

## Projekt- dokumentation



Auftraggeber:

Landkreis Zwickau  
Dezernat V - Projekt 1CE084P4 ReSOURCE

Stadt Oelsnitz/Erzgeb.  
als Co-Partner des Projektes "ReSOURCE"

erstellt durch:

Michael Haselbach  
Dipl.-Ing. Architekt DWB  
Reinhardtsbrunner Straße 84 - 99867 Gotha

Oelsnitz/Erzgeb., 30. November 2009

# WORKSHOP

## Umgestaltung des ehemaligen Steinkohlenverladebahnhofs in Oelsnitz/Erzgeb. in einen Bürgerpark

EU-Projekt "ReSOURCE" der Wirtschaftsregion Chemnitz-Zwickau  
Maßnahme der Stadt Oelsnitz/Erzgeb.: 4.1.4 Umbau städtischer Bergbausiedlungen

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Introducing information about Oelsnitz/Erzgeb. and the workshop

Oelsnitz owes its importance mostly the extraction of coal and experienced a huge economical boom especially from the beginning to the middle of the 20th century, that is reflected in several private and public buildings. The phase-out of the extraction in 1971 started a very early process of shrinking. The population declined from 20 000 at its height to today's 13 000 inhabitants.

Already from the beginning of the 1990s the city tried to minimize the outcome of the economical loss of importance and the demographical change by enhancing public places, modernizing private and public buildings to achieve an attractive and liveable townscape - by using means of conveyance concerted.

Oelsnitz/Erzgeb. is co-partner in the county of Zwickau by taking part in "ReSOURCE" - a project promoted by the European Union, part of its programme CENTRAL EUROPE.

Together with the county of Zwickau the city plans to conduct a workshop in 2009 to rearrange the former black coal freight terminal into a public park as an enhancement of the leisure time facilities for the mining housing estates in the neighbourhood and to:

- eliminate a traffic- and industrial waste land from the time of the active coal minings in the area of Lugau and Oelsnitz
- create a point of identification for all ages with a distinctive image
- enhance the terms of live and leisure time for the inhabitants of the surrounding housing estates.

The base of the conception for the rearrangement of the former black coal freight terminal into a public park should be an idea that dignifies and regards the history of the place in an adequate way. An advisory board elects the winning concept after a presentation by the participants. All presented concepts should match the requirements of an exhibition, because they are going to be introduced to the public in December 2009.

The following aspects of design should be considered:

- use of existing buildings for leisure time and gastronomy
- demolition of buildings out of use is possible
- there are no further building constructions requested
- adventure playground close to nature as a part of the park
- areas for sports should be planned with their financial support in mind
- quality of stay shall be improved by adequate design of spaces, paths, planting, furnishing an lightning, maybe considering the existing lights
- existing weeds can be eliminated
- consideration of an intersection across the rails



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Result of the presentation of the workshop results and the meeting of the advisory board on the 24th of November 2009 in the townhall Oelsnitz/Erzgeb.

After the welcome by the mayor of Oelsnitz/Erzgeb the participating offices presented their design-concepts for the rearrangement of the black coal freight terminal into a public park in the following order:

- Büro Almuth Krause, landscape architect, Leipzig
- Architektur Concept Zwickau, with Planungsbüro Böhm, Oelsnitz/Erzgeb.
- Landscape architectural office Grohmann, Dresden
- Team Heine - Reichold, architects and engineers, Lichtenstein, Matthias Lanzendorf, landscape architect, Leipzig

In its following meeting the advisory board noticed, that the material brought by the offices was complete and showed the ideas of the rearrangement comprehensively and according to the task. The advisory boards members expressed themselves appreciative about the good quality of all projects - showing the intensive work of all attendents with the area and the task itself.

After discussing the single offers concerning their characteristics in use and design, the potential of development, the costs of realization and the sustainability, a careful consideration took place, which led to the following recommendation:

The advisory board recommends the contribution of team Heine - Reichold, architects and engineers, Lichtenstein with Matthias Lanzendorf, landscape architect, Leipzig for realization.

Reasons:

- The concept bases on a sophisticated research and analysis. It wants to work out the traces of the industrial history of the place and reuse them as visible, useable and precious elements of a recovered landscape.
- The integration of the area in the urban as well as in the national structure is the aim of the presented solution.
- The accesses to the park will be distinctive (gate, ramp, urban spine as a clip around the station, "eventplace with railconnection").
- Generous designed landscapes are growing out of the existence, "Gleispark" and "Parkterrassen" are expected to create sophisticated areas in their formation, topography, natural cover and horticultural design.
- Besides the railway as a conductor of movement the suggested sports- and action zones (barefoot path, bicycle lane and skate course) could bring nationwide attraction.
- The realization can be done in parts.
- The contribution offers precious proposals for the use and design of the existing smaller buildings far beyond the task.

