





# **INDUSTRIAL HERITAGE IN COLOGNE**

**BOOK II: CASE STUDIES**



Enoncé théorique  
Master in Architecture EPFL  
Masterthesis — January 2019

**Sarah M. Gebhart**

Followed by

Professeur d'énoncé: Jérôme Chenal, PHD, Senior Scientist at EPFL  
Directeur pédagogique: Martin Fröhlich, Associate Professor at EPFL  
Maître EPFL: Tiago Borges, Assistant at EPFL

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# FOREWORD

In BOOK II seven projects are analysed. These case studies help to answer the questions raised in BOOK I concerning the challenge “The preservation of industrial heritage and its conversion into today’s urban environment of Cologne”.

The selection of these projects follows certain criteria. All the projects are presently under way, they are conversions of former industrial areas and they will offer mixed functions in the future.

The first five projects listed in BOOK II concern locations on the right riverside of the Rhine in the city districts Deutz, Mülheim, Holweide and Kalk whereas the two last projects in the district Ehrenfeld are related to locations on the left riverside. The description of each project contains its history, relevant facts, aspects of its urban planning and its consideration of the industrial heritage.

Most information originates from the book *“Kölner Wirtschaftsarchitektur von der Gründerzeit bis zum Wiederaufbau”*<sup>1</sup> and from the interviews conducted by the author of this essay on 15th, 16th and 19th November 2018 with Laura Fuchs (architecture office: BeL), Judith Kusch (architecture office: 3pass), Katharina Trinks (urban planning authority of Cologne), Wolfgang Tuch (urban planning authority of Cologne), Hanno Kreuder (architecture office: Trint & Kreuder) and Silke Rheinschmidt (urban planning authority of Cologne).

<sup>1</sup>  
D. Klein-Meynen, H. Meynen, and A. Kierdorf, *Kölner Wirtschaftsarchitektur von der Gründerzeit bis zum Wiederaufbau*. Wienand, 1996.





