

## GERMANY

The issue of “**Preventive Monitoring**” as an important action of ICOMOS National Committees in countries with World Heritage sites (see also the Introduction, p. 10) is a crucial topic on our agenda. ICOMOS Germany has had a monitoring group since 2001, now consisting of more than 30 members, two or more of whom look after one of the 32 World Heritage sites. They organize on-site meetings, keep an eye on the state of conservation after consulting the responsible authorities and the conservation departments; they advise the planning authorities and point out possible conflicts and they write annual reports which are also sent to the International Secretariat.

From our experience, in many cases it is possible to avoid likely threats and conflicts with other interests through appropriate counseling and by involving the ICOMOS National Committees as early as possible with the task of Preventive Monitoring. And during public discussions (with ICOMOS as a disputatious NGO) at least compromises can be achieved which are acceptable.

The consequences of the devastating fire of 2-3 September 2004 in the **Duchess Anna-Amalia Library in Weimar** stood at the beginning of our last report (see *Heritage at Risk 2004/2005*, pp. 70-72). In the meantime, the building, the repair of which was also discussed in detail at a meeting of our monitoring group in Weimar in March 2005, has been restored in an exemplary way and, together with the saved historic books and works of art, was reopened on 24 October 2007.

The protests against a cluster of high-rise buildings threatening the dominant position and visual integrity of **Cologne Cathedral** (see the detailed report in *Heritage at Risk 2004/2005*, pp. 73/74) were finally successful – a spectacular case receiving worldwide attention: From the beginning ICOMOS clearly expressed its rejection of these plans in public. After the cathedral had been placed on

the list of World Heritage in Danger in July 2004 at the meeting of the World Heritage Committee in Suzhou (China), in 2006 the City of Cologne finally gave up its plans to build this cluster of high-rises; it revised its programme for high-rise buildings and gave new thoughts to the question of a sufficient buffer zone for the cathedral. However, the visual disturbance caused by the RZVK building, which is the only building of this cluster project to have been erected, cannot be repaired. Nonetheless, the deletion of Cologne Cathedral by the World Heritage Committee could be avoided and since the meeting of the Committee in Vilnius in July 2006 the cathedral is no longer on the “red list”.

In 2006/2007 ICOMOS was not only active as “advisory body” of UNESCO and the World Heritage Committee. Our national monitoring group, chaired since 2005 by our colleague Dipl.-Ing. Giulio Marano, was increasingly consulted by the authorities responsible for monuments and sites, also where sites on the German Tentative List were concerned (e.g. Kontorhäuser and Speicherstadt in Hamburg, Wilhelmshöhe Park with Hercules in Kassel). Furthermore, ICOMOS has had to deal with a whole series of German World Heritage cases, among others with Aachen Cathedral (question of expanding the buffer zone and including the town hall); Speyer Cathedral (expansion of a nearby airport); Würzburg Residence (professional advice for the restoration of the staircase with the Tiepolo frescoes); St Mary’s Cathedral and St Michael’s Church at Hildesheim (various restoration projects; also the exemplary restoration of the Hezilo-Leuchter in 2007); Roman monuments in Trier (rejection of an elevator on the exterior of the Porta Nigra, entrance building to the imperial thermae); Hanseatic City of Lübeck (ensemble threatened by commercial buildings); Palaces and Parks of Potsdam and Berlin (problems with new buildings in the border area of the historic grounds); Historic Town

Weimar, Duchess Anna Amalia Library, Rococo hall after the restoration, 2007 (Photo: M. Hamm/Otto Meissners Verlag)



Wittenberg, St Mary's parish church, weathered medieval sculpture, St Andrew, 2007



of Goslar (rejection of a department store project in the centre); Town of Bamberg (problems with new buildings and a shopping arcade); Town of Quedlinburg (technical and restoration mistakes in the Collegiate Church; new constructions in the ensemble); Bauhaus and its Sites in Weimar (restoration of the Meisterhäuser; in 2007 international competition for additional new buildings); Luther Memorials in Eisleben and Wittenberg (questions of restoration and use); Classical Weimar (restoration of the Duchess Anna-Amalia Library); Museum Island Berlin (statement on the restoration concept for the Neues Museum; various plans for modifications; critical evaluation of a new entrance building, in the meantime replaced by a more appropriate design by David Chipperfield); Wartburg Castle (protests against wind generators planned in the surrounding area and a cable car project); Garden Kingdom of Dessau-Wörlitz (threatened by a by-pass); Zollverein Coal Mine Industrial Complex in Essen (critical evaluation of too many interventions in connection with the renewal of the *Kohlenwäsche*; objections against a visually disturbing hotel project, eventually replaced by a more acceptable alternative); Upper Middle Rhine Valley (several statements against the project of a Rhine bridge in St Goar – St Goarshausen); Dresden Elbe Valley (the case of the “Waldschlösschen” bridge); Old Town of Regensburg (various restoration projects; project for a conference centre).

Below a selection of – abbreviated – expertises signed by the President of ICOMOS International, some of which were forwarded to the World Heritage Centre via the International Secretariat of ICOMOS in Paris. At the beginning and the end you will find statements on the “Waldschlösschen” bridge in Dresden, a case in which ICOMOS Germany has been very much involved. The situation resulted in this site being placed on the List of World Heritage in Danger at the meeting of the World Heritage Committee in Vilnius in July 2006. In 2008, this site will be deleted from the World Heritage List, unless a solution can be found after all. Also from the legal point of view this is a spectacular case and, given the federal structure in Germany, a highly complicated case, where the international obligations in connection with the ratification of the World Heritage Convention have to be weighed against the result of a – now highly disputed – public decision.

