



Colloquium Berlin on 28th April 2023**Launching day of the competition
27th of March 2023****Organiser****Europam – German Association for the Promotion of
Architecture, Housing and Urban Planning
in cooperation with the City Berlin****Contact:****Europam Deutschland**

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Colloquium in the church community hall of Berlin Blankenburg**Start: 11:15 a.m., End: 12:15 p.m.****Report written by: Dr. Felix Bentlin, European****Date: 28.04.2023****1. Question: How fixed or defined is the proposed rail network?**

Answer: All platforms are set and defined. The tracks are already in position. Only the platforms F and G marked in green (see complete site brief, p. 58, figs. 34 and 35) are newly planned and still need to be configured on site. The new S75 rail connection will continue to Karower Kreuz and beyond.

2. Question: Do we have to include all existing plans in the proposals? Can we make changes to the existing plans?

Answer: The basic outlines of the planning have been more or less determined, especially in the northern areas, where a new mixed-use neighbourhood with affordable housing, green spaces close to residential areas, a direct connection to the Karower Kreuz and a school location are to be built. The exact location of these uses has not yet been determined. Areas for green corridors along ditches and streams and for stormwater management should be considered. Mixed-use areas should also be realised near the new Karower Kreuz railway station because of noise pollution. You should consider the current plans as an impulse. Berlin is looking for appropriate use and density structures for this new entrance to the city and the existing settlements. You are more-or-less free to develop a new urban planning idea for the "station quarter" or the "neighbourhood station" and its surroundings. The competition submissions should contribute to an instructive and dynamic planning process.

3. Question: How important are the S-Bahn and regional railway curves in the north?

Answer: All connection curves are in use and are needed.

4. Question: How important is railway noise protection and how often do trains run?

Answer: All railway lines are grandfathered. If the traffic increases here, the noise emissions will be regularly checked, among other things

noise barriers will become necessary. Noise barriers are erected as a result of this traffic requirement. The state of Berlin has little influence here; residents have a right to noise protection. All routes are heavily trafficked and are currently being used and will be in the future. The noise barriers cannot be replaced and are needed. There is currently a 10-minute S-Bahn interval and there are several hourly regional train connections as well as long-distance and freight traffic.

5. Question: Is there more information on subarea 4?

Answer: There is hardly any preliminary planning for project area 4. We see it as an experimental area. In the Berlin Land Use Plan (FNP), the area is shown as a mixed-use area. Proposals are sought for hybrid and experimental structures and uses to complement the (chief) functions of the other subareas and mediate between landscape and built-up areas. Purely landscape-based development planning is also conceivable here. How can this landscape space along the Panke and the Rübländergraben be used for residents? The northwest and southeast could, for example, be connected to the Malchow floodplain via a green corridor in the study site.

6. Question: Is there a plan to connect the Pankow area with the Karow interchange, above or below the motorway (A114)?

Answer: No.

7. Question: In the southern area there are large construction sites in the industrial estate. What is happening there?

Answer: There are partly established development plans and building permits for commercial buildings. The development plans can be viewed at:

<https://fbinter.stadt-berlin.de/fb/index.jsp>.

8. Question: There are many construction fences, construction sites and building sites at the level crossings. What are the plans there?

Answer: There were provisional or temporary construction-site railway crossings that are still visible in aerial photographs. These crossings were only allowed to be used by construction vehicles and have already been removed. In Germany, no new level crossings may be built; this also applies to the competition area.

9. Question: In project area 2 there are plans for new accesses and a development road. What is the plan here?

Answer: An access road and a bus line are needed for the future urban quarter on Street 10 (see complete site brief, p. 51, fig. 25). This development plan is an idea that can also be taken further. Direct connections to Blankenburger Chaussee, especially for buses, cyclists and pedestrians, must be provided in the planning area. After consultation with Deutsche Bahn, the eastern track connection curve could be constructed as a bridge (railway overpass) so that, in addition to the new S-Bahn line (S75 extension), sufficient space would also be available for a road connection as a subway to Boenkestraße.