Maria Obenaus  
civ. eng. architect  
Advisory board's chairwoman



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Arbeitsgemeinschaft

Heine - Reichold |

Architekten und Ingenieure, Lichtenstein,

mit Matthias Lanzendorf |

Landschaftsarchitekt, Leipzig



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Maßnahme der Stadt Oelsnitz/Erzgeb.: 4.1.4 Umbau städtischer Bergbausiedlungen

Heine - Reichold | Architekten und Ingenieure, Lichtenstein,  
mit Matthias Lanzendorf | Landschaftsarchitekt, Leipzig

The area of the former Steinkohleverladebahnhofs (coal station) of Oelsnitz/Erzgeb. is - among other places like the Mining Museum and the Deutschlandschachthalde - one of the important places that illustrate the history of coal mining in the region. Due to its location on the periphery of the town and the industrial character with all its noise and dirt and many years as waste land the area has lost its attraction. But the industrial past also left interesting remains, which serve us today with a wide repertoire for the future park. We can uncover historic relations and fill old tracks with new functions - and can so develop the old industrial area towards an unique and characteristic urban open space.

The 'Gleiswald' - the spontaneously grown vegetation on the former track harp, dominated by the typical birches - becomes the basic spacial structure of the new park. Where ones trains switched, the visitors of the new 'Gleispark' can now play, have a pick-nick, fly a kite or just let their eyes wander around over the meadows of the 'Große Wiese'. A 'Garden stripe' with extensive flower and grass fields gives the new park a green backbone. Old strings filled with various materials become a barefoot trail, which also integrates the neighboring cultural landscape - like the Heinzig and the Horse Pond and the landscape path to the Concordia Area. The former railway control center remains the focal point of the 'Gleispark' and could become a 'Café'. Like the other small buildings as well it gets a new gabion front, filled with darkgrey colored gravel. In its artificial manner they become usable architectural sculptures, which remember the technical and mining-related dimension of the area. The technical topography in the southern part invites

with small-scale 'Parkterrassen' (park terraces) in the neighborhood of the miners' settlement and allotment sites. Here we find a small lawn steps theater with a requisite's house in the historic railway control center and a boulevards field, table tennis and play areas for children: slides on the slopes, a climbing rock and a 'mining playground', relaxing areas with flower fields and randomly scattered fruit trees complete the site.

One of the main tasks is the coherent integration of the new park into the spacial structure of the town. Necessary is a clear improvement of the access to the park and the creation of clear gateways. Accordingly we suggest a distinctive ramp on the southern entrance point, the 'Tor zur Stadt', which guides directly into the new park. On Oelsnitz station all traffic functions are concentrated and flow in a big figure into the park. Inline-Skaters will find several courses in various lengths using the main lanes of the park. Last but not least new opened insights like from the road to Hohndorf offer a new approach to the open space from the outside.



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## Erläuterungsbericht



Arbeitsgemeinschaft Heine • Reichold | Architekten und Ingenieure  
Matthias Lanzendorf | Landschaftsarchitekt



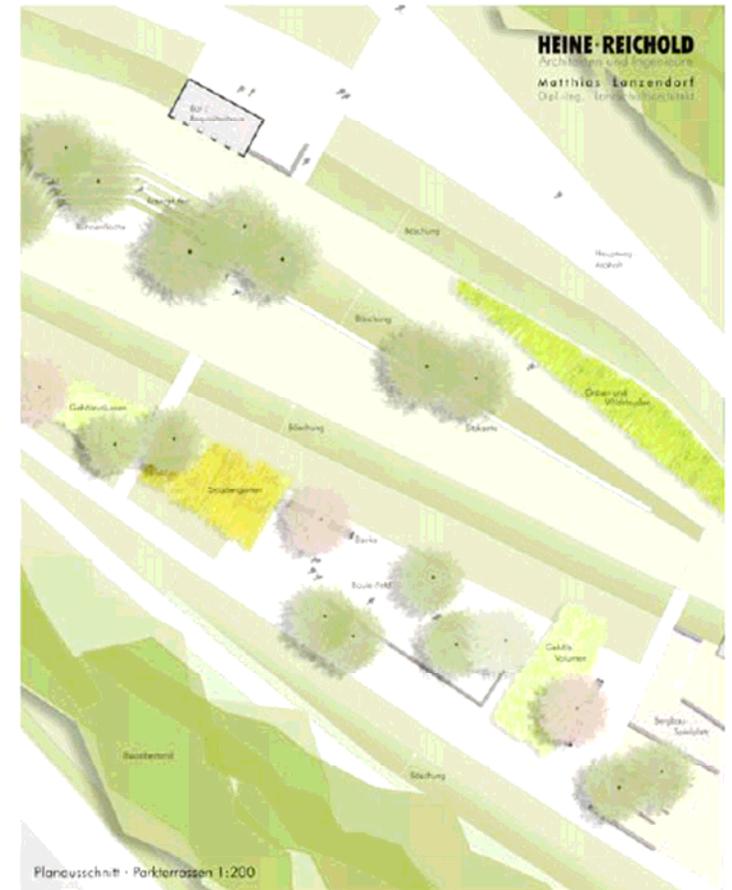




Panorama - Gleispark - Große Wiese am Café



Pan ausschnitt - Gleispark - Große Wiese am Café 1:100



Plan ausschnitt - Parkterrassen 1:200



Panorama - Parkterrassen

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 Arbeitsgemeinschaft HEINE•REICHOLD | Architekten und Ingenieure • Lobitzer Straße 15 • 09350 Lichtenstein • Fon/Fax 037204-58598-0 / -1 • info@heine-reichold.de • www.heine-reichold.de  
 Mathias Lanzendorf | Landschaftsarchitekt • Kochstraße 132 • Werk II • 04277 Leipzig • Fon/Fax 0341-3554541-0 / +3 • buero@mathiaslanzendorf.de • www.mathiaslanzendorf.de