## Dresden, Waldschlösschen Bridge

*The cultural landscape of Dresden Elbe Valley was inscribed on the UNESCO World Heritage List in 2004, on the basis of criteria ii, iii, iv and v. The evaluation mission to examine the property prior to inscription had been undertaken on behalf of ICOMOS in 2003. During the mission, the project for the bridge, planned upstream from the city centre (mistakenly mentioned in the ICOMOS evaluation text as “foreseen 5 km down the river from the centre”) was discussed with the authorities. The new bridge had already been foreseen in the urban master plan of Dresden and several alternatives had been subject to an in-depth study, including other locations and the possibility to construct a tunnel. Out of these, the Waldschlösschen Bridge had emerged as the “least bad” solution, and had gained the support of the different authorities, especially of the Saxon Conservation Department (Landesamt für Denkmalpflege Sachsen), i.e. of the State conservation authority, which due to the alleged necessity of the bridge for the traffic sys-*

*tem of the city has never opposed its construction. However, it insisted explicitly and successfully that the bridge remain low, that means below the bog (Geländebruch) of the Neustädter Hochufer, and that it disappears in a tunnel in the Elbe slope.*

*In the meantime, ICOMOS has received extensive material on the bridge planning, the most recent being a letter by Mayor Mr. Rossbach of 5 January 2006 with the results of the investigated alternatives for tunnel constructions at the location of the planned bridge. Compared to these documents the information about the so-called Waldschlösschen Bridge which could be found in the application documents of 2003 for inscription on the World Heritage List must be considered as insufficient. For although the crossing of the valley is marked in the zoning map of the City of Dresden from 1999, it is only marked as one option (dash marking in yellow) of five alternatives at other locations. Details such as connecting ramps and tunnels were not included in the application documents which used only photo montages and a written description made*



View of Dresden from the Waldschlösschen terrace

Dresden, approved project for the Waldschlösschen Bridge



available by the award-winning design from 1996. Under these circumstances, in the course of evaluating the application documents ICOMOS took note of the City of Dresden's intention to construct a crossing at Waldschlösschen without being seriously concerned since our expert came to the conclusion that the project, which had already been settled with the State conservation authority and was the result of decades of planning, was acceptable.

In the meantime, documents of the planning brief (Planfeststellungsverfahren) show the entire extent of the intended building measures, which have resulted in fierce public discussion. These documents were sent to the World Heritage Centre and to ICOMOS on 24 November 2005. ICOMOS wishes to comment on these planning documents as follows:

This valley crossing is no longer an "urban bridge", but instead an important road connection resembling a motorway – in fact it is intended to be a fast connection between the motorways in the north and south of the city. The project will result in tearing apart the affected parts of the city and mostly the valley area of the river Elbe.

Apart from the bridge itself – whose piers need to be reinforced due to conditions imposed by water resources engineering – the valley area and thus also the World Heritage are also going to be disturbed by constructions connecting the bridge with the existing urban road network on both sides of the river, including ramps, accesses to the tunnel and other building elements for un-intersected connections, all of which emphasise the character of a city motorway. Particularly severe are the measures on the northern slope of the Elbe, below the well-known viewpoint "Waldschlösschen", from which the famous view of the reconstructed skyline of the old part of Dresden can be enjoyed just as much as the Elbe countryside with meadows on both sides, the foothills of the Erzgebirge and the first range of hills of the Sächsische Schweiz with the so-called Elbe castles. These are all very important elements of the World Cultural Heritage "Dresden Elbe Valley".

Since the early 19th century the "Waldschlösschen" view was praised in several descriptions and pictures. Enclosed you will find a view of Dresden from the Waldschlösschen terrace, a photo taken in 1939, which better than any written comment illustrates the possible threat to the Elbe landscape by the bridge project. Not to be ignored, either, are interventions in the so-called "Prussian" villa district, an exclusive residential area begun in the mid-19th century, which in its entirety is part of the World Heritage. The increasing traffic noise in the townscape caused by the new bridge and road connection needs to be pointed out as well.

After evaluating the documents, which have now been made available, ICOMOS comes to the conclusion that the realisation of the Waldschlösschen Bridge will lead to a considerable disturbance of the World Heritage site Dresden Elbe Valley. By all means there should now be a pause for thought to be able to inform the World Heritage Committee as well as to discuss less harmful alternatives, including a tunnel construction (for which a new cost estimate seems to exist) and other possible locations.

ICOMOS therefore suggests that the City of Dresden should be asked to extend the time of adjudication (Vergabe der Bauaufträge) for the bridge from end of March to at least end of September 2006. This would help avoid an irreversible fait accompli as well as the danger of a considerable financial loss for the city if the project cannot be realised.

M.Pz.

10 January 2006

## Museum Island Berlin

(...) First of all, we would like to repeat passages from a statement made by the undersigned in his capacity as President of ICOMOS International on 14 June 2004 after a meeting in Berlin on 17 May 2004:

"The meeting on 17 May, during which the entire construction site, including all interiors, was jointly inspected and various solutions were discussed, has shown, however, that at the moment the well-founded conservation concept (published in *Beiträge zur Denkmalpflege in Berlin, Heft 1, 1994*) is being implemented in an exemplary manner.

In the past decades many palace and museum buildings in Germany damaged during the war were often stripped of their interiors with no respect for the historic substance, and all historic remains were removed to create a "neutral" background for the exhibits. Contrary to that in the Neues Museum all preserved parts are being integrated and fragmentary elements carefully completed as far as that is appropriate and necessary. This approach applies also to the entire building, the reconstruction of the Egyptian Court, the main staircase etc.

As fortunately it is intended to return the collections which were originally in the Neues Museum (Egyptian art, prehistory and early history) the more or less fragmentarily preserved wall decorations will be an excellent background in the sense of the authentic spirit which, with regard to the aspect of archaeology, goes well with the preservation of fragments. Rooms with totally retouched interior decorations could be problematic in their interrelation with the exhibits. Besides, there is an excellent documentation and, in accordance with a pluralistic approach, the conservation concept takes the existing historic substance into consideration in every part of the building, thus strictly following the principles of the Venice Charter. The building measures, which will probably be completed by 2009, give reason to hope for a result which will be exemplary in many respects."