10. Question: There are construction measures in the northwest of project area 2, what is happening there?

Answer: There are only temporary construction storage areas and small construction sites there.

11. Question: Are there specific target figures or goals for the residential and commercial areas?

Answer: No. However, high density should be the goal at public transport stops expected to be well-connected in future while taking into account the existing development context. The figure of 1,500 units for the Karow South development area (beyond the 1,500 residential units for the entire area to the south and north of the project areas) referred to "Street 10" and serves as a guide. For the overall development of the four project areas at Karow Kreuz, a space-efficient solution is sought for a compact, sustainable and green urban quarter for living and working.

12. Question: Are there any specific requirements or indicators for ecological compensation areas?

Answer: There are no specific figures for compensation areas. The impact regulation must be applied to urban land-use plans targeting interventions in nature and landscape. Impairments due to interventions in nature and landscape should be avoided or minimised as a matter of priority. If this is not possible, the unavoidable impairments must be compensated for by nature conservation measures. Reference to biotope assessment guide:

https://www.berlin.de/sen/uvk/_assets/natur-gruen/landschaftsplanung/bewertung-und-bilanzierung-von-eingriffen/broschuere_leitfaden-eingriffe.pdf

13. Question: Is the mediation between residents and newcomers, or between existing buildings and future development, emphasised by the competition organisers only meant as a structural design task or also as a planning-process task?

Answer: The process of neighbourhood development at Karower Kreuz is an important strategic topic. In addition to structural design proposals in the transition areas between new and existing buildings, we welcome ideas for a gradual implementation of the individual project areas and measures to ensure better acceptance of building densification by the local residents.

14. Question: There were various S-Bahn station plans in the past decades, e.g., in Berlin Buch. Why was the Buch-Süd station not built? How certain is the construction of the new „Sellheimbrücke“ S-Bahn station?

Answer: The realisation of the „Sellheimbrücke“ S-Bahn station is an important transport policy objective of the state of Berlin; the project is currently in the planning stage. The new urban district and the influx of people make financing and thus expansion realistic in the next few years. The Buch-Süd S-Bahn station has not been realised because, among other reasons, urban development in southern Buch has also not taken place.

15. Question: Are there concrete plans for the „Sellheimbrücke“ S-Bahn station?

Answer: The planning is in the basic evaluation phase and a routing study has been prepared. Beyond that, there are no more concrete plans. Preliminary planning will start at the end of 2023. The S-Bahn station has also already been taken into account in the ongoing planning for the replacement of the Sellheim Bridge.

16. Question: Can railway tracks be raised or deepened? Are all railway tracks at ground level?

Answer: All existing railway tracks are to be retained in their current position. The tracks of the Szczecin railway run on embankments, the

tracks of the Berlin outer railway ring on ground level. The connecting curves create the transition between the Szczecin railway and the outer railway ring.

The eastern track curve (from the outer ring onto the Szczecin railway in a north-easterly direction) must be raised in view of the planned extension of the S75 so that the S75 can pass underneath it. The aim is that an access road can also be created parallel to the S75 as an underpass of this connecting curve to Karower Kreuz station.

Raising or deepening the railway tracks is a construction measure which increases disproportionately costs. The additional effort should be well justified and comprehensible as an alternative to specifically placed bridge or tunnel structures.

17. Question: Are there already plans for which regional trains will stop at the new „Karower Kreuz“ station?

Answer: In particular, the regional trains in the direction of the Baltic Sea and Szczecin will stop here (RE3, new RE9). Regional trains to Basdorf (RB27), Templin (RB12) and Oranienburg (RB32) will also stop here. A direct regional train connection to BER Airport (RB32) should be highlighted. Platform lengths of approx. 220 metres are planned for regional traffic, and only regional trains will stop here, not high-speed trains such as the ICE.