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Spiel.Raum.Planung, Leipzig  
Almuth Krause mit  
Cathleen Eienkel-Schwager



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Off The Track

Spiel.Raum.Planung

Almuth Krause / Cathleen Einkenel-Schwager, Leipzig

The design of a park "off the track" (Neben der Spur) builds on the sentiment that now, almost 40 years after the closure of the last coal mines, the usage of the railway sites focusses not on, but next to the tracks. The design makes these tracks and traces visible -not only in a railway sense, but also in the sense of a historical development -and integrates them into a new usage. The search for historical traces becomes as important as the development of new identification points for the future of the place. Next to the tracks windows are cut into the landscape, thus forming places where on visibly historical ground new activities are encouraged. Differing interests of the visitors can be expressed and new life can invade the former industrial realm Varying offerings for a differing clientel of visitors inhabit the park relating directly to the anticipated users. While the South will be populated mainly by families with (small) children on their short way into the landscape and their way to

play, teenagers will migrate to the North where they can skate and climb. The vicinity to the surrounding forests makes the North-West the obvious focus and meeting point for hikers. Visitors to the town of Oelsnitz discover relics of the industrial heritage on the themed window-seats via the connection with the mining-path. The area of the station in its new form acts as a connector between the town and its surrounding landscape. Still visibly determined by designed areas, it already shows the characteristic of the open landscape by the large-scale retention of ruderal vegetation. The design abstains from replanting and works consciously with the existing vegetation, which only in parts is freed and reorganised. The dense growth of the edge frames the new park as an independent landscape element. Additionally the park not only connects with other touristic features of the town via sight lines, but creates links to the adjoining landscape.



**CENTRAL  
EUROPE**  
COOPERATING FOR SUCCESS.



EUROPEAN UNION  
EUROPEAN REGIONAL  
DEVELOPMENT FUND



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# Neben der Spur

## Ein neuer Bürgerpark neben alten Gleisen

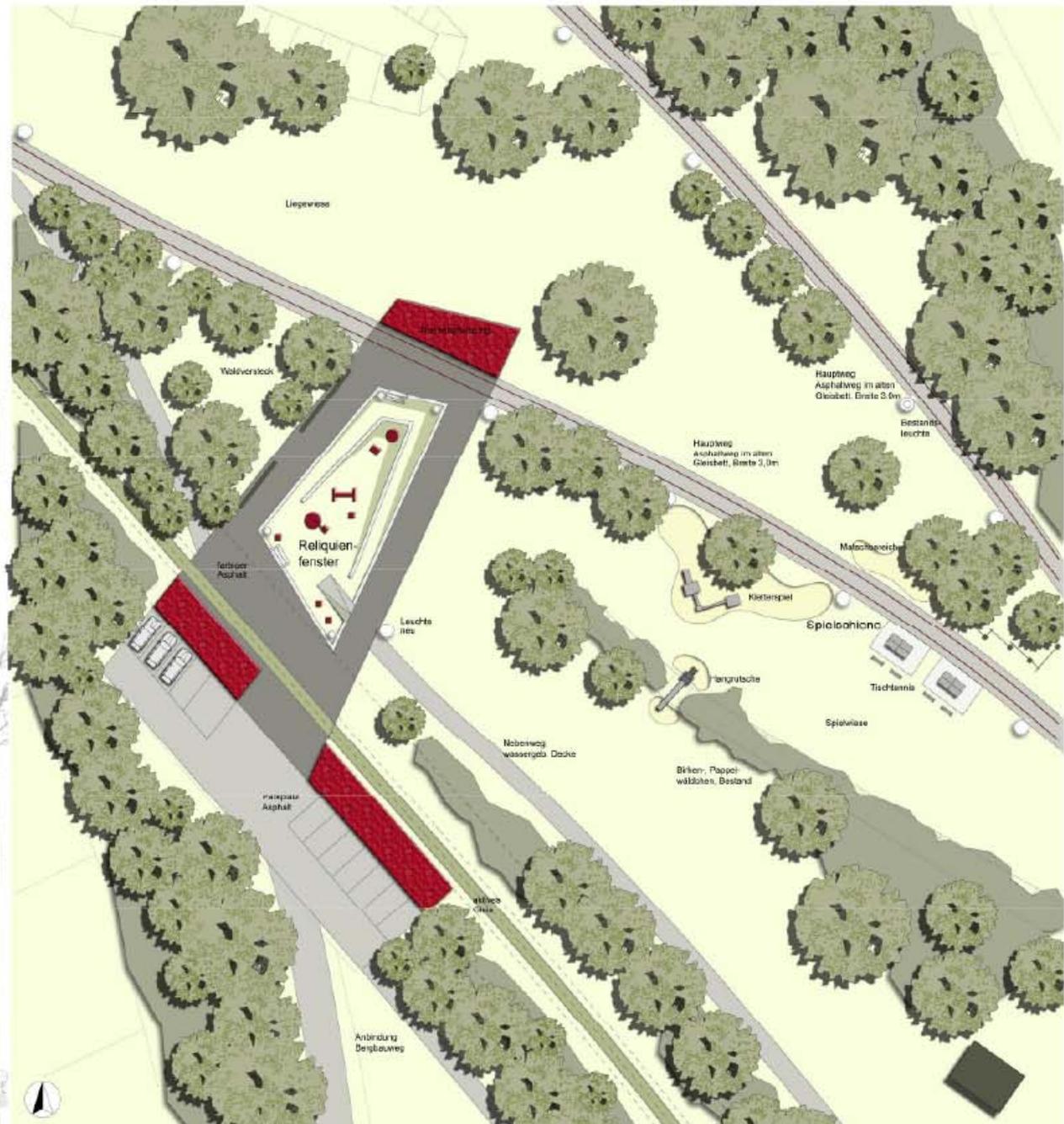
### Detailplan 1 - Reliquienfenster und Spielschiene