A recent visit to the building site of the Neues Museum on 9 September 2007 on the occasion of an international ICOMOS conference in Berlin ("World Heritage Sites of the 20th Century / Gaps and Risks from a European Point of View") has also shown that the historic fabric preserved after the destructions of World War II is being conserved with enormous care and in an exemplary manner. For the necessary modern additions great respect has been shown for the existing fabric which survived the war and the years afterwards. This applies also to the great staircase where the existing old structures are being preserved (there are new considerations to reconstruct the Korenhalle above the staircase). The flights of stairs are being reconstructed in the exact position and proportions of the old one, however in sort of a minimalist form. The plans would even allow an exact reconstruction of Stühler's staircase without any major alterations to what has already been done (except the solid stair strings) – future generations could decide in favour of a different concept. Therefore, it is possible to state once again that from ICOMOS' point of view the currently pursued concept for the restoration of the Neues Museum can be welcomed.

Concerning points A 1-4 (constructions already completed) it needs to be pointed out that the concept which has been followed for years and will be completed in one or two years was welcomed recently also in a resolution by the *Vereinigung der Landesdenkmalpfleger in der Bundesrepublik Deutschland*. Nothing can be said against the reuse of used stones and bricks (points 1, 4).



Berlin, Museum Island, first project for the James Simon Gallery by D. Chipperfield Architects (© 3d works visual computing)

*As to points B 1/2 (edifices intended) it must be said first of all that the criticised design by David Chipperfield for a new entrance building between the river Spree and the Neues Museum is no longer valid. The reservations stated by the undersigned ("hingeschachtelt", see also Süddeutsche Zeitung of 11 August 2006) were not against the construction of this necessary building per se, but rather against the design which stood in contrast to the integrity of the Museumsinsel. In the meantime, a completely revised project for the entrance building has been presented with which the World Heritage Center is probably also familiar with. This project developed in the spirit of the Museumsinsel has been*

Berlin, Museum Island, final project for the James Simon Gallery by D. Chipperfield Architects (Stiftung Preußischer Kulturbesitz / Yli-Suvaranto)



generally appreciated. ICOMOS Germany too believes that it is a very good solution. From ICOMOS Germany's point of view no objections are necessary, either, against the design by Ungers (point B 2) for a wing closing the courtyard of the Pergamon Museum – such a wing had already been planned by the architect of the museum at the beginning of the 20th century.

M.Pz.

12 September 2007

## Historic Centre of Stralsund

*The so-called Quartier 17 (Q17) is situated in the centre of Stralsund immediately south of the town hall and the St. Nikolai church. This very densely built area, mostly with medieval houses, was almost completely destroyed by an air attack in 1944. Only two gable-fronted houses survived on the north side of Badenstrasse. The ruins of the other houses were removed, however only down to the street level. Cellars and foundations have therefore been largely preserved. In this context we would like to point out that in the appraisal of Stralsund and Wismar as World Heritage sites the exceptional importance of both towns' archaeological layers underground were explicitly emphasised. This quality was also confirmed by excavations in Quartier 17 carried out by the State Conservation Office of Mecklenburg-Vorpommern: on all four sides of the street extensive cellar walls, usually up to the full height of the cellars, have been preserved. The exposed medieval walls reflect and document a differentiated typology of houses in correspondence with the social hierarchy. Along Badenstrasse cellars of large and deep houses of the 13th century were excavated, also of shorter houses from around 1300 in Ossenreyer Strasse. Furthermore, cellar remains of simpler houses, so-called "Buden", were discovered along Kleinschmidtstrasse and Heiligenstrasse as well as remains originally belonging to typically larger houses at the corners of the quarter. High-quality findings are still to be expected at the corner of Badenstrasse/Ossenreyer Strasse, where the excavations have not yet been finished. In total, one has to come to the conclusion that, in accordance with the appraisal of the archaeological underground of the town of Stralsund as World Heritage, a rich stock of building remains from the 13th to the 15th centuries still exists, which – like an archive – has preserved the original stock of houses and the parcelling of the quarter.*

*From ICOMOS's point of view it would be very desirable if this central quarter were newly developed. However, essential criteria for a development compatible with the World Heritage status have not been fulfilled in the available plans by the architecture firm Kara und Hoffmann of March 2007:*

- *Through the large two-storey underground garage for c. 250 cars which takes up more than three quarters of the entire block the already mentioned archaeological findings would be almost completely destroyed – a loss of building stock from the Hanseatic era which cannot be justified.*
- *It is to be feared that the construction of the underground garage and the draining of the foundation pit would harm the enormous steeples of the St. Nikolai church only 27 and 50 metres away.*
- *The underground garage is largely meant for the customers of the retail stores which are to be opened here and it has been required as a precondition for attracting an "anchor tenant". With this underground garage the town of Stralsund would*

annul its own principle for a traffic concept in the old town made a few years ago. According to this principle no underground garages for the general public are to be built in the historic centre; instead they should only be on the outskirts.

- It is to be feared that the planned garage for Q17 will have considerable negative consequences for other streets and that historic buildings which have been preserved will not be renovated because of the predicted increase in traffic.

The crucial point of criticism concerning the Q17 project of March 2007 is therefore the plan to build an underground garage of the intended dimensions. By no means can this be accepted.

ICOMOS believes that for a development of this quarter compatible with the World Heritage status conditions would have to be formulated which have already been fulfilled to a large extent by the competition entry that won in 2003 (Büro Steidle + Partner, Berlin). From ICOMOS's point of view the subsequent plans by the architecture firm Kara und Hoffmann, made in the course of negotiations with a potential investor, resulted in major alterations which would have a negative impact on the World Heritage. To avoid that the development of Quartier 17 – a development highly



Stralsund, outline plan for the urban development, 2000 (Conradi, Braum & Brockhorst)

Stralsund, view of the historic centre

welcome in principle – will be disadvantageous for the World Heritage the following would be required:

- To give up the underground garage in its presently planned dimensions as a condition for preserving the archaeological remains in this quarter and for avoiding damages to the St. Nikolai church. At best a smaller garage for handicapped persons and residents would be thinkable, perhaps as a parking lift.
- The outlines of the new buildings should follow the historic land parcels (in particular the new buildings should refer to the very early tangential deviation along the Badenstrasse) as a prerequisite for technically solving the preservation of the cellar walls. For instance, it would be possible to use bored piles with projecting plates as foundations for the new buildings.