**DEUTZER HAFEN**



**MÜHLHEIM SÜD**



**BAUMWOLLQUARTIER**



**HALLEN KALK**



**CHEMISCHE FABRIK KALK**



**HELIOSGELÄNDE**



**EHEMALIGER GÜTERBAHNHOF EHRENFELD**

🕒 Fig. 1 1:50'000



# DEUTZER HAFEN

# HISTORY

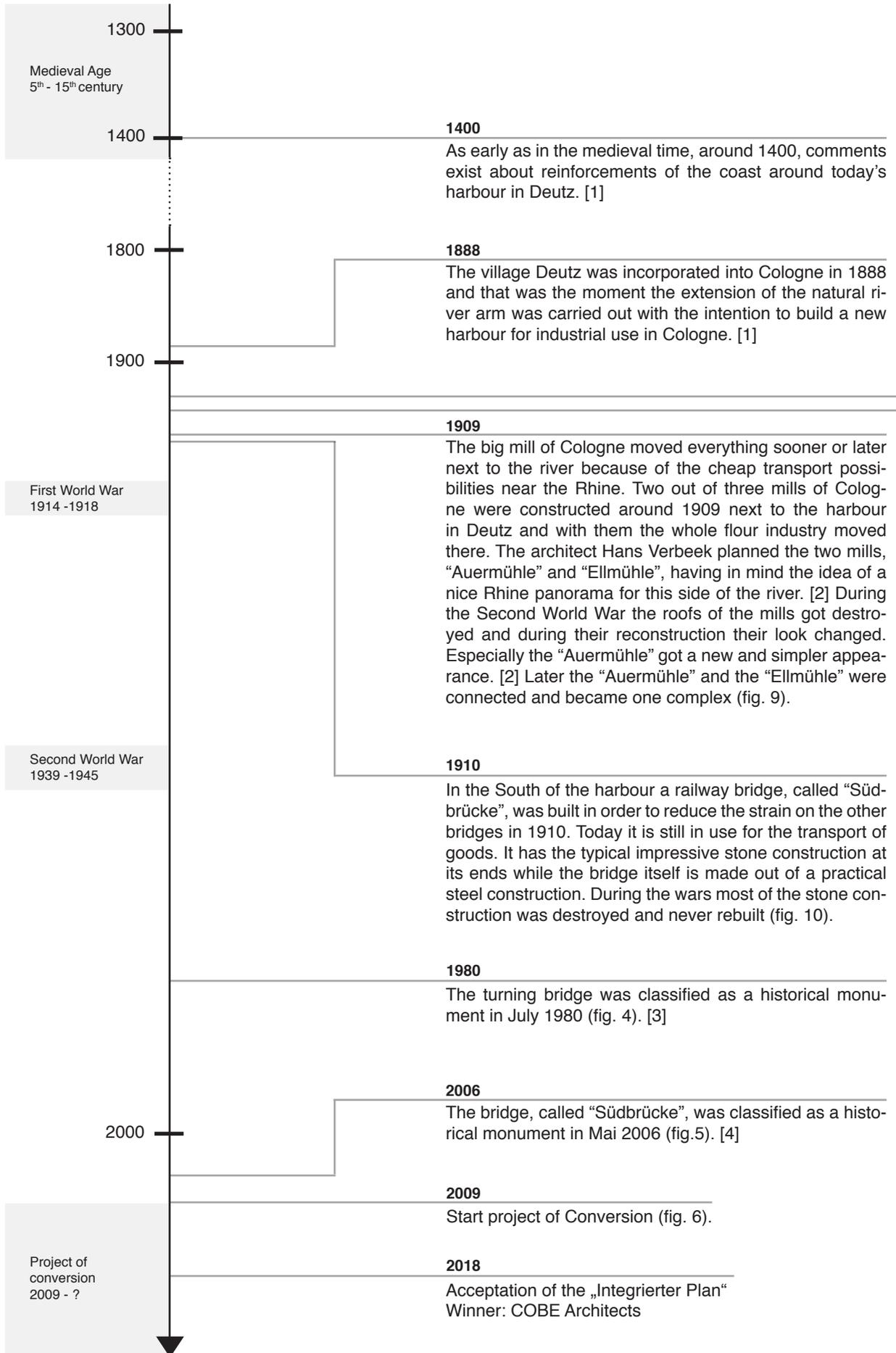




Fig. 3

„Severinsbrücke“ - built in 1956-1959, picture of 2003

**1904**

The harbour was renewed and enlarged from 1904 to 1907. The old river arm became a new, fully equipped industrial harbour. The connection of railways, streets and waterways was better than the one of the existing harbour “Rheinuhafen”, [2] The enhanced transport possibilities made numerous companies search the proximity to the harbour. (Comparison harbour basin: fig. 7, 8)

**1906**

The bridge “Severinsbrücke” spans the entrance of the harbour including the little pre-harbour (fig 3). A turning bridge built in art nouveau style separates the two harbour sequences. The swing bridge, 25 metres long, was built in 1906-1908 and runs with electricity. Crossing the bridge, people can reach the public local recreation area, “Poller Wiesen”, next to the Rhine. The construction attached to the swing bridge was built shortly after the bridge itself. Its design is more modern and more decorated probably because of its connection to the “Poller Wiesen”. [2]



Fig. 4

The old turning bridge built in 1906-1908

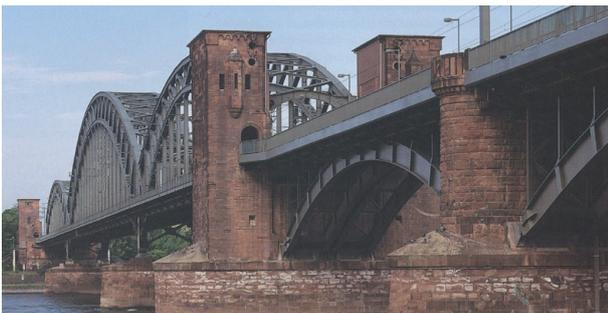


Fig. 5

The South-bridge, „Südbrücke“ today



Fig. 6

Harbour Deutz view on the mills and the crane way 2009



Fig. 7

Plan of the harbour basin around 1920



Fig. 8

Plan of the harbour basin around 1896



Fig. 9

Mills of the harbour in Deutz - today's view from the other Rhine side

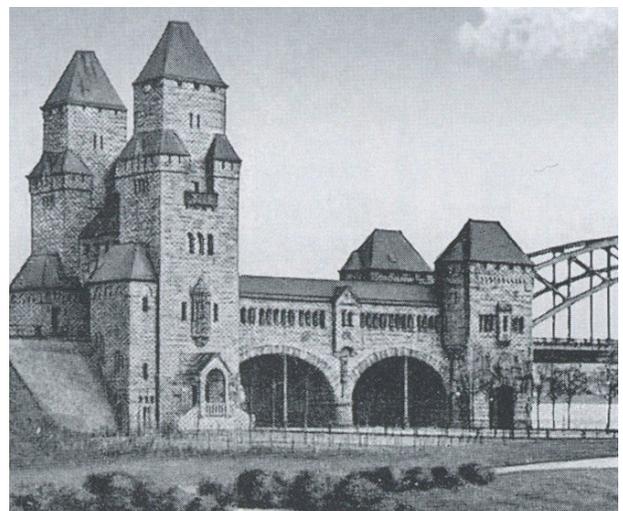


Fig. 10

The South-bridge „Südbrücke“, just after its construction in 1910. During the war the stone construction got mostly destructed



**Fig. 11**

The area „Deutzer Hafen“ today



## FACTS

The project of conversion of the harbour area in Deutz (fig. 11) started in 2009. [5] At this time only 5% of the entire turnaround of goods went via the harbour in Deutz and half of the harbour activities were disrupted. Because of the noise regulations for the surrounding residential area, the renovation and reactivation of the harbour was not possible. [6] In 2014 several calculations and studies were done in order to find out if inundation would cause any problem for the future conversion of the harbour area. The result of the research confirmed the possibility of a future usage, with taking into consideration a free area between the water and the buildings, several free areas that can be flooded and new retention spaces (underground garages and expansion of the harbour basin). [6] In 2016 the mills and the harbour area were bought by an urban development society, “moderne Stadt”, which secured the future of the new district in Cologne. The other properties are going to be integrated into the master plan in future. [6]

“Cobe Architects” won the competition for the old harbour together with “Ramboll Studio Dreiseitl”, “Transsolar” and “knp.bauphysik”. Their master plan was accepted and published in 2018 (fig. 12). The society was strongly involved in the process of the plan. [6]

The new area of 37.7 ha will provide housing for around 6'900 residents and jobs for around 6'000 people. 30% of the apartments will be state-aided house building. Seven kindergartens, a primary school, a supermarket, retail trading, gastronomy and cultural activities will find room in the new district. [1]

The area is in contrast to the urban city-side of the Rhine. The local recreation area, “Poller Wiesen”, and the green corridors and parks that are planned between the buildings will give the river bank an open and green image. The plan wants to keep the identity of the harbour in Deutz through conservation, reuse and new interpretations. Furthermore it includes a mobility plan and a climatic optimisation for heat and strong rain. [5]

The next step of this project will be the urban land-use planning, which means that the functions of the area will be defined and a few rules for the construction on this specific area will be set, like the height of the buildings, their use, etc.



