

EUROPAN 8



HALLE (SAALE), Germany

TOPIC

The focus is placed on the creation of a guiding model for the development and shaping of the area between the inner city and the main railway station. The predominant element is the concentration of traffic on Riebeckplatz, a highly frequented roundabout junction from the 1960-ies, which is traversed by an overhead roadway. The traffic situation will be reorganized and optimized with large-scale measures by the year 2006. The utilization structure of the square ensemble with the multi-storey building complexes is, however, in a process of disintegration, which is characterized by vacancies and demolition applications. Thus, the square is in danger of being reduced to a mere traffic facility. The aim is to develop ideas to integrate this square into an urban and landscape planning concept, which will open up the opportunity to establish new utilization forms in the long term.

CONURBATION

The city of Halle is the biggest city in Saxony-Anhalt, located on the banks of the River Saale. It has excellent traffic links to Leipzig-Halle airport and to the motorway intersection (A9, A14); it also lies on the InterCity train route and has the Saale port of Trotha. Together with Leipzig, at a distance of 38 km, Halle forms the centre of an urban economic agglomeration. Service companies, technology centres and numerous scientific, university and IT institutes are predominant here.

The competition area is located at the eastern edge of the inner city, between the main railway station and the Leipziger Strasse pedestrian precinct. The area constitutes the most important gateway into the inner city. The distance along the pedestrian precinct to the Marktplatz in the historic city centre, is approx. 1000 m. At the same time it is a central node and transfer point for the various means of public transport in the city.

SITE

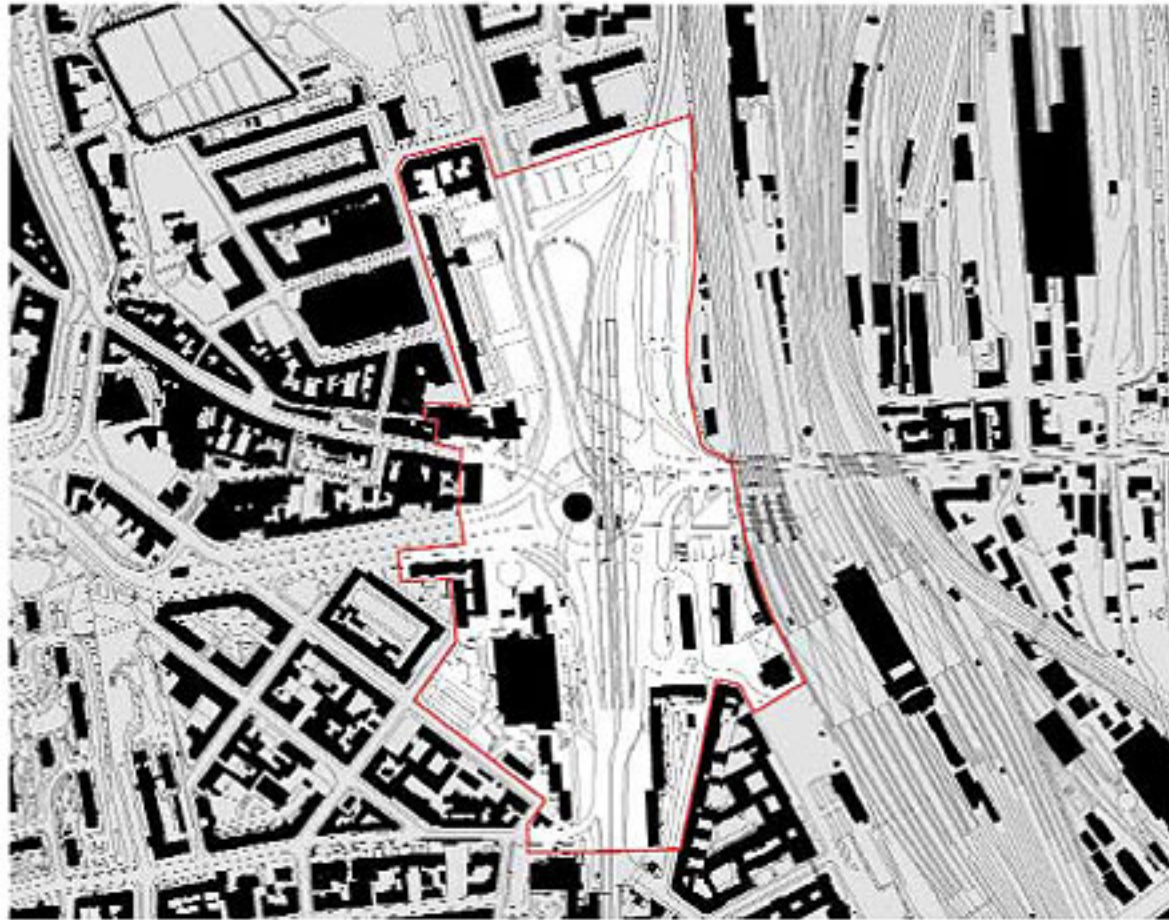
The current appearance of the entire square and its facilities is still characterized by the comprehensive restructuring of the square, which took place from 1964 to 1970. At this time, the first elevated roadway in the GDR was built, which absorbed the traffic in the north-south direction, the east-west route was guided into the roundabout and the pedestrians were directed below the roundabout through a tunnel. The re-named "Thälmannplatz" was the expression of a new socialist urban planning policy and can thus be seen in connection with other large restructuring measures, such as for instance Berlin Alexanderplatz, Chemnitz, Strasse der Nationen etc.

Therefore, the urban planning and architectural structure of the entire square go far beyond their mere traffic functions. The whole layout includes further multi-storey buildings, which dominate as borders of the square.

Population: 240.000

Study area: 26.6 ha

Project area: to be defined by the competitors



PROGRAMME

The urban surroundings of the Riebeckplatz should be upgraded, new development patterns should be designed. The aim is to develop a new identity for the entire Riebeckplatz area, creating a new image for the presentation of the city.

The roads, which run radially towards the square, form four large sectors, which are different in terms of urban planning and function. These sectors must be considered within the general concept and newly defined. An urban planning and functional model can be developed either for each individual sector or for all four together. Objectives with respect to functions, utilizations and the urban planning structure must be developed, the corresponding opportunities to connect the sectors with the square must be analyzed. The characteristic high-rise buildings from the 1960-ies must be discussed according to their urbanistic significance. Some of them have been reconstructed, some are vacant and should be demolished according the owners' wishes. The urban planning significance of the two vacant 22-storey residential towers must be examined. Future functions as a bus station, a connection to the road system, hotel and event location currently have a potential for development.

ISSUES

Aim of the competition is to provide a new image, in particular, for the urban environment of the square by means of urban design, and thus strengthen its importance as a central entrance to the city. Here, in particular, the question arises of which functions are possible for the four adjacent sectors in an area with high traffic load.

Various basic objectives can be developed in this context, such as the development of the site for large-scale retail structures or the further development of the existing green systems "enlargement of the city park in the north", or the new development of the currently predominant utilization "four different sectors".

Social / functional

Urban new definition of the above-mentioned four adjacent areas of Riebeckplatz on the basis of the current restructuring measures - developing a functional model.

Sensitive

The heavy traffic load allows only a few utilizations in this space, which is important for the appearance of the city of Halle.

Sustainability

In times of lacking investment pressure, we are looking for strategies to initiate an urban development with selective interventions and how to integrate these interventions in a general urban concept, which should able to react to changing conditions in the long term.