M.Pz.

26 November 2007

## Upper Middle Rhine Valley

(...) For quite some time there have been considerations about the necessity of a bridge connection in the Upper Middle Rhine Valley between the two riverbanks; however, precise plans or even binding decisions have not been made so far. The necessity of such a connection is being justified by the fact that there is no bridge for almost 100 km between Bingen and Koblenz. The traffic across the river is handled by six ferries run by private enterprises. In comparison to a toll-free bridge ferries are disadvantageous in so far as there may be queue times (usually not more than 15 minutes, possibly longer in the main travel season) and that for reasons of profitability the ferries do not operate at night and – a few days every year – also not if there is extremely high or low tide. However, one can assume that during daytime ferries are no serious obstruction. It also needs to be pointed out that in the past the responsible

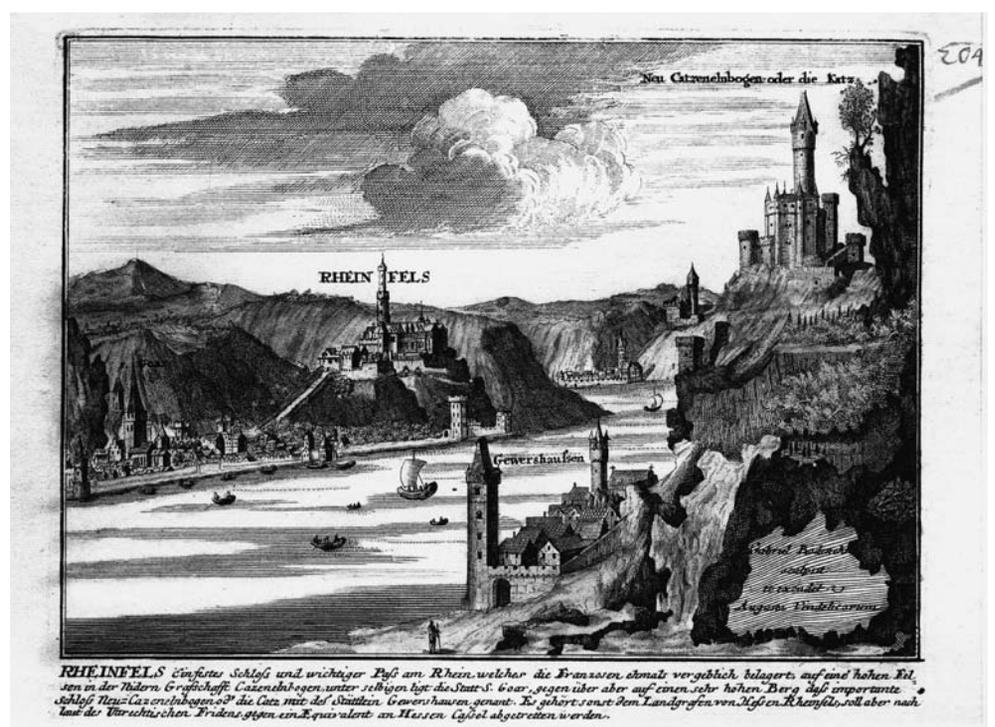
federal authorities did not find it necessary to connect the federal highways B9 and B42 (along the Rhine), B274 (east-bound connection) and the west-bound motorway A61 by means of a bridge – namely because of the low traffic volume.

Positive aspects of the ferries are that for a long time they have been an integral part of life by this river, that they also allow cyclists and pedestrians to cross the river near to where they live, that they enable travellers to have a short but intensive rest on the ferry, plus a number of other intangible reasons.

The expertise at hand by Cochet Consult of August 2007 shows relatively well which aims and hopes are being pursued with a new Rhine crossing. It is especially a matter of a supra-regional and comfortable traffic connection of the area on the right side of the river belonging to Rhineland-Palatinate, or to be more specific of the Rhein-Lahn district, with the left side of the valley and with motorway A61. For years, the industry of this area has been the driving force in asking for such a connection in order to avoid long detours to the Rhine crossings in Koblenz in the north and Bingen in the south. The responsible politicians and the marketing boards hope that such an improved connection to the motorway and to the centres of the State Rhineland Palatinate will also lead to an economic boost by attracting additional companies and making the region more accessible for commuters.

All suggestions for such a Rhine crossing have always concentrated on the area St. Goar / St. Goarshausen, because it is here that one sees the best preconditions for the implementation of the aims mentioned above. During the preparatory stage for the World Heritage application there were already discussions about this project. At every stage ICOMOS always spoke unmistakably against a bridge in this particular area of the World Heritage. ICOMOS's negative attitude is consistent with very similar statements made by the State Conservation Department of Rhineland Palatinate and a number of local associations, societies and private individuals – first and foremost the Rheinische Verein für Denkmalpflege und Landschaftsschutz.

The reasons for the negative attitude towards a new Rhine crossing



Gabriel Bodenehr d. Ä., view of St Goar and St Goarshausen



Upper Middle Rhine with Loreley, etching from c. 1820



Upper Middle Rhine, view of Wellmich with Castle Maus (Photo: M.Pz.)

in the area St. Goar / St. Goarshausen are:

1. The Upper Middle Rhine Valley as World Heritage is characterised “as one of the most important transport routes in Europe”. Surely, this refers mostly to its historic relevance, not so much to the modern transport routes, especially the two supra-regional federal highways along the Rhine and the railway routes. The modern transport routes are a considerable burden both for the local people as well as for the tourists in the valley. This sensitive situation should not be worsened by measures which will lead to additional traffic in the Rhine Valley.
2. The Upper Middle Rhine Valley is furthermore characterised by the very high number of historic buildings and towns, which together with the typical viticulture on terraces and the characteristic flora of the steep slopes have become a synonym for a

Romantic landscape. The immediate vicinity of St. Goar and St. Goarshausen is particularly distinguished by these characteristics, not just because of the world-famous Loreley rock, but also because of the historic townscapes of St. Goar, St. Goarshausen, Wellmich and the castles called “Katz”, “Maus” and “Rheinfels” towering above them. In such a historic and romantically inflated landscape a technical construction like this bridge would inevitably be regarded as a disturbing intrusion. The visual integrity of the World Heritage would be seriously harmed. This evaluation applies to all the presented bridge alternatives, also to the one in Fellen-Wellmich preferred in the expertise (option 9.2.5).

