential hazards to the ecosystem.

Upon asking about the exposure of Asbestos, she said that it is present, primarily in older structures but there was no mandatory policy requiring the removal of asbestos, although it is no longer used in new construction.



Grgo Mandić

71

former Salonit factory worker and activist
Obala pomoraca street

See p. 80-83

Grgo, a 71 year old man hails from Vranjic and is suffering from asbestosis. His story is intricately linked with Vranjic whose very foundations were constructed upon the hazards of asbestos. For a decade, he had worked within the Salonit factory located at a mere 200 meters from his home. The factory producing asbestos-containing material thrived even though it was banned in many countries at that time. The people of Vranjic had grown accustomed to living with asbestos. He stated, "It is in the water, buildings and roofs."

The laboratory director responsible for asbestos measurements failed to disclose accurate findings, despite the factory's obligation to install a measurement station. As a substitute, they asserted

"Vranjic was made of asbestos because it was the cheapest material for covering."

that no asbestos was present. A collective effort had started in Vranjic, rallying against asbestos, even drawing the attention of European authorities. Yet, documents regarding asbestos were manipulated and sent, falsely declaring the non-existence of asbestos in Vranjic.

Grgo pointed out that the proper disposal of asbestos has a meticulous process but in Vranjic, the disposal process was far from conventional. Instead, asbestos was illegally dumped. He expressed, "We joined together as a team and protested against asbestos, we also included Europe in the story, but the papers about asbestos from Vranjic were forged and sent." Grgo has persistently protested despite many threats and persecutions.



PAPIR

Logo of the Ministry of Environment, Forestry and Water Protection of the Republic of Serbia

Logo of the Ministry of Environmental Protection and Forestry of the Republic of Serbia

Logo of the Ministry of Environmental Protection and Forestry of the Republic of Serbia

Logo of the Ministry of Environmental Protection and Forestry of the Republic of Serbia

Logo of the Ministry of Environmental Protection and Forestry of the Republic of Serbia

PLASTIK

Logo of the Ministry of Environment, Forestry and Water Protection of the Republic of Serbia

Logo of the Ministry of Environmental Protection and Forestry of the Republic of Serbia

Logo of the Ministry of Environmental Protection and Forestry of the Republic of Serbia

Logo of the Ministry of Environmental Protection and Forestry of the Republic of Serbia

Logo of the Ministry of Environmental Protection and Forestry of the Republic of Serbia



ZA ODJEĆU I OBUĆU

↓ OVDJE ODLOŽITI
ODJEĆU I OBUĆU

MOLIMO NE
BACATI SMEĆE

PODIGNUTI

MOLIMO
BACATI



RUČKU
PREMA
GORE

KONTEJNER
ZA ODJEĆU I OBUĆU













34

TRINIDAD



“ We don’t want to close the port we just want the pollution to stop.”

Antonia Jerković

38

Diploma in Kinesiology

Dom Don Frane Bulića 5, Vranič

See p. 86-89

Living a few meters away from the initiative base at the Don Frane Bulić civic centre in Vranič, Antonia Jerković spoke of the continuous changes happening at the port and the start of the initiative (A place we want to live in / Mjesto koje hoće živjeti 2020) as a collective response to sea and air pollution in her neighborhood.

As an active member of the initiative, Mrs Antonia Jerković highlighted the precarious management of the north port of Split; mentioning the continuous change of operator, often under illegal stewardship and the lack of environmental and organizational oversight on the activities occurring at the port from the side of the municipality.

Changes in the area and the industrial part are often related to the election season and most recently to the appointment of the new manager of the North Port of Split. Most communication on the issue resulted in menial measures such as settling dust from the scrap yard through water spraying.

When asked about the potential to apply solar panels to her home, the resident mentioned that the high cost of upgrading the roof and installing the panels could reach 13 thousand Euros. Such a high number is not very encouraging for the locals. Even with support schemes from the government financing 50% of the cost, the remaining amount proves unattainable to families.



Željko Kljanović - Melanija Kljanović
73 - 68
Structural Engineer - Economist
Obala Pomoraca 30, Vranić

See p. 90-93

*“The government
is responsible
for incentivizing
renewable energy.”*

The Kljanović couple told us of energy use in households in the Vranic, and how most is connected to the public power grid.

When asked about renewable energy, they agreed that solar panels could be a viable solution, but the cost is high, and the state doesn't provide incentives. The private sector has started generating renewable energy, but not the government. They said that the state should provide incentives to encourage solar panel infrastructure.