Fig. 12

Masterplan harbour Deutz by  
COBE Architects



## URBANISM

The harbour in Deutz is already mentioned in the master plan of Speer (fig. 13). Speer talked about the inefficient use of the harbour and the necessity of research for improvements, for reactivation or for conversion. In his draft the identity of this industrial area is not treated and none of the existing buildings is integrated, despite the old turning bridge at the entrance of the basin. [7]

In the plan of COBE, the urban density of the old harbour area rises from north to south. [1] The railway bridge “Südbrücke” is situated in the South of the harbour. Adjacent to the bridge high office buildings with public ground floors are planned in order to create a protection against noise. The variety of different functions is important, although some areas have more housing and others more office buildings. [5]

The idea of COBE is that the people can reach everything by foot. An additional bridge for cars and a new pedestrian bridge connecting the two main squares of the new area will be constructed. The new entrance to the quarter will be the mill-square (“Platz 6”) connecting the tramway station with the harbour promenade. [5]

The old harbour basin is the biggest open space (8ha) in this quarter connected with a big park in the north next to which the school is placed. This park is important for the whole city, as it is the entrance to the “Poller Wiesen”, the green strip just next to the river. The city acquired the old mills in order to integrate them perfectly into the planning. [6] The recreation area “Poller Wiesen” is protected together with the street, “Albert-Schütze-Allee”, marking the border of the harbour towards the river.

In order to connect the new district with the river and with the city around it, green corridors will go through the new area and new squares are planned. Near these public spaces the buildings are higher than near the interior.

Besides the green spaces the topic ‘water’ is omnipresent through the harbour-basin and the Rhine (fig.14, 15). [5]

Some streets are placed on a higher level in order to have safe roads in case of inundation. The different levels help to secure the privacy of residential buildings and to form the public spaces. [5]

In contrast to the industrial area, that tried to be cut off from the city in order not to disturb people with smells and noise, the new housing and working area tries to find a connection to the surrounding urban districts. [8]



**Fig. 13**  
Masterplan Speer 2007, drawing  
for the harbour in Deutz



**Fig. 14**  
Render of the project by COBE,  
view from the end of the basin



**Fig. 15**  
View from the end of the basin  
today

## INDUSTRIAL HERITAGE

In this huge area there are several elements that will be reused and that won't be deconstructed.

The two old mills will stay and the factory using the mills at the moment will move elsewhere for reasons of noise. In total 80% of the mills will be reused. The new use of these buildings is not yet defined. After the war the huge complex of the mills was reconstructed in parts and for this reason looks nested with all its different materials and forms. An annexe connects the two mills and will be deconstructed in order to fit to the master plan. The height of the mills is around 60 metres (the same as the crane houses in the "Rheinauhafen" on the other side of the Rhine) and serves as a measure for the future constructions on the side.

Furthermore, arrangements are made for four more buildings: an old storage hall will be a supermarket (indicated on fig. 12, "Platz 2"), a huge open storage hall next to the "Poller Wiesen" will be integrated into the future park with a playground, a vinegar factory will stay next to the main square and have a public function, and another building will keep its current use.

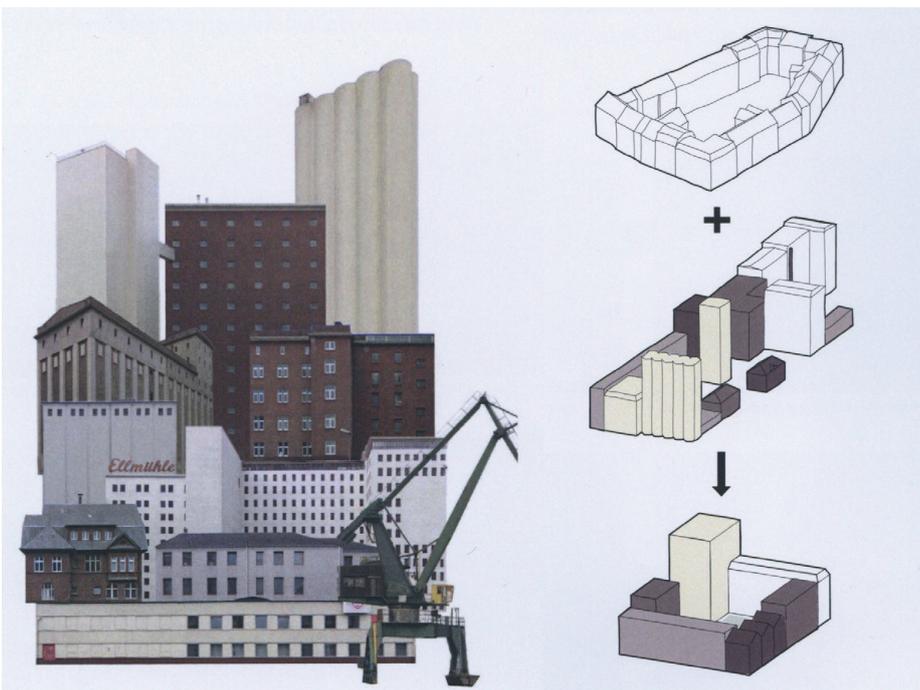
Besides the buildings there are other important industrial elements, for example the crane runaway and the old unload crane as well as the old harbour basin with its characteristic quay walls (fig. 16). At the end of the basin there will be a public pool. Furthermore, the rails of the harbour train will partly be integrated into the promenade around the basin. The quay wall of the basin stays and will be upgraded by seat steps. [5]



**Fig. 16**  
 Render of the project by COBE,  
 view on the railways and the  
 crane



**Fig. 17**  
 The old turning bridge today



**Fig. 18**  
 Planning concept by COBE,  
 the „Deutzer Block“

The old landmarked turning bridge at the entrance of the peninsula stays and will be renovated soon (fig. 17).