Questions from european-europe.eu:

1. Should the whole area of every plot within the given (yellow) boundaries be shown on the competition board N2 in 1:2500 scale? Or can it include only (typical) fragments for each of the plots?

Answer: It is strongly recommended to show the entire area of each subarea at a scale of 1:2500. Any deviation from this should be well justified and comprehensible.

2. The brief mentions some numbers in terms of housing and inhabitants for areas of „Karow Süd“, „am Teichberg“ and „Strasse 52“. Schemes with floor area ratios and floor numbers are provided for the Karower Süd area. Are there any other specific requirements in terms of density/height for other plots?

Answer: See question 11 of the colloquium report

3. What are the height restrictions for the whole area?

Answer: There are no height restrictions for the development. The number of storeys and density are to be developed in a comprehensible manner, taking into account space efficiency, economic efficiency and local compatibility.

4. Are there any numbers/schemes regarding the parking-space demand in the districts surrounding the project site? (study site)

Answer: In order to achieve its climate protection goals, the state of Berlin is seeking to change the modal split in favour of environmentally compatible modes of transport in the outer city as well and to promote and strengthen public transport, cycling and walking. The parking space ordinance for Berlin only specifies necessary parking spaces for cars and bicycles:

<https://www.stadtentwicklung.berlin.de/service/gesetzestexte/de/download/bauen/AVStellplaetze.pdf>

In the catchment area of the future SPNV junction, a low parking-space allocation ratio is to be assumed. Preferably, parking spaces should be arranged in neighbourhood garages:

<https://www.stadtentwicklung.berlin.de/wohnen/wohnungsbau/de/quartiersgaragen/index.shtml>

5. How many daily passengers are expected to pass through the Karower Kreuz mobility hub? Is there a forecast split vis-à-vis means of mobility (S-Bahn, regional train, bike, bus, car (transferring to train))?

Answer: Approximately 5,000 to 10,000 passengers per day can be expected to start or end their train journey at Karower Kreuz station. Arrival and departure should primarily take place on foot, by bicycle or by bus. (see also question 4 of the colloquium report)

6. Is it allowed to propose any type of (building) construction on the area belonging to the railway?

Answer: Taking into account noise protection emissions – which may already exclude uses – as well as distances to the overhead lines, any type of building construction is possible in principle. The railway lines must always be kept free of buildings.

7. Is there already a clear vision of how transportation would be organized during the period of the new station construction? Will the S-Bahn and regional train be replaced with a shuttle bus in the area affected by the construction site?

Answer: During the construction phase, rail traffic should be affected as little as possible. A full closure of tracks over a longer period of time should be avoided at all costs.

8. What is the timeframe for the construction of the station? Is there any specific date by which the station must be implemented/opened? 2030 was a date found in one of the documents. Is this the foreseen completion date?

Answer: As the planning is still at an early stage (preliminary planning has not yet begun), there is still no projected opening date.

9. Is it allowed to show in detail all four plots on board N3? Or to pick more than one?

Answer: It is also possible to present all four areas as examples in a meaningful excerpt (see complete site brief, p. 59).

10. Are there any terrain sections available for the area where we could better understand the levels of the overlapping railway tracks? Or existing tunnel heights?

Answer: Heights for terrain sections can be taken from the ATKIS digital terrain model:

<https://www.berlin.de/sen/sbw/stadtdaten/geoportal/landesvermessung/geotopographie-atkis/dgm-digitale-gelaendemodelle/>

11. Is there a GFA limit for the railway station?

Answer: There is a defined loading gauge for railway lines (if that is what was meant).

12. How should competition submissions deal with projects that are planned/in progress of planning, but not built? Do we include them in the study site? (At least for the ones that we know of and for which information is available online?)

Answer: You are free to take into account the projects that are planned but not yet realised within the study. This refers to all projects that remain unmentioned in the competition. (see also question 9 of the colloquium report)

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