3. The tunnel alternative would avoid disturbing the visual integrity. The road could be linked relatively easily to the B275 in St.

Goarshausen and to the local road net in St. Goar; in the expertise no indications were made as to how the traffic is then to be continued, especially in the direction of motorway A61. This deficit also holds true for all bridge solutions. A by-pass of St. Goar around Rheinfels Castle would be a considerable and additional burden to the World Heritage. Leading the traffic through St. Goar would also be a strain to the town and would hardly be possible for larger vehicles. On the other hand, redirecting the road to the south up to Oberwesel would encounter resistance there. Under these circumstances, there is no solution for the additional traffic that is to be expected from a built Rhine crossing. Further and considerable strains and encroachments of the World Heritage would have to be expected.

4. From ICOMOS's point of view the only solution compatible with the World Heritage would be option 8.1, i.e. an intensification of the ferry traffic, both as far as the frequency and the number of ferries is concerned. According to the expertise this would be possible, even if it does not exactly correspond with what the local politicians and market boards want. In this context, one would perhaps have to transfer the landing stage in St. Goarshausen, which at present is very cramped and probably unsuitable for several ferries. The State Government should seriously consider integrating the ferry service in the traffic network, also as far as fees are concerned, and subsidising the ferries outside the normal timetable.

Maintaining the ferry service would be a great advantage for pedestrians and cyclists (the latter being very interesting for tourism) as this would offer them a possibility to cross the river in the middle of the town without having to do a detour of several kilometres (bridge) or change on to bus (tunnel). It seems very likely that with the construction of a built Rhine crossing at least the ferry service from St. Goarshausen would be stopped.

The continuation of the ferry service would also have the very pleasant consequence that not only a traffic mode traditional for the Rhine landscape could be maintained, but also that the family which has been running this ferry for 200 years would be able to continue its work. (...)

M.Pz.

26 November 2007

## Bauhaus and its Sites in Dessau

From the point of view of various boards of the State of Sachsen-Anhalt (City of Dessau, State Ministry of Culture, Conservation Department, Stiftung Bauhaus) the present condition of the front part of the Meisterhaussiedlung (buildings designed by the school's professors) is not satisfactory. Largely, the war-related gap in the destroyed semi-detached house Moholy-Nagy and the war-related loss of the director's house (Gropiushaus) are considered as particularly disturbing, also the demolition of the "Trinkhalle" by Mies van der Rohe in 1970. Finally, the rebuilding of the director's house in 1956 in accordance with the ideology of the former GDR, i.e. as a one-storey building with saddle roof, is now considered to be inadequate. Discussions about correcting the unsatisfactory urbanistic situation started after the houses Lionel Feininger, Georg Musch, Oskar Schlemmer, Wassily Kandinsky and Paul Klee had been restored and declared World Heritage (1996).

During the investigations that were carried out together with the restoration of the master houses it was discovered that there had been a number of alterations. In the Bauhaus era 1925-1932 these alterations affected mostly the surfaces which were redesigned by the various professors who lived here. In the 1930s changes were made above all to the outer appearance. For ideological reasons the Nazis changed the buildings' specific Bauhaus shapes. Only through the comprehensive and meticulous investigations of the 1990s it was possible to reconstruct a situation outside and inside that reflects the condition of the Bauhaus era even in its materiality. These investigations also proved that the handed-down plans were not always reliable. The character of the "experimental" architecture of the Bauhaus may also have contributed to the fact that certain details were only decided when the construction was already under way.

The discussed "repair" of the present state considered to be unsatisfactory concerns three different possibilities of procedure:

- The reconstruction of the state at the time of the Bauhaus respecting the conditions of the Operational Guidelines: "Reconstruction is acceptable only on the basis of complete and detailed documentation and to no extent on conjecture".
- The erection of buildings which are recognisably from today and which should not interfere with the visual integrity of the ensemble.
- Maintaining the present state.

The option of a "reconstruction" is being rejected by some experts, because no reliable plans and findings of the destroyed buildings



Dessau, Meisterhaussiedlung, director's house, situation in 1926 (Photo: VG Bildkunst, Bonn, Lucia Moholy)

Dessau, former director's house, now "Haus Emmer", situation in 2004 (Photo: Stiftung Bauhaus Dessau)



seem to exist. This issue would have to be checked from case to case. In this context the most critical point would be the question if a reconstruction of the director's house is imaginable. The so-called "Emmer house", rebuilt in 1956 does contain considerable parts of the original director's house by Gropius – the unaltered garage, the undamaged cellar and the ground-plan structure of the ground floor, which in its most essential parts corresponds with the example of 1925. However, the Emmer house, including its original elements from 1925, can also be considered an important testimony to the way GDR architecture dealt with the Bauhaus. Under these circumstances ICOMOS would give preference to maintaining the present state and has serious concerns against any kind of "adapted" new building.

According to its letter to the World Heritage Centre of 11 June 2007 the City of Dessau decided in favour of a competition for the construction of new buildings in today's architectural vocabulary. From the town planning point of view these buildings are meant to correspond to the original situation. Such a one-sidedly predefined competition can only lead to considerable problems. The winners of such competitions are not infrequently also the most "fanciful" and the most ruthless designs. Under these circumstances, it must be feared that the results of the competition could seriously harm the integrity of the World Heritage site.

Instead of such a one-sidedly predefined competition a competition with a differentiated approach to the three building tasks – the semidetached house Moholy-Nagy, the director's house and the "Trinkhalle" – would be preferable. Such an approach could allow for instance an unproblematic reconstruction of the "Trinkhalle" and of the semidetached house Moholy-Nagy, but in the case of the Emmer house instead of a new building the preservation of the existing one.