The pollution and contamination of the site has not been analysed yet, but the building fabric of the conserved buildings is partly pretty bad. There are a few halls that need to be deconstructed, like, for example, those at the end of the basin, in order to achieve the noise protection that is necessary for the future high-density housing.

Motifs of the harbour and the mill are taken and adapted to the new buildings. In order to combine the architecture of the mill and the typical architecture of the period of promotorism in Deutz, the architects decided to create the "Deutzer Block" (fig. 18).

Different typologies generate variety in this huge area in housing and working. [6] Every "Deutzer Block" has its own form and through a sun and shadow study the placement of the highest point within each "Deutzer Block" is defined. The current variety of different buildings in the area is reinterpreted in the forms of the building types according to their function.

Every "Deutzer Block" will have at least one jump in the façade and/or one in height. Beside this every block needs to be opened up and different typologies need to be adapted. The facades will be clearly structured and give a monolithic impression. The roofs need variety too, inspired by the existing roof types, for instance, there will be accessible outside spaces on the roofs. [5]

The area is especially difficult due to the danger of flooding. Every 200 years a really high flooding must be expected that needs to be taken into consideration. The large green area between the buildings and the river ("Poller Wiesen") works as an extra filter in case of flooding. [9]

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**Fig. 1**

By courtesy of Katasteramt Köln, [10-Dez-2018], edited by Sarah M. Gebhart

**Fig. 2**

By courtesy of Katasteramt Köln, [10-Dez-2018], edited by Sarah M. Gebhart

**Fig. 3**

Foto 20634, by Dierk Lurbke, 2003, "Bilderbuch Köln - Fotos und Fineartdrucke von Köln." [Online]. Available: <http://www.bilderbuch-koeln.de/>. [Accessed: 06-Jan-2019]

**Fig. 4**

D. Klein-Meynen, H. Meynen, and A. Kierdorf, Kölner Wirtschaftsarchitektur von der Gründerzeit bis zum Wiederaufbau. Wienand, 1996. p.121

**Fig. 5**

D. Klein-Meynen, H. Meynen, and A. Kierdorf, Kölner Wirtschaftsarchitektur von der Gründerzeit bis zum Wiederaufbau. Wienand, 1996. p.111

**Fig. 6**

Foto 126720, "Bilderbuch Köln - Fotos und Fineartdrucke von Köln." [Online]. Available: <http://www.bilderbuch-koeln.de/>. [Accessed: 14-Oct-2018]

**Fig. 7**

Foto 181112, "Bilderbuch Köln - Fotos und Fineartdrucke von Köln." [Online]. Available: <http://www.bilderbuch-koeln.de/>. [Accessed: 14-Oct-2018]

**Fig. 8**

Foto 381339, "Bilderbuch Köln - Fotos und Fineartdrucke von Köln." [Online]. Available: <http://www.bilderbuch-koeln.de/>. [Accessed: 14-Oct-2018]

**Fig. 9**

„180928\_PM\_DHK\_Integrierter-Plan.pdf“. [Online]. Available: [https://www.modernestadt.de/wp-content/uploads/2018/09/180928\\_PM\\_DHK\\_Integrierter-Plan.pdf](https://www.modernestadt.de/wp-content/uploads/2018/09/180928_PM_DHK_Integrierter-Plan.pdf). [Accessed: 09-Nov-2018]

**Fig. 10**

D. Klein-Meynen, H. Meynen, and A. Kierdorf, Kölner Wirtschaftsarchitektur von der Gründerzeit bis zum Wiederaufbau. Wienand, 1996. p.110

**Fig. 11**

Extract of Google Earth Pro, edited by Sarah M. Gebhart [Accessed: 05-Jan-2019]

**Fig. 12**

„180928\_PM\_DHK\_Integrierter-Plan.pdf“. [Online]. Available: [https://www.modernestadt.de/wp-content/uploads/2018/09/180928\\_PM\\_DHK\\_Integrierter-Plan.pdf](https://www.modernestadt.de/wp-content/uploads/2018/09/180928_PM_DHK_Integrierter-Plan.pdf). [Accessed: 09-Nov-2018]

**Fig. 13**

P. Bauwens-Adenauer, Der Masterplan für Köln: Albert Speers Vision für die Innenstadt von Köln. Greven Verlag, 2009. p.133

**Fig. 14**

„180928\_PM\_DHK\_Integrierter-Plan.pdf“. [Online]. Available: [https://www.modernestadt.de/wp-content/uploads/2018/09/180928\\_PM\\_DHK\\_Integrierter-Plan.pdf](https://www.modernestadt.de/wp-content/uploads/2018/09/180928_PM_DHK_Integrierter-Plan.pdf). [Accessed: 09-Nov-2018]

**Fig. 15**

Foto by Sarah M. Gebhart, [18-Nov-2018]

**Fig. 16**

„180928\_PM\_DHK\_Integrierter-Plan.pdf“. [Online]. Available: [https://www.modernestadt.de/wp-content/uploads/2018/09/180928\\_PM\\_DHK\\_Integrierter-Plan.pdf](https://www.modernestadt.de/wp-content/uploads/2018/09/180928_PM_DHK_Integrierter-Plan.pdf). [Accessed: 09-Nov-2018]

**Fig. 17**

Foto by Sarah M. Gebhart, [18-Nov-2018]