Blick in das Reliquienfenster aus Richtung Berbauweg westlicher Eingang



Im Reliquienfenster werden auf verschiedenen Ebenen bespielbare Relikte und Fundstücke des Bahnhofsgeländes und des Steinkohletransportes ausgestellt. Das Fenster dient als wichtiger Eingang in den Park, bildet eine Station des Bergbauweges und verknüpft den südlichen Rundweg mit der Spielschiene, die hier ihren Anfang findet.

Aufenthaltsbereiche entlang der Spielschiene



# Neben der Spur

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## Zusammenfassung

Die Gestaltung eines Parkes „Neben der Spur“ verfolgt den Gedanken, dass sich nunmehr, fast 40 Jahre nach Schließung der letzten Steinkohleschächte, die Nutzung der Bahnhofflächen nicht mehr primär auf, sondern neben den Gleisen abbildet. Diese Spuren, nicht nur im Sprachgebrauch der Eisenbahn, sondern auch im Sinne der Geschichtlichen Entwicklung, will der Entwurf nicht nur weiterhin sichtbar machen, sondern in ein neues Nutzungskonzept integrieren. Dabei kommt der historischen Spurensuche die gleiche Bedeutung zu, wie der Entwicklung neuer Identifikationspunkte für die Zukunft des Ortes.

Neben der Spur entstehen in die Landschaft eingeschnittene Fenster, Plätze auf denen sich auf sichtbar historischem Boden neue Aktivitäten bilden, unterschiedliche Interessen der Besucher ihren Ausdruck finden und neues Leben in die einst industriell geprägten Räume einzieht.

Unterschiedliche Angebote für ein differenziertes Besucherklientel durchziehen den Park entsprechend der zu erwartenden Nutzer.

Während im Süden vor allem Familien mit (kleinen) Kindern den kurzen Weg ins Grüne und zum Spielen suchen, ziehen sich Sportler und Jugendliche in die im Norden platzierten Bereiche zum Klettern und Skaten zurück. Vor allem im Nordwesten ist der Anschluß an die angrenzenden Wälder Anlass, Spaziergängern die Möglichkeit zu Treffen und Kommunikation zu geben. Besucher der Stadt Oelsnitz entdecken über die Anbindung an den Bergbauweg auf den thematisch gestalteten Fensterplätzen Relikte der industriellen Vergangenheit.

Die Fläche des Bahnhofs fungiert nach ihrer Neugestaltung als Bindeglied zwischen Stadt und Landschaftsraum. Noch deutlich durch gestaltete Areale geprägt, zeigt sie bereits landschaftliche Züge, die durch den großflächigen Erhalt der ruderalen Vegetation zusätzlich unterstützt wird. Der Entwurf verzichtet auf Neupflanzungen, er arbeitet bewußt mit der vorhandenen Vegetation, die in Teilbereichen freigestellt und neu geordnet werden. Die dichte Randvegetation bildet den Rahmen des neuen Parks als eigenständiges Landschaftselement. Daneben bindet der Park über Sichtachsen nicht nur andere touristische Attraktionen der Stadt an, sondern schafft Verbindungen in die Angrenzenden Landschaftsräume.



## Resumé

The design of a park "off the track" (Neben der Spur) builds on the sentiment that now, almost 40 years after the closure of the last coal mines, the usage of the railway sites focusses not on, but next to the tracks. The design makes these tracks and traces visible - not only in a railway sense, but also in the sense of a historical development - and integrates them into a new usage. The search for historical traces becomes as important as the development of new identification points for the future of the place.

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Varying offerings for a differing clientel of visitors inhabit the park relating directly to the anticipated users.

