The A7 motorway must be widened and therefore steps to provide better noise protection are needed: in parts of the sections running through Altona and Stellingen the noise barriers are no longer adequate. To offer the best possible noise reduction to road-side residents, therefore, some parts of the autobahn are to be enclosed. Noise reduction is a legal requirement and necessary measures are funded by the Federal Government. In addition, the City of Hamburg plans to use its own funds to give Schreneh and Altona a level of noise protection over and above that demanded by law. Here too, instead of installing acoustic walls up to 9 m high, the motorway will be covered.

### New allotments

New plots for lease

Thanks to the roof over the A7 it will again be feasible to build houses on the adjoining land. Some of this land is currently occupied by allotment gardens. These will be relocated to the motorway roof-tops. Garden plots on one of the busiest motorways in Germany. Can that be done? Yes, it can. It is important to ensure that the new soil on the roof is ideally suited for gardening. Apart from making sure the soil is unpolluted, the layering of the earth is the most important issue. A high quality soil will be laid to a depth of 1.20 m, so that allotment holders’ gardening plans are not restricted in any way. Because there will be room for all the allotments on the roofs, the City plans to create substitute gardens on other sites. The permanent use of all substitute lots as allotment gardens will be guaranteed in planning documents or by contract.

### Motorway widening and covering

From plan to completion

Before construction work can start, each project requires a legal foundation. Therefore a variety of planning procedures must be observed before parks and allotment gardens can be placed on the motorway roofs.

1. The legal foundation for constructing or widening the A7 is the plan’s determination process pursuant to the Federal Highway Act.
2. The planned parks and allotment gardens on the motorway roofs are anchored in the legally binding land-use plans.

In addition to the legal planning procedures, open space planning competitions were held between 2010 and 2012 to work designs for the parks and allotment gardens on each of the three roofs. The land-use plans are based on the competition results. To ensure that traffic continues to flow during the construction period, work is being carried out in stages. Work on the A7 starts in the north and progresses southwards. The competition results for the roofs at Schreneh and Stellingen have therefore been developed and revised, and land-use planning procedures initiated.

While the land-use planning procedure for the covering roofs is still in progress, work has already started on the autobahn. It will probably take four years to widen and cover each separate section of the motorway. When construction is finished the parks and allotment gardens can be established on the roofs.

### Advantages of roof allotments

- Unlike the situation in some of the current allotment gardens, the new soil will have no inherited pollution
- Legal planning instruments will protect the allotments on top of the autobahn. Existing garden sites is ensured because no larger buildings can be sited on the roofs.
- The allotment gardens are attractively located in the immediate neighbourhood of a new park

### Plans for the roof in Altona

As at: competition results 2012

- About 2,200 metres long, from Bonnepark to Volkspark
- A continuous green corridor between Volkspark and the River Elbe
- Rejoining the two parts of Luther Park and Bonne Park
- New housing developments on both sides of the roofed-over motorway

### Quick facts: the Altona roof:

- Horizontal green corridor between Altona Volkspark and the River Elbe

The acoustic roof in Altona opens up enormous urban development opportunities. The path caused by the motorway will be sealed between Bonnepark, and Volkspark, the neighboring districts of Bahnhof field and Othmarschen and the divided parks will be reunited. New connecting paths and opportunities for leisure and recreation are the result. The Altona roof will also implement a town-planning idea from the 1930s, when Gustav Oelsner suggested a green belt for Altona running from the Volkspark to the River Elbe. The roof will also enhance the landscape axis between Volkpark and the city centre.

The new green corridor reconnects the divided Bonne Park

ARBOS, landscape architects from Hamburg, have developed an elongated strip of parkland with a promenade on the western side of the core. Nest to this is a wider strip consisting of allotment gardens. The long-established Luther Park and Bonne Park, both cut in two when the autobahn was built, will be joined together again. Bordering the new sportsground at Baumsważere a grassy area planted with trees on the roof park will serve to connect with, and extend, the neighbouring park. Children’s playgrounds are planned where the existing parks merge into the new roof-top park, providing public meeting points that mingle with the private allotment gardens.

### Urban development objectives

- To link the city districts on each side of the motorway
- To create new green, open spaces and new connecting paths
- To give neighbouring city districts greater protection from noise than required by law
- More housing/apartment building

### Covering the A7 in Hamburg

Urban development opportunities

The A7 motorway is to be built to the right and left of the roofed-over motorway, above all in Bahnhof field between the old settlement areas of Bahnhof field village in the north-west and the formerly independent town of Altona. These houses will stand on the edge of a continuous green corridor between Altona Volkspark and the River Elbe. The Schreneh and Schreneh sections that will be roofed over are already surrounded by residential districts. Here, covering the motorway will benefit the immediate neighbours most of all by reducing noise pollution and creating new green spaces. The roof over the motorway will also free up land in the Borough of Eimsbüttel for new housing because allotment gardens and planned parks can be relocated to the new roof. Covering the A7 means that houses can be built on sites that were previously out of the question because the levels of traffic noise were too high. Revenues from the sale of municipal land will help to offset Hamburg’s share of the costs of the motorway roof.