**Fig. 18**

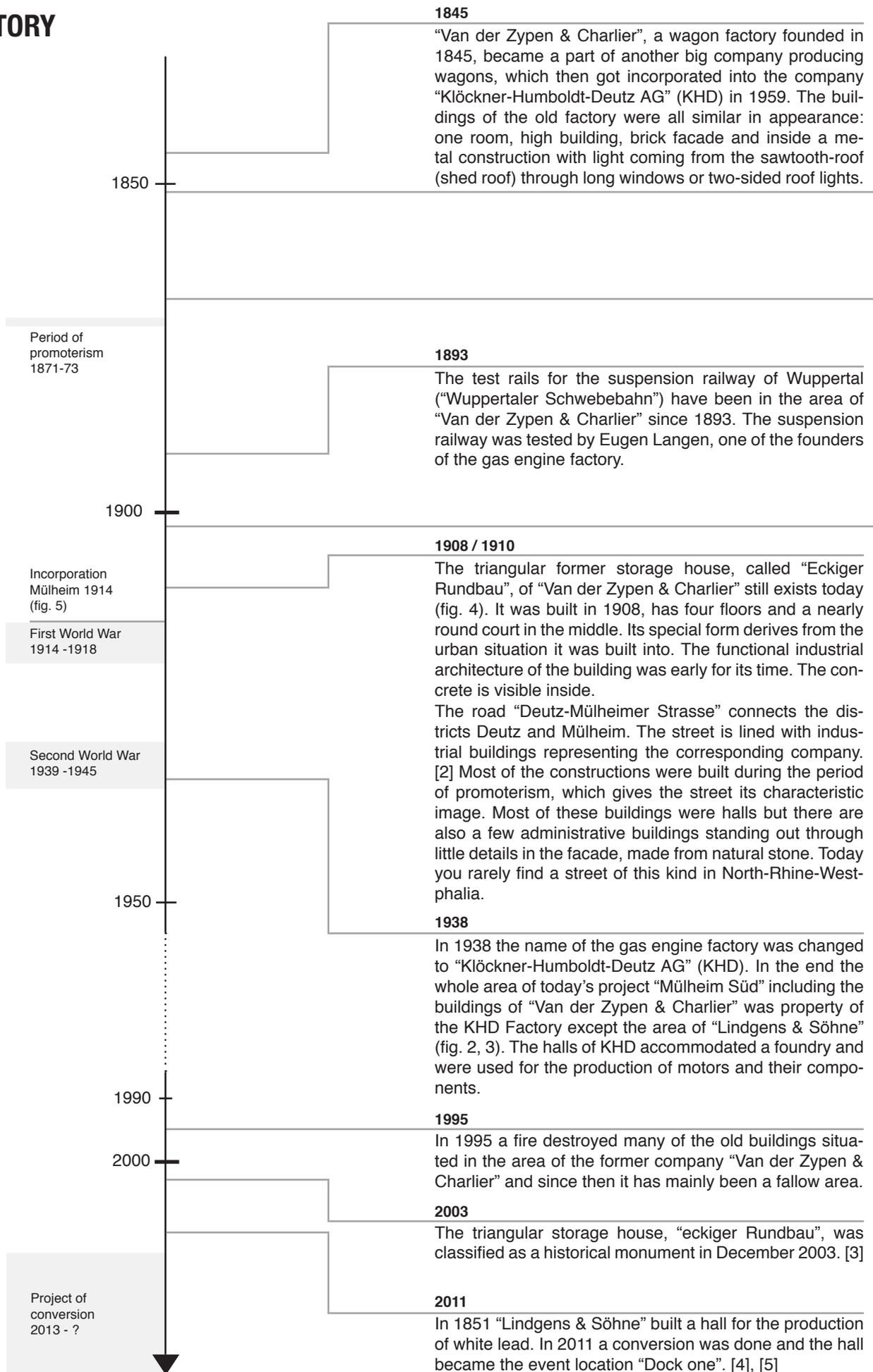
„180928\_PM\_DHK\_Integrierter-Plan.pdf“. [Online]. Available: [https://www.modernestadt.de/wp-content/uploads/2018/09/180928\\_PM\\_DHK\\_Integrierter-Plan.pdf](https://www.modernestadt.de/wp-content/uploads/2018/09/180928_PM_DHK_Integrierter-Plan.pdf). [Accessed: 09-Nov-2018]





# MÜHLHEIM SÜD

# HISTORY



1851

In 1851 the company “Lindgens & Söhne” was founded. The family-business settled at the “Deutz-Mülheimer Strasse” and through adaption to the market economy the company could grow in the course of time and survive until today. The company had the first lead rolling mill in the world that ran on electricity. Furthermore they were successful in research and purchased important selling licenses. [1]

1869

The gas engine factory, “Gasmotorenfabrik Deutz AG”, was founded in 1864 and moved to the outskirts of the medieval city in 1869. This factory is known as one of the first of its kind and did not only play an important role at the beginning of the industrialisation in Cologne, but was also the foundation of the industrial area in Mülheim. In 1872 the factory was enlarged. Thanks to competent leaders the factory expanded more and more and many fusions with other companies were done at the beginning of the 20th century (fig. 5, 6).

1900-05

Mülheim harbour was constructed in 1900-1905. In the 1890ties the shipyard in Mülheim was built. [1] The shipyard itself is still in use and important for today’s river traffic, since it is the only one in a long segment of the Rhine. The harbour included a proper railway that was deconstructed over time.

A special building on the area of KHD is the “Möhring-Halle”, built in 1902 (fig. 7). This hall was originally an exhibition-hall and is unique in its form, built in steel framework. Today an important part of the hall is placed in Mexico where it is used as a museum: “Museo Universitario del Chopo”. The rest of the hall somehow ended up in Mülheim on its way to America and was used for industrial purposes, to be forgotten for a hundred years.