While the South will be populated mainly by families with (small) children on their short way into the landscape and their way to play, teenagers will migrate to the North where they can skate and climb. The vicinity to the surrounding forests makes the North-West the obvious focus and meeting point for hikers. Visitors to the town of Oelsnitz discover relics of the industrial heritage on the themed window-seats via the connection with the mining-path.

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Landschaftsarchitektur-Büro Grohmann,  
Dresden

Fachlicher Beitrag Architektur durch  
Kilian Architekten, Dresden



EUROPEAN UNION  
EUROPEAN REGIONAL  
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### AUF DEN GLEISEN

Landschaftsarchitektur-Büro Grohmann, Dresden

The design concept directly derived from the former land use as black coal freight terminal. The element of the long lines and narrow forms still can be found in many places in the territory, it is a distinctive element and characteristic for the site.

Numerous remaining rails are covered with local vegetation of grasses, birch, maple and pine. Along the lines spaces develop which define the issue of coal in the region and become design. The characteristic coal layer structures are used for the design and labelling these spaces both vertically and horizontally.

Gateways and visual relationships arise at different points of the surrounding city. On different ways the visitors are led into the park: from the west at the station, from the south at Bahnhofsstrasse: from the east by the allotment and further north at the festival site. All gateways have in common that a 12-meter high stele made of steel is marking the entrance. A cautious reduction of wood stock provides visual links to the surrounding countryside and the nearby urban area.

The path network that runs through the park vary in its use. Different material surfaces mirror the intensity of use.

The lines of the paths open up and permeate spaces. Types of gardens and park spaces with extensive and intensive nature alternate and create experiences of varying intensity and usability. The extensive park areas, the mar-

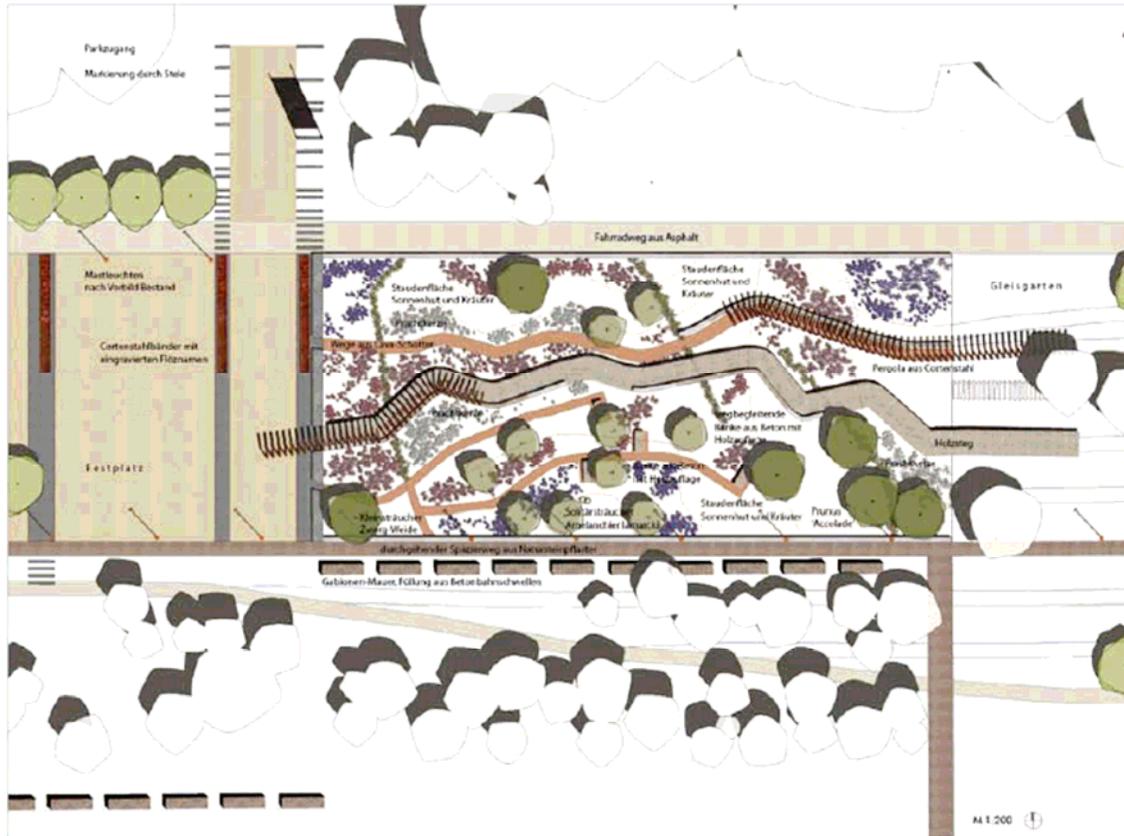
gins and banks keep their existing vegetation and are carefully developed in the rail garden. Thus, construction and maintenance costs for large parts of the public parks can be minimised.

Features and modeling are sparingly added in park areas of moderate intensity, in the rail yard and in the hill garden with play features. Near the station Oelsnitz/E., at the Altes Stellwerk, intensive areas develop with the Flözgarten, sports fields and the festival site. The border between the park and the railway line is made by semipermeable gabion - walls.