Due to this differentiated situation ICOMOS recommends the following:

- Basically, a competition with the aim of repairing the situation in the front area of the Meisterhaussiedlung is considered to be possible.
- The above-mentioned alternatives concerning the handling of the three building tasks should be accepted, which means the possibility of reconstructions (on condition that sufficient documentation exists), evaluating whether "modern" substitution buildings are possible or leaving the present state as it is.
- This would however require a multilevel competition to be tendered: first of all an ideas competition, and then a more detailed elaboration in a second step.

As far as ICOMOS knows the call for tenders for this competition has not yet been formulated so that amendments could still be made. The relevant literature on this topic (Andreas Schwarting, HPC Weidner etc) should be made available to the participants. (...)

M.Pz.

26 November 2007

## Dresden, Waldschlösschen Bridge

(...) In this context, we would like to make reference to ICOMOS's statement of 10 January 2006, to the expertise by the Institut für Städtebau und Landesplanung at the RWTH Aachen of April 2006, and to the statement on this expertise by ICOMOS of 27 June 2006. According to these the crossing of the Elbe valley by the planned

four-lane, motorway-like road is on principle highly problematic and wrong, because it cuts the valley into different sections and hurts the visual integrity.

The alternatives presented to the World Heritage Centre in 2007 contain two different planning approaches:

- 1) The attempt to develop a bridge which would be more compatible with the cultural landscape and therefore acceptable;
- 2) The crossing of the Elbe valley by means of a tunnel.

### Ad 1

Reference is made especially to the letters by the mayor of Dresden to the World Heritage Centre of 21 May 2007 and of 14 June 2007 (e-mail of 19 June 2007 with report on the workshop of 8 June 2007). Seven engineering companies were invited to submit designs for a "better" bridge. The selection board evaluated two designs as particularly interesting because they can be further developed: Büro W. Sobek and Büro Schlaich, Bergermann und Partner, both Stuttgart. The plans by Sobek were eventually excluded because they had ignored a regulation regarding the Elbe as a waterway. (...) From ICOMOS's point of view this planning approach by Schlaich, Bergermann und Partner can NOT be seriously considered as being compatible with the World Heritage site. No doubt, the entire construction of the Elbe crossing, with foreshore bridge and the actual crossing of the river, is much more elegant and lighter in its appearance than the approved version. But, apart from the fact that in contrast to the design the lanes of the bridge would have to be raised by four metres in order to achieve the permitted overhead clearance for ships (which in turn would have a stronger impact on the valley landscape), this alternative shows no fundamental renunciation of the four-lane, motorway-like valley crossing pursued so far. The positive aspects of these plans are limited to an improved aesthetic effect of the construction, whereas the cutting-in-two of the valley by this road structure would remain unaltered in every respect.

### Ad 2

Reference is made to the letter by the architects office gmp – Prof. Marg to the mayor of Dresden of 21 May 2007, to the feasibility study of August 1996 by the City of Dresden regarding the tunnel solution, to a further study on this topic by the City of Dresden of December 2003, to plans made by the City of Dresden and the Büro EIBS of July 1996 and December 2003, to the statements by the engineering company ILF of 16 April 2004 and by the Ing. Gesellschaft Baugrund Dresden of 16 April 2004 with regard to the geological situation in the valley. Reference is made also to the letter from the City of Dresden of 17 October 2007 with the English version of the tunnel study of 8 June 2007 by the engineering company Bung in Heidelberg.

All these studies and expertises by renowned architectural and engineering companies and by the city itself have come to the conclusion that a tunnel instead of the Waldschlösschen bridge could be realised without serious problems, that its construction would not face any major difficulties and that – after the completion of the work – the World Heritage site Dresden Elbe Valley would be largely intact.

ICOMOS follows this evaluation. Ultimately, the approaches of the different studies and expertises only vary in detail, which is irrelevant for the World Heritage. All studies assume that – instead of the so far approved Elbe crossing consisting of a tunnel of 1.2 km (on the northern, right bank of the Elbe) combined with a 0.7 km-long bridge structure – a tunnel system of 1.9 km would be developed. The junctions to the city's road net could be carried out

as already planned; consequently, an interruption of the work begun would only be necessary in certain parts, if at all. The required flood protection of the tunnel would be warranted. The intended use of this crossing by public transport buses would also be possible with a tunnel, just as much as a retrofitting for trams, which was already planned in the feasibility study of 1996.

*Crossing the valley by means of a tunnel would largely preserve the visual integrity of the World Heritage once the work is completed.*

*A comparison of the costs between the so far approved combined tunnel/bridge solution and the recently presented tunnel solution can only be approximate. On the one hand the state of planning of the two solutions differs too much, on the other hand pedestrians and cyclists would not be able to use the tunnel. However, very near to the planned crossing there is a ferry for pedestrians and cyclists, which could continue to be operated (in the case of the bridge solution it would be given up). All in all, from what can be concluded from the available documents even a belated decision in favour of an entire tunnel solution would not lead to a dramatic cost increase.*

*Therefore, ICOMOS strongly recommends that the tunnel solution, which would be unproblematic to carry out, should be insisted upon.*

*However, we wish to point out that the tunnel solution is not entirely unproblematic, either. With both solutions the border area of the World Heritage, the so-called "Prussian Quarter" on the right high bank of the Elbe, is going to be affected visually and acoustically by the tunnel exits, to a lesser degree also the left side of the river. But as far as the World Heritage is concerned such disturbances seem tolerable.*

*Incidentally, the question remains whether such an Elbe crossing is necessary at all. A traffic census made by the City of Dresden in the summer of 2007 has shown that since the opening of motorway A 17 car traffic in the city has decreased by 10.4%.*

M.Pz.