Fig. 2

Lindgens printcolors building by Heinrich May, picture 1953



Fig. 3

Lindgens Areal, 1950



Fig. 4

Van der Zypen & Charlier, „Eckiger Rundbau“, built in 1908



Fig. 5

Gas motor factory Deutz AG, picture of the factory premises 1892



Fig. 6

Mülheim 1912



Fig. 7

The Möhringhalle in its original form for the exposition, built in 1902



**Fig. 8**

The area „Mülheim Süd“ today



## FACTS

For nearly 150 years Mülheim has been one of the most important industrial areas of Cologne (fig. 8). At the beginning there were two independent factories, the "factory for gas engines Deutz AG" and the factory for wagons "Van der Zypen & Charlier". Later it grew to a huge area as part of the factory KHD (Klöckner Humboldt Deutz). The area has a surface of around 70ha. [2]

At the end of the 20th century many of the productions placed in Mülheim, mainly KHD moved away and left fallow areas. Because of its central position the area was important for the city early. Since the end of the 20th century several minor conversions and interventions have been done. [6]

Since 2013 the city is working on a planning concept for the area (fig. 9). The initiative "SmartCityCologne"<sup>1</sup> has added the question of sustainability to this project. The offices "Bolles + Wilson" and "Kister Scheithauer Gross Architekten und Stadtplaner" with "KLA Kiparlandschaftsarchitekten" helped with the realisation of the concept involving the public. [2]

Around 55% of the area will be used by services and commercial, cultural, social, and industrial institutions. 45% will be housing area, around 3500 housing units. In addition, several kindergartens and schools are planned and 100'000 square meters of green and free spaces.

The harbour will maintain its function as a protection-port and will stay for the usage of the existing shipyard. The area has to be protected against inundations and the existing landmark buildings have to be integrated into the area. [2]

Special about this project is that the city itself has no land properties in the whole area. Private investors (CG Gruppe, Gerch Group, NRW urban, Hamacher) own the ground. The area "Mülheim Süd" is divided into different sections, being developed individually by different investors.

For the area "Cologneo I" a detailed development plan has already been put into action. For the areas "Cologneo II", "Lindgens-Areal", "Deutz-Areal" the detailed development plan is in progress.

In the other areas, like "Otto Langen Quartier", the detailed development is about to be started.

The mobility concept aims for the reduction of cars by having 0.5 cars instead of one per apartment, a car sharing system with electric cars and a new city railway. The initiative "SmartCityCologne" pushes the planning in order to achieve the goals of climate protection as well as to handle resources carefully with the help of new technologies. [7]

<sup>1</sup>  
more information about the  
initiative on:  
[www.smartcity-cologne.de](http://www.smartcity-cologne.de)



Fig. 9  
Master plan „Mülheim Süd“  
⊖

## URBANISM

Beside the harbour in Deutz also the area “Mülheim Süd” is mentioned in the master plan of Speer in 2007 (fig. 10). Speer talked about the inefficient use of the area and the necessity of research about the possibilities of reactivation or conversion. In his draft the harbour in Mülheim is converted and integrated into the new planning. [8] However, this idea was dropped because of the shipyard, which is important for the traffic on the Rhine. Also, the number of new buildings he planned is much smaller than today. Especially in the areas “Otto Langen Quartier” and “Deutz-Areal” most industrial halls, amongst them the “Möhringhalle”, stay. Probably Speer thought that they would keep their function for industrial production.

Furthermore, several existent single buildings are integrated into Speer’s planning. For example, the “Eckiger Rundbau”, a former storage house of “Van der Zypen & Charlier”, and the building containing the suspension railway of Wuppertal are integrated into the new constructions. Here Speer seems to have put more importance on the industrial heritage than in the plan of the project “Deutzer Hafen”.

In total around 100’000 square metres of the area “Mülheim Süd” will be green spaces connected to each other by six different green corridors (fig. 9). [9] These green corridors will create a connection between Mülheim and the Rhine, like for example the corridor “Grünzug Charlier” in the “Otto Langen Quartier”. Interesting is that exactly this green connection is already visible in the proposal of Speer. The green park in the “Deutz-Areal” is the main connection between the centre of the existing district Mülheim and the Rhine boulevard and constitutes a local recreation area in the town. The green corridors connect the main street between Deutz and Mülheim (“Deutz-Mülheimer Strasse”) with the “Rheinboulevard”. [2]

At the “Rheinboulevard” a clear urban edge will be formed with a grass strip between buildings and water. [2]

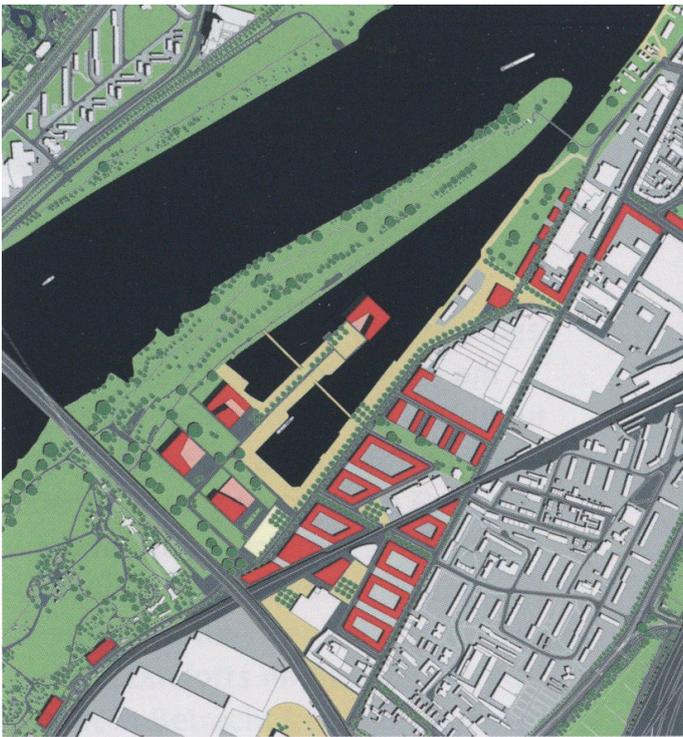
The buildings are organised in a block structure pattern mostly four to five floors high. This allows the connection of the area with the existing urban structures like the settlement “Stegerwaldsiedlung” in the southeast, which is connected with the centre of the district Mülheim. Also it forms settlement districts in small scales with shorter way connections. Higher buildings will accentuate special places like important crossroads. [2] For the exact definition of the building heights future studies are already in planning.