The materials are to be applied in the park do pick up existing ones and add a few: paths and driveways made out of asphalt, natural stone paving, waterbound top, gravel and bark mulch, wood as a raw material for the deck and play environments, steel and Corten steel for special equipment. The selection of plants is part of the existing vegetation. Shrubs, grasses and woody plants increase the diversity only in the intensive garden areas. Citizens' participation in the creation of a "good place" is encouraged. In particular, the engagement of the use of the Altes Stellwerk, the youth club Kleines Stellwerk, the development of the game landscape and partly the maintenance of the garden spaces should be implemented with the citizens of Oelsnitz/E. Thus, acceptance and appreciation of the new park should be encouraged.



# Flöz.Garten



## Garten-Raum Flöz-Garten

**INTERIEUR**  
Intensiv in Anlage und Pflege

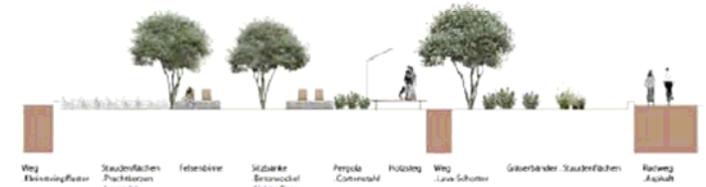
**Gestaltungseffekt**  
abgeleitet aus dem Plan „General Flöz von dem Baum der Steinbänken“ des westlichen evangelischen Seebadbauers Ludwig Gehlert, General-Bauleiter aus dem Jahr 1902

**ANSTREBUNG**  
Ausrichtung eines Gartenschemas (40 cm abgesetzt)  
2 lange steile Bänke entlang des Seebades werden von einem Begründer überzogen

**Weg**  
Abhängig innerhalb des Gartenschemas  
weiterer Weg von Lara Schuster durchzieht die Fläche

**Raumstruktur**  
Bepflanzung mit Gräsern und Sträuchern weichen sich mit Schornsteinen ab  
Umgestaltung des Raumes zur aktiven Bepflanzung durch temporäre Gebäude-Mauern

**Nutzung**  
Platz  
Zirkulation  
Übersicht



Dick in den Flöz-Garten



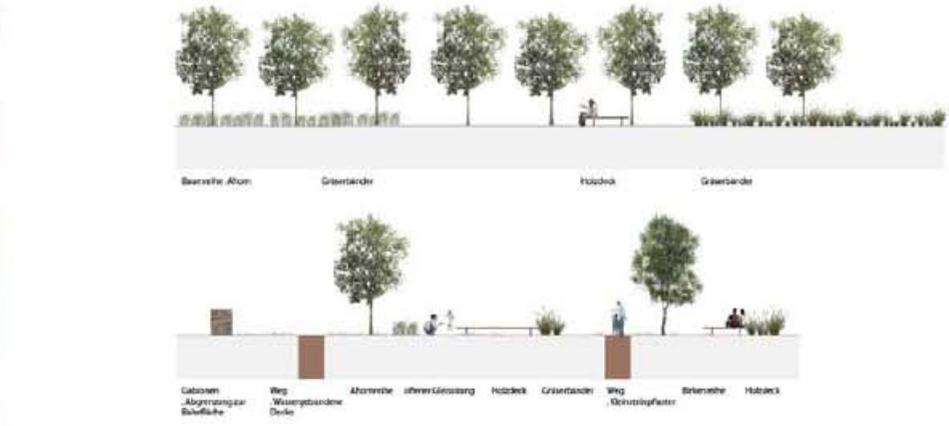
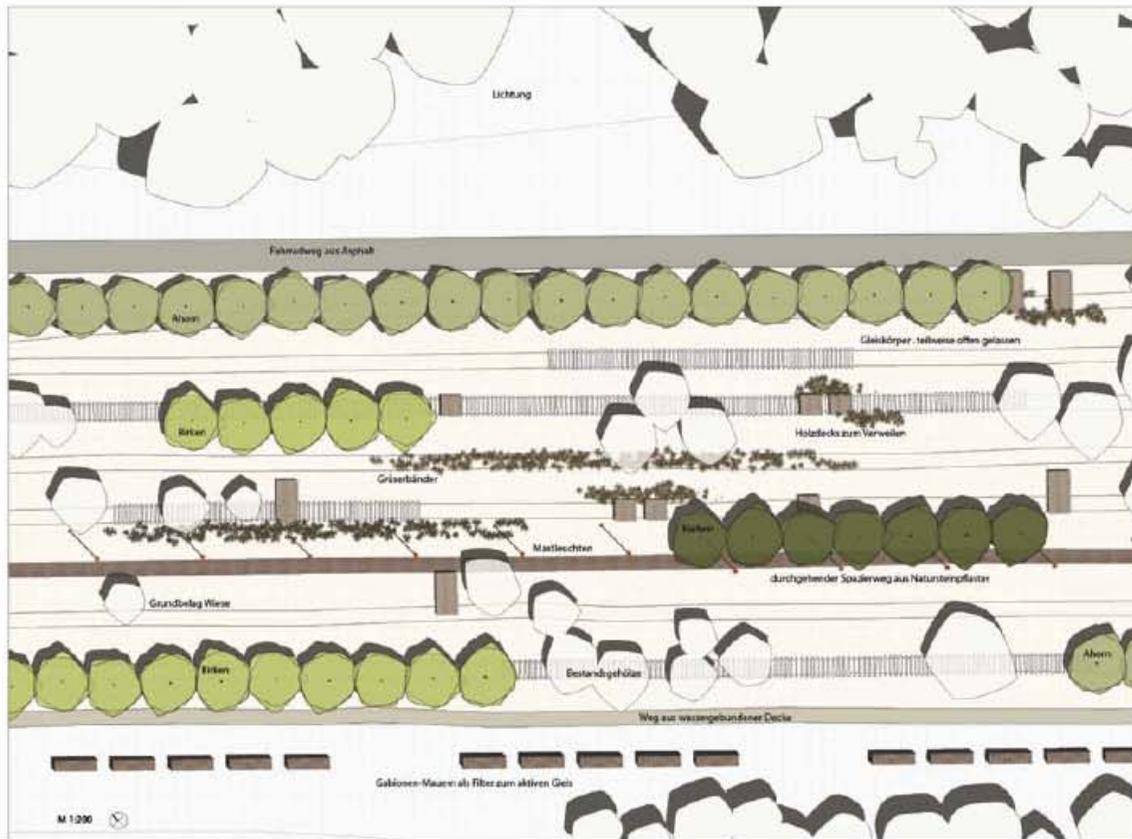
Oelsnitzer Bürger . Park  
Auf den Gleisen