### More open space for Hamburg

More house/apartment building

To give neighbouring city districts greater protection from noise than required by law

To link the city districts on each side of the motorway

To create new green, open spaces and new connecting paths

Urban development opportunities

The A7 slashes through the western part of Hamburg

The city reunites

When the A7 motorway was built in the 1970s it slashed through the western part of Hamburg, severing old connections; now there is an opportunity to restore them or create completely new links. The new open spaces on the covering roofs will enhance the quality of life for the residents of these densely populated districts.

In these newly quiet parts of Altona residential developments are to be built to the right and left of the roofed-over motorway, above all in Bahnhof field between the old settlement areas of Bahnhof field village in the north-west and the formerly independent town of Altona. These houses will stand on the edge of a continuous green corridor between Altona Volkspark and the River Elbe. The Schreneh and Schreneh sections that will be roofed over are already surrounded by residential districts. Here, covering the motorway will benefit the immediate neighbours most of all by reducing noise pollution and creating new green spaces. The roof over the motorway will also free up land in the Borough of Eimsbüttel for new housing because allotment gardens and planned parks can be relocated to the new roof. Covering the A7 means that houses can be built on sites that were previously out of the question because the levels of traffic noise were too high. Revenues from the sale of municipal land will help to offset Hamburg’s share of the costs of the motorway roof.

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The Schnelsen roof
Local recreation facilities

The cover over the Schnelsen section will run from Heidlohstrasse, cross Frohmestrasse and end just before the Hamburg-Schnelsen motorway junction. It will lie on the same level as the surrounding land. Several residential districts, schools and the centre of Schnelsen are in the immediate vicinity of the roof. Less noise from the motorway will appreciably boost the quality of life in these areas.

Landscape architects from Berlin, POLA, have designed a new green area on the top of the roof, with new connecting pathways that open up many opportunities for the residents of Schnelsen. Local people will be able to choose various routes to approach the park, parallel to the street called Jungborn, a wide esplanade linking Frohmestrasse with Heidlohstrasse will accommodate cyclists and pedestrians. Trees, planted beds, seating and a space to play boules make the park an inviting destination.

There will also be a footpath crossing from Jungborn to Vogt-Kock-Weg, providing a new link between the neighbouring residential areas.

Local recreation facilities

It will lie on the same level as the surrounding terrain.

Schnelsen roof
Green pathways through the district

The Schnelsen roof stretches from Kieler Strasse in the south to the rail freight by-pass line in the north. Because of the high ground-water table, the autobahn is somewhat elevated in Stellingen, so that in some parts the tunnel structure must remain visible and it is not possible to create a roof and park that lie on the same level as the surrounding terrain.

The design by Berlin-based landscape architects WIEDINGER envisages a wide promenade between the Kollau hiking trail and the rail freight by-pass down to Kieler Strasse, with a varied and interesting green route for cyclists and pedestrians. The park also creates a considerably more attractive public park in the north with attractive connecting paths for cyclists and pedestrians.

The new park will link up with the Kollau hiking trail.

Quick facts: the Schnelsen roof

1. About 890 metres long, between Kieler Strasse and rail freight by-pass line.
2. New allotment gardens in the south, public parks in the north with attractive community paths for cyclists and pedestrians.
3. Gates in the existing network of paths are closed.
4. The new park will link up with the Kollau hiking trail.

The new park will greatly cut the time needed to get from the residential areas to child care facilities, the Schnelsen leisure centre on Wühlingsallee and to travel between the two elementary schools at Röthmoorweg and Frohmestrasse. The park offers the patients and nursing staff at the geriatric clinic and people living in the old people’s home on Heidlohstrasse a new, close-by place to sit outdoors, new paths to walk, and better access to shops in the centre of Schnelsen at Frohmestrasse.

Paths through the new park will greatly cut the time needed to get from the residential areas to child care facilities, the Schnelsen leisure centre on Wühlingsallee and to travel between the two elementary schools at Röthmoorweg and Frohmestrasse. The park offers the patients and nursing staff at the geriatric clinic and people living in the old people’s home on Heidlohstrasse a new, close-by place to sit outdoors, new paths to walk, and better access to shops in the centre of Schnelsen at Frohmestrasse.

Next to the esplanade is the spacious grassy promenade with Theodor-Schäfer-Damm. Another side of the roof park and runs along the allotments.

About 890 metres long, between Kieler Strasse and rail freight by-pass line.

New park and allotment gardens, new outdoor community place at Frohmestrasse.

Connecting separated residential areas and reducing noise in the centre of Schnelsen.

In the neighbourhood of the motorway roof the schools, homes and commercial areas are, in some cases, very isolated. This part of Stellingen is dominated by a large number of major roads and rail tracks. Covering the A7 reduces noise and makes space for a new park, benefiting residents on both sides of the motorway. Residential areas draw closer together again, it is easier to get to schools and commercial areas. A gap in the existing network of paths can be closed.

North of Wördemanns Weg a spacious grass meadow is planned, planted with trees and hedges. This grassed area offers plenty of space for relaxing or for children to run around and play.

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