The integration of existing industrial buildings is important and is taken into consideration in all areas.

But in Mülheim the planning only concerns the conversion of single industrial buildings and not the reinterpretation of the urban structure of the former industrial areas. The difficulty here is that the industrial complexes are huge structures working as small autarkic systems closed against their surroundings. Inside these systems everything was optimised in order to achieve the best production.



**Fig. 10**  
Masterplan Speer 2007 - drawing  
for the harbour in Mülheim



## INDUSTRIAL HERITAGE

The discussion about whether to keep buildings or not started as early as in the 90ties and today the question is still open. Recently the decision was taken that all buildings classified as historic monuments need to be conserved but what to do with all the other buildings is left to the owners.

In the following text the five areas in "Mülheim Süd" will be presented successively.

### COLOGNEO I & II

The already completed detailed planning concept for the area "Cologneo I" was done by the architecture office "Kadawittfeld Architekten". Different architects are responsible for the different building plots (fig. 11, 12).

The public spaces are planned with hard materials and contain reduced green surfaces in order to accomplish the maintenance of the industrial atmosphere. The architecture of the new buildings wants to achieve the same impression.

Around 500 accommodation units are planned. [9]

Regarding the mobility concept the whole area of "Cologneo I" will be car-free except a little access road in the east. The construction in the south-western edge is planned to be a car park in order to act at the same time as a noise protection against the higher-positioned bridge "Zoobrücke". [10]



**Fig. 11**  
 Plan for Cologneo I & II  
 by „Kadawittfeld Architekten“



**Fig. 12**  
 Cologneo I  
 by „Kadawittfeld Architekten“

Today the area of “Cologne I” is fallow. Only a few existent buildings are still there and will be converted.

For example, the halls containing the test rails of the “Wuppertaler Schwebebahn” will be reused. These halls weren’t landmarked but the investor wants to keep them. The future function of the buildings lies in retail, start-up areas and offices. The landscape architects are planning moving elements on the old rails (fig. 13, 14). [10]

The old triangular storage house, the “Eckiger Rundbau”, accommodates a hostel and gastronomy with an extra construction on top. The architect of this conversion is Robert Neun from Berlin. Beside this conversion he is also responsible for the new building in the northern edge (fig. 15, 16, 17).

As already proposed by Speer the buildings of the ancient rubber factory in the southeast will stay and be used for ateliers and workshops, as is the case today.

**Fig. 13**  
„Wuppertaler Schwebebahn“



**Fig. 14**  
„Wuppertaler Schwebebahn“ - by  
„FSWLA Landschaftsarchitekten“





**Fig. 15**  
„Eckiger Rundbau“



**Fig. 16**  
„Eckiger Rundbau“ - by „Robert Neun Architekten“



**Fig. 17**  
Van der Zypen & Charlier, courtyard of triangular storage house

In "Cologneo II" only one building will be reused: the villa "Charlier". This structure was built in the 50ties as an operation building for the company KHD. Before that it was the house of Max Charlier, son of the founder of "Zypen & Charlier". The conversion of the building into a kindergarten is already in the works by the office "Kirsch Architekten" (fig. 18, 19).

Next to the kindergarten a school is planned where formerly a power station was. In "Cologneo II" the noise coming from the harbour restricts the possibilities for the future use of the area, which makes for example housing difficult at this place.

**Fig. 18**  
„Villa Charlier“ 2015



**Fig. 19**  
„Kita Villa Charlier“ -  
by „Kirsch Architekten“





**Fig. 21**  
Hall on the  
„Otto-Langen Quartier“



**Fig. 22**  
„Möhringhalle“



## LINDGENS AREAL

Thanks to their owner nearly all buildings of the “Lindgens Areal” will be conserved and reused (fig. 23). The architects “Trint und Kreuder” are responsible for the project in this area.

In comparison to others this owner with his GmbH “The New Yorker” started already the conversion of old industrial buildings. For example, the hall for the production of zinc white of “Lindgens & Söhne” became the event location “Dock one” in 2011. Also the “Harbour Club” is an event location using the industrial heritage and its atmosphere (fig. 24, 25). [4], [5]

Next to the chimney in the centre of the area a kindergarten is planned.

Due to the production with lead the whole area is contaminated and that’s why there are some industrial buildings that will be deconstructed. In the halls of machine construction this problem is not so important.