 Landschaftsarchitektur-Büro Grohmann



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# Gleis.Garten



Blick in den Gleis .Garten



## Garten, Raum, Gleisgarten

**INTERIEUR**  
moderat in Anlage und Pflege

**Vorhandene Gleise**  
Möblierestrikt  
Möbel durch neue, intensive Bepflanzung/Weg  
werden durch Bepflanzung mit Baumreihen an Bänke,  
sozialen Ahoorn und Kastanien  
liegen als Linien in Wäsen

**Spezifische Ausstattungselemente**  
wie z. B. Holzbock steigern die Aufenthaltsqualität des Raumes  
offen gelassene Gleisgleisern  
Abgrenzung des Raumes zur aktiven Bahnanzeile durch Gleiswiese-Mauern,  
Führung aus vorhandenen Beton-Balken auf Weichen

**Weg**  
als gestrichelte Spazierweg durch den Raum und lässt ihn erkennbar werden  
ein weiches Spielweg und die Führung lassen den Raum in den Längswäsen  
und ermöglichen einen Rückzug am Gleisraum

**Raumbildung**  
durch Baumreihen  
bestehende Einzelgehölze

**Freizeut**  
Platz  
Landschaft  
Verweilen

## Oelsnitzer Bürger .Park Auf den Gleisen

 Landschaftsarchitektur-Büro Grohmann



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#### Summary of design concept

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Arbeitsgemeinschaft

Architektur Concept

Pfaffhausen & Staudte GbR, Zwickau,

mit Planungsbüro Böhm, Oelsnitz/Erzgeb.



This project is implemented through the CENTRAL EUROPE Programme co-financed by the ERDF.

# WORKSHOP

## Umgestaltung des ehemaligen Steinkohlenverladebahnhofs in Oelsnitz/Erzgeb. in einen Bürgerpark

EU-Projekt "ReSOURCE" der Wirtschaftsregion Chemnitz-Zwickau  
Maßnahme der Stadt Oelsnitz/Erzgeb.: 4.1.4 Umbau städtischer Bergbausiedlungen

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AUF'M DAMM - Gleispark Oelsnitz  
Architektur Concept, Zwickau,  
mit Planungsbüro Böhm, Oelsnitz/Erzgeb.

The area of the former loading station for hard coal is fallow since a long time. Today it is an unused green space between the Oelsnitz / Erzgeb. and Hohndorf. It is the challenge of the workshop to create suggestions for the development of the area to a citizen park. An important surrounding condition is that four of the rails are using by the "City-Bahn Chemnitz". Here is also a station of this local railway.

The strategy of our concept is to conserve the typical character of a station. It means there should kept the rails with the characteristic materials and the traces of wasting and disrepair. We also like to keep the spontaneous vegetation. The area of the former loading station gets four entries. Three of them are on the level of the rails. There we also planned a foot path connecting the park with the neighboring municipality Hohndorf. There is also planned a theme path about the history of the area and the railway particularly with regard to the old coal rails. This path should be a part of the regional path network. In the planning the elongate and spontaneous overgrown area gets a structure by visual gaps or aisles. These gaps give the possibility to look into the area and to look out of them. They also should break the visually barrier between several parts of the town and the open landscape. The aisles divide the area in spaces which are different in the kind of use and the kind of vegetation. Spaces for activities alternate with quiet green spaces. The center of the park with the largest concentration of use is situated in opposite of the old station building. The wide place should be a frame for activities for example for celebrating local parties or concerts or for exhibitions of rail

technology and art. It is essential to find a new use for the old station building. For example it could be a place for exhibitions and (summer) gastronomy. The intention is to develop the park to a place for people's empathy with their region, a place of movement and transformation, a place of calmness and natural experience.

The development of a so called citizen park should be coupled with an active public participation.



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# WORKSHOP

Umgestaltung des ehemaligen Steinkohlenverladebahnhofs  
in Oelsnitz/Erzgeb. in einen Bürgerpark

November 2009



AUF´M DAMM GLEISPARK OELSNITZ



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Dahinter überragt der teilweise mit Beton überzogene ehemalige Bahndamm das sonst nur sanft abfallende Gelände. Einige Skateboardfahrer versuchen sich gerade an den Stufen.

Der anschließende Birkenhain wird durch die alten Gleise, die teilweise mit Moos überzogen sind, gerastert. Undefinierbare Eisenteile werden von Pflanzen durchwuchert und aus dem Grün leuchtet ein Fliegenpilz. Eine weitere Schneise mit einem nach außen gerichteten Gittersteg gibt den Blick auf die Pferdeteiche und die Concordiahalle frei. Durch den anschließenden lichten Hain mit bunten Blumenstreifen und Podesten wird schon der Hauptplatz sichtbar. Hier wird die Größe der alten Bahnanlage so richtig deutlich. Eine Kindergartengruppe malt mit bunter Kreide auf der Betonplatte und einige Jugendliche lümmeln auf dem Rost über der Böschung. Von hier aus hat man einen tollen Blick in die Landschaft, sieht den Glückauf-Turm und das Bergbaumuseum.

Ein Plakat weist auf das am Sonntag hier stattfindende Platzkonzert einer örtlichen Blaskapelle und auf die Ausstellung im Bahnhof hin. Im letzten Winter war hier sogar eine Eislauffläche aufgebaut, die einzige weit und breit!

Ein restaurierter Wagen der alten Kohlebahn und eine Rangierlock stehen auf dem Gleis neben dem Stellwerk. Auf dem Platz neben dem Bahnhof sitzen ein paar Leute Eis essend unter Sonnenschirmen...ein schöner Septembertag!

## 5. ZUSAMMENFASSUNG | SUMMARY

Die Fläche des ehemaligen Steinkohleverladebahnhofs liegt seit Jahren brach und ist heute ein ungenutzter Grünraum zwischen der Stadt Oelsnitz / Erzgeb. und Hohndorf. Aufgabe des Workshops ist es, Vorschläge für die Gestaltung eines Bürgerparks auf dem Gelände für die umliegenden Wohngebiete zu entwickeln. Zu beachtende Rahmenbedingung ist, dass weiterhin 4 Gleise durch die Citybahn genutzt werden, die hier auch einen Haltepunkt hat.

Der Entwurf geht davon aus, dass der Charakter der aufgelassenen Gleisanlage mit den dafür charakteristischen Materialien, den Spuren der Nutzung und Vergänglichkeit, sowie der spontanen Vegetation prinzipiell erhalten bleiben.

Das frühere Bahnhofsgelände erhält 4 Zugänge, davon 3 Schienengleise und einen Verbindungsweg nach Hohndorf. Damit und mit dem Themenweg Eisenbahn, der speziell zu den Kohlebahnen informieren soll, wird das Gelände in die örtlichen und regionale Wegenetze eingebunden. Das langgestreckte und spontan bewachsene Areal wird durch Sichtfugen gegliedert, die Ein- und Ausblicke ermöglichen und so die visuelle Barrierewirkung vermindern sowie Beziehungen zum Umland herstellen. Die Sichtfugen gliedern das langgestreckte Gelände in Räume, die sich durch Nutzung und Umgang mit der Vegetation unterscheiden. Dabei wechseln Aktionsräume und ruhige Grünräume miteinander ab. Das Zentrum der Parks mit der höchsten Nutzungsdichte befindet sich gegenüber dem Bahnhofsgebäude. Hier wird ein Platz angeboten, der Rahmen für Aktivitäten sein soll, wo z.B. Volksfeste und Konzerte stattfinden und wo Eisenbahntechnik und Kunst ausgestellt werden können. Das Bahnhofsgebäude sollte unbedingt in die Nutzung einbezogen werden, z.B. mit Gastronomie und Ausstellung im Erdgeschoß. Der Park soll ein Ort der Identifikation der Menschen mit der Region sein, ein Ort der Bewegung und Veränderung, wie auch der Ruhe und des Naturerlebnisse werden. Mit dem Anspruch der Entwicklung eines „Bürgerparks“ sollte die aktive Beteiligung der Bürger an dem Projekt verbunden sein.

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zentrale Aktionsfläche



Blick aus dem Stellwerk



Eingang (City-Bahn Haltepunkt) Bahnhofstraße



Weg auf dem alten Bahndamm



Eingang (City-Bahn Haltepunkt) Bahnhofstraße



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ARCHITEKTUR - CONCEPT  
PFAFFHAUSEN UND STAUDE

AUF`M DAMM GLEISPAK OELSNITZ