18 December 2007

In the years 2006/2007 ICOMOS Germany tried in many other cases to help in conservation questions; it protested against planned demolitions and disfigurements of monuments and sites, and within the range of its possibilities as an NGO it supported the state monument services (*Landesämter für Denkmalpflege*) of the 16 Federal States in critical cases. ICOMOS also commented on dangerous trends in some Federal States to weaken the position of the state monument services in the context of structural reforms of the administration. Below a few examples from a great number of tasks:

## Protest against the demolition of the Telephone Cable Factory in Oberschöneweide (Berlin)

With its visible steel frame construction and its radically modern aesthetics the AEG telephone cable factory in Oberschöneweide, built by Ernst Ziesel in 1927/28, was a milestone in Berlin's industrial architecture of the 1920s (see also H@R Special 2006 *The Soviet Heritage and European Modernism*, p. 175). At first a renovation of this building for purposes of the *Fachhochschule* (= technical college) für Technik und Wirtschaft (FHWT), which is being

relocated to the former AEG premises, was planned. However, due to structural problems and the high renovation costs these plans were given up and in 2005 the "unavoidable" demolition of this factory, which had been on the monument list since 1977, was applied for. Sadly, public protest against the destruction, which also came from DOCOMOMO Germany and ICOMOS, was in vain. The building was demolished in 2006.

## The mining destruction of Heuersdorf and threats to Nietzsche's gravesite

A number of valuable historic sites in Germany have been destroyed by lignite surface mining. Vast deposits of this low-grade fuel, also known as brown coal, are extracted by the electrical power industry. The mining pits that penetrate several hundred meters into the earth have uncovered petrified trees, mastodon skeletons, artifacts from the New Stone and Bronze Ages, Roman and medieval settlements, as well as the remnants of daily life in more recent periods. Yet modern communities underlie the prerogative of German mining law for devastation wherever coal deposits have been found. While the local population is resettled into new housing, it has proven impossible to transplant more than a vestige of extant historic substance to other locations.

The oldest architectural monument in the village of Heuersdorf near Leipzig (on Heuersdorf see also H@R 2004/2005, pp. 82/83) has been the Emmaus Church. This 820 ton stone structure was transported on a flatbed trailer in October 2007 to the city of Borna 12 kilometers distant by the American-owned MIBRAG mining corporation. The church was first documented in 1297, while dendrochronology has established the roof beams to be about 750 years old. The edifice was remodeled after the Thirty Years' War, with the Romanesque arch still framing the nave as testimony to its pre-Lutheran origins. The weathervane above the later

Heuersdorf, transport of the Emmaus Church to Borna, 2007 (Photo: Jeffrey H. Michel)



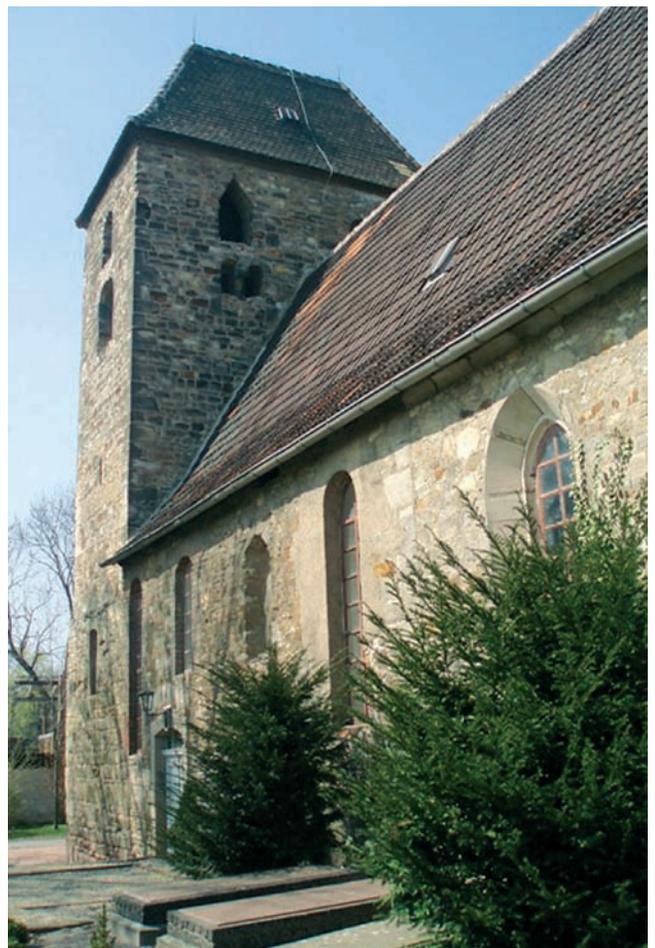


Heuersdorf, demolition of the village (Photo: Jeffrey H. Michel)

shingled belfry bears the year 1837. Only three 17th century graves were discovered near the foundation during archaeological fieldwork. The diminutive church apparently served as a chapel of the nearby village of Breunsdorf, which has already been lost to the advancing lignite mine. The present name of the structure was conferred in 1959, when Heuersdorf persisted as a Christian community in Marxist East Germany. Both the Emmaus Church and the larger Tabor Church at the southern end of the town were renovated and maintained by the local population, even as 23 villages and 11 churches were destroyed in the immediate vicinity. Yet over 100 buildings in Heuersdorf, including the Tabor Church with its magnificent late classical architecture, are now being broken apart in preparation for mining. More than 40 structures or parts thereof have been entered into the state registry for historic monuments, a matter of no consequence for energy production. Equally notable in the surrounding fields are rows of truncated willows once used for basket weaving, and the ubiquitous fruit trees along village pathways and in the gardens of timbered farmhouses that reflect centuries of agrarian prosperity.

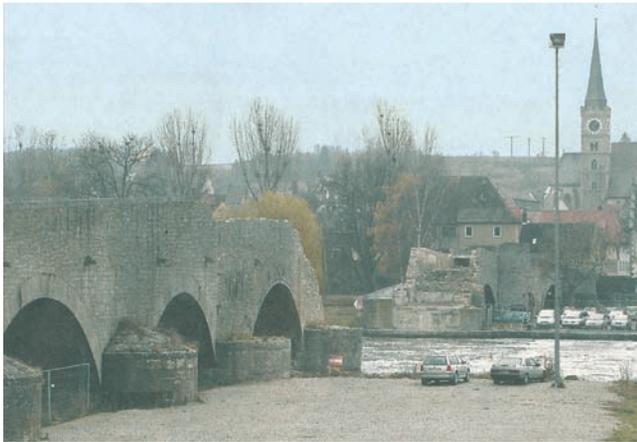
German mining law, enacted in 1980, does not mandate consideration of technological options such as wind power that would make the destruction of human settlements avoidable. MIBRAG intends to devastate several additional communities southwest of Leipzig to serve a new lignite generating station. The planned mining operations would include the town of Röcken, where the German philosopher Friedrich Nietzsche was born and now lies buried. The 12th century church at the gravesite is far more massive than its counterpart in Heuersdorf; rebuilding it elsewhere would thus cost several million euros. Although no definite decision has yet been made by MIBRAG regarding mining operations in Röcken, several organisations have stated very clearly that the place where this world-renowned philosopher was born should be preserved by all means.