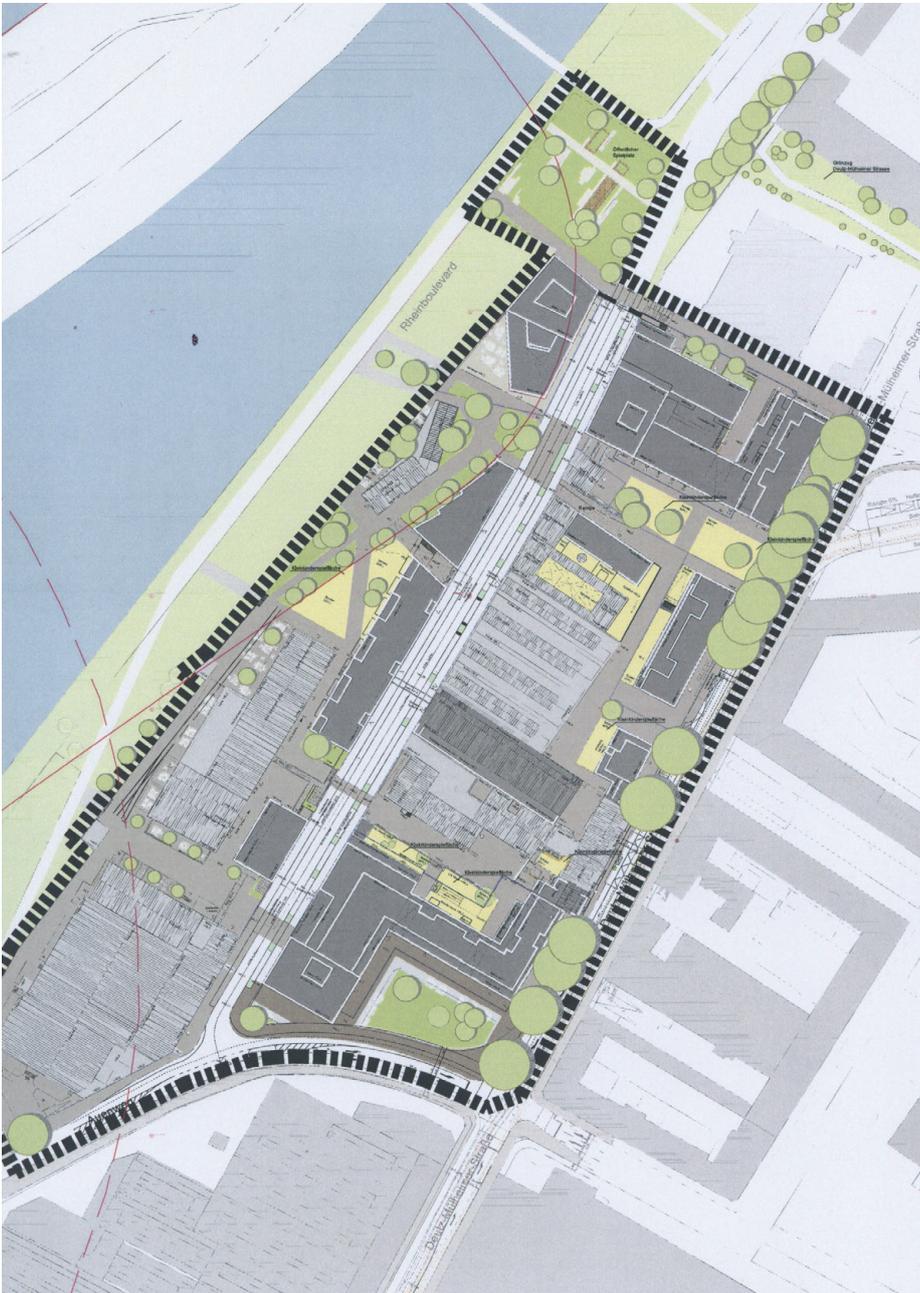


Fig. 23  
„Lindgens Areal“  
⌚

As already mentioned, the harbour and the shipyard will stay and is still in use. As the cargo of some ships is explosive, a certain distance between the water and the buildings needs to be respected.

The planned bridges between the new buildings guarantee the access to the apartments in case of high waters through inundations (fig. 26). The biggest hall to be converted will become a car park, which is connected to the apartments by means of a bridge (fig. 27, 28).

About every hundred years the water raises half a metre beyond the level of the streets.

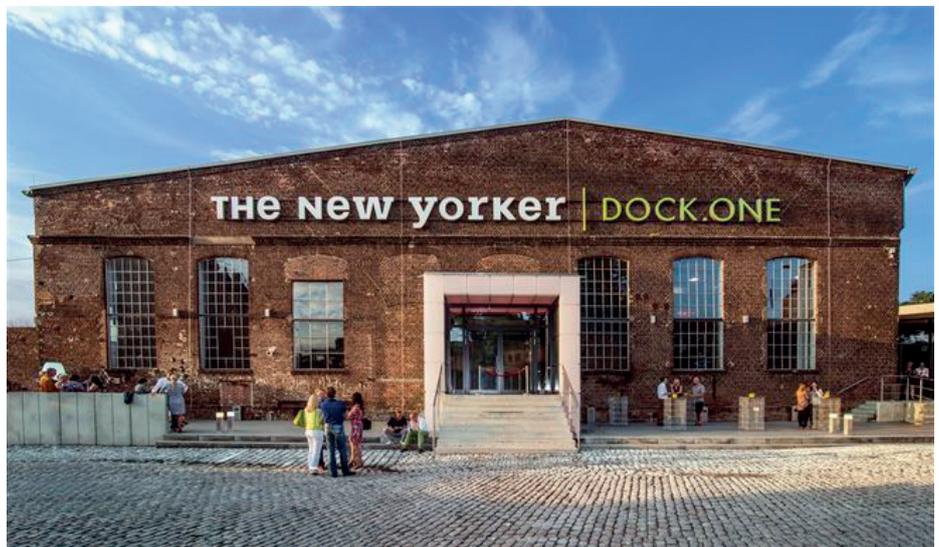
**Fig. 24**

The New Yorker -  
the event location „harbour club“



**Fig. 25**

The New Yorker -  
the event location „dock.one“





**Fig. 26**  
 Future construction on the „Lindgens-Areal“ - bridges connecting the buildings in case of inundation - by „Trint und Kreuder Architekten“



**Fig. 27**  
 Future construction on the „Lindgens-Areal“, in the background the hall of the future parking house and the chimney - by „Trint und Kreuder Architekten“



**Fig. 28**  
 „Lindgens-Areal“, in the background the hall of the future parking house and the chimney, today

## DEUTZ AREAL