Energy prices are high, and Željko insisted that if he had solar panels, he would not have to pay for electricity because of how sunny Vranic is. He continued to say that surplus electricity is not used, due

to an increase in the tourism sector and decrease in industrial sector. Connecting to the power grid is easy, and it's not a problem for the same owner to use one electricity meter.

When it comes to energy prices, the couple pay 100 euros a month for electricity in winter, and 65 euros in summer, for a 60 sqm apartment and a small garage. They have air conditioning and electric heaters, primarily using the public power grid.

They mention power problems, outages, and grid overload, but believe that the problem lies in the insufficient number of substations built in cities. They argue that technology can solve all problems, and it all boils down to monetary issues.















ST 1669 RC



Closing

As these oral and visual narratives reflect residents' perspective of urban transformation of their living spaces, an imperative analogy between past and present as well as between both cities could lead us to expand the debate on the explanation of different urban pathways, while direct the interest of planners and decision makers to the sustainable way we need to develop our cities.





enn ich groß
n, werd' ich
n Container.

Ich fühle
mich so leer.

DAAD **CSA**
SOZIALKOLLEGE 48 SPLEIN
FAKULTÄT FÜR ARCHITEKTUR,
PLANUNG UND URBANISME

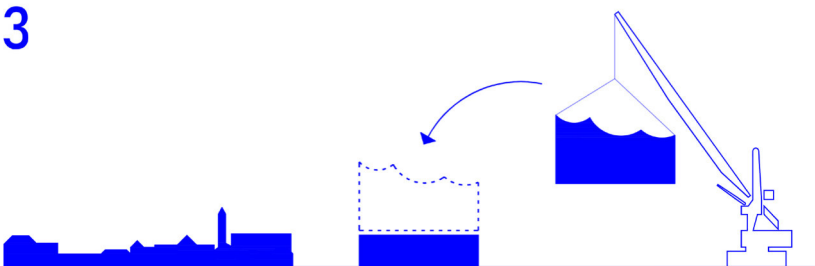
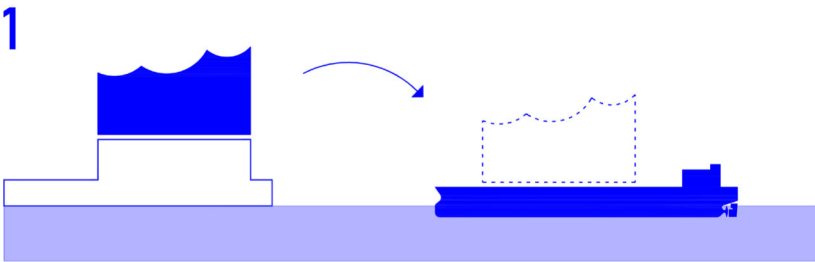
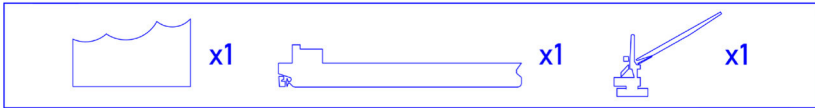
HafenCity
Universität
Hamburg

DAYANNA SOUSA | BARBARA MIŠKOVIC | GABRIELA MARIC | HOSSEIN ZAMANI | KATE
DELIC | LAMIA JABER | MARKO ANTONIO MARIC | MUHAMMAD ELOUFI | SANDI TERZIC



the world to vranjic

assembly sheet







**FAKULTET
ARHITEKT**

15



**GRAĐEVINARSTVA,
URE I GEODEZIJE**



This publication was developed as part of the two-weeks workshop, which took place in Hamburg and Split in October - November 2023 as part of a collaboration between the Faculty of Civil Engineering, Architecture and Geodesy and the Hafencity University, funded by the Deutscher Akademischer Austauschdienst (DAAD) program "East-West Dialogue: University Dialogue with the Western Balkans 2023".

Workshop Team:

Prof. Dr. Henning Wilts | HCU Hamburg
Assit. prof. Hrvoje Bartulović | FGAG Split
B.Sc. Armand Troci | HCU Hamburg
Assist. Prof. Ana Šverko | FGAG Split
M. Sc. Anna-Lisa Schneider | HCU Hamburg
Anamaria Veštić | FGAG Split
Zrinka Visković | FGAG Split