Röcken, parish church with graves of the Nietzsche family (Photo: [www.wikipedia.de](http://www.wikipedia.de))



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## Ochsenfurt: old bridge across the river Main threatened by demolition

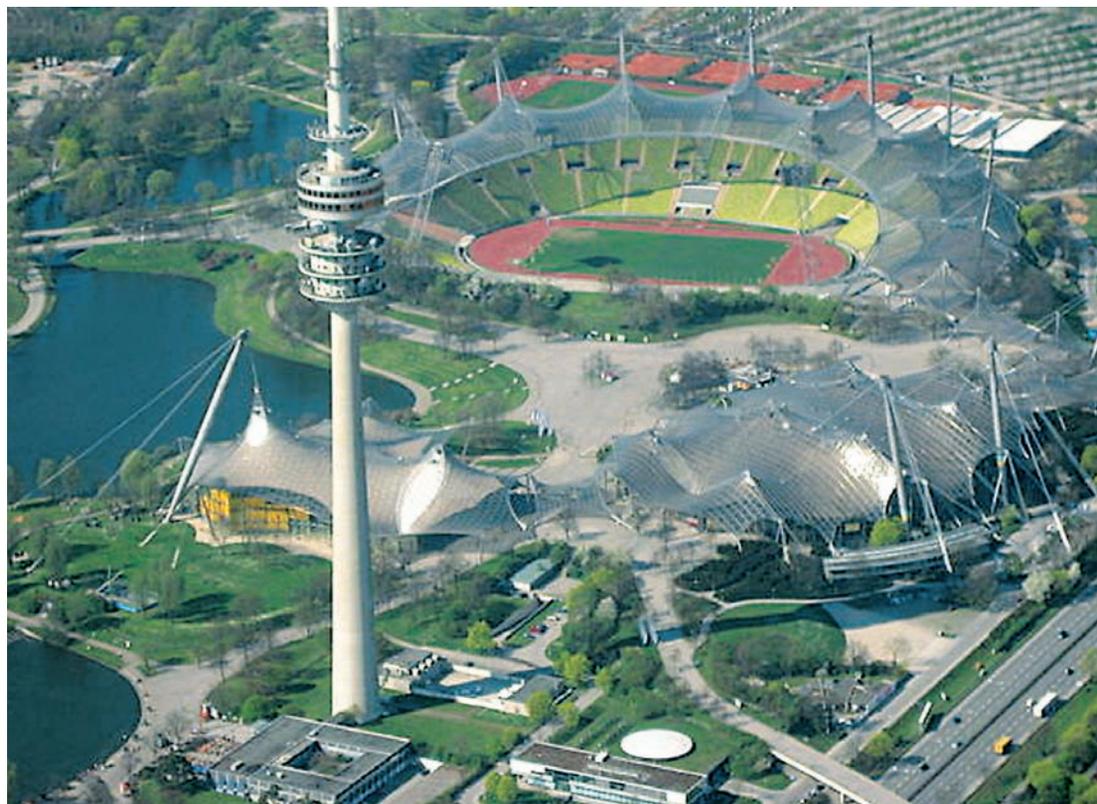


Ochsenfurt, old bridge across the river Main (Photo: Weissbach)

In November 2007 it became known that the District Office of Würzburg had allowed the demolition of the old Main bridge in Ochsenfurt. The unstable part, a steel construction erected in place of the middle part of the bridge which had been blown up during the last days of the Second World War, has already been demolished. The town of Ochsenfurt decided in favour of a completely new bridge. However, as the Bavarian State Conservation Office has appealed this decision and as there has been public protest against the demolition, there is some hope that this historic landmark of Ochsenfurt, parts of which date back to the 14<sup>th</sup> century, can be saved after all.

## Against the total commercialisation of the Olympic Park in Munich

Faced with the alarming news about the consequences of a commercialisation of the Olympic Park in Munich initiated by the City of Munich and the operating company Olympia GmbH, ICOMOS Germany sent an open letter to the mayor of Munich on 17 December 2007. With this letter ICOMOS joins the protests from various parties against the imminent disfigurement of the ensemble designed by Günther Behnisch and his team of architects in cooperation with the engineer Frei Otto and the landscape gardener Günther Grzimek for the Olympic Games of 1972. The erection of the planned Olympiapark-Hotel north of the newly-erected BMW-Welt would be an additional complex that would block the main access to the Olympic Park. Seen from Lerchenauer Strasse the 70-metre-high hotel tower, for which apparently tenders have already been called, would interfere with the original appearance of the Olympic village, which together with the sports sites and their world-famous tent roofs embedded in the park are part of the entire complex. Instead of using opportunities to enlarge the park in its border areas, it seems that the city is quite willing to sacrifice central areas of the park for the benefit of short-term marketing strategies of the operating company. This would gradually destroy the authentic character and integrity of the Olympic Park, parts of the park would be converted into building land for commercial use, thus ruining a cultural monument of international standing. The most depressing examples for this tendency are recent "test designs" by Auer + Weber for a five-storey hotel building around the base of the Olympic tower, to which wings of a wellness clinic in the north-eastern area of the park up to Georg-Brauchle-Ring and Lerchenauer Strasse, event halls and a multi-storey car park are proposed to be added.



Munich, aerial view of the Olympic Park  
(Photo: www.wikipedia.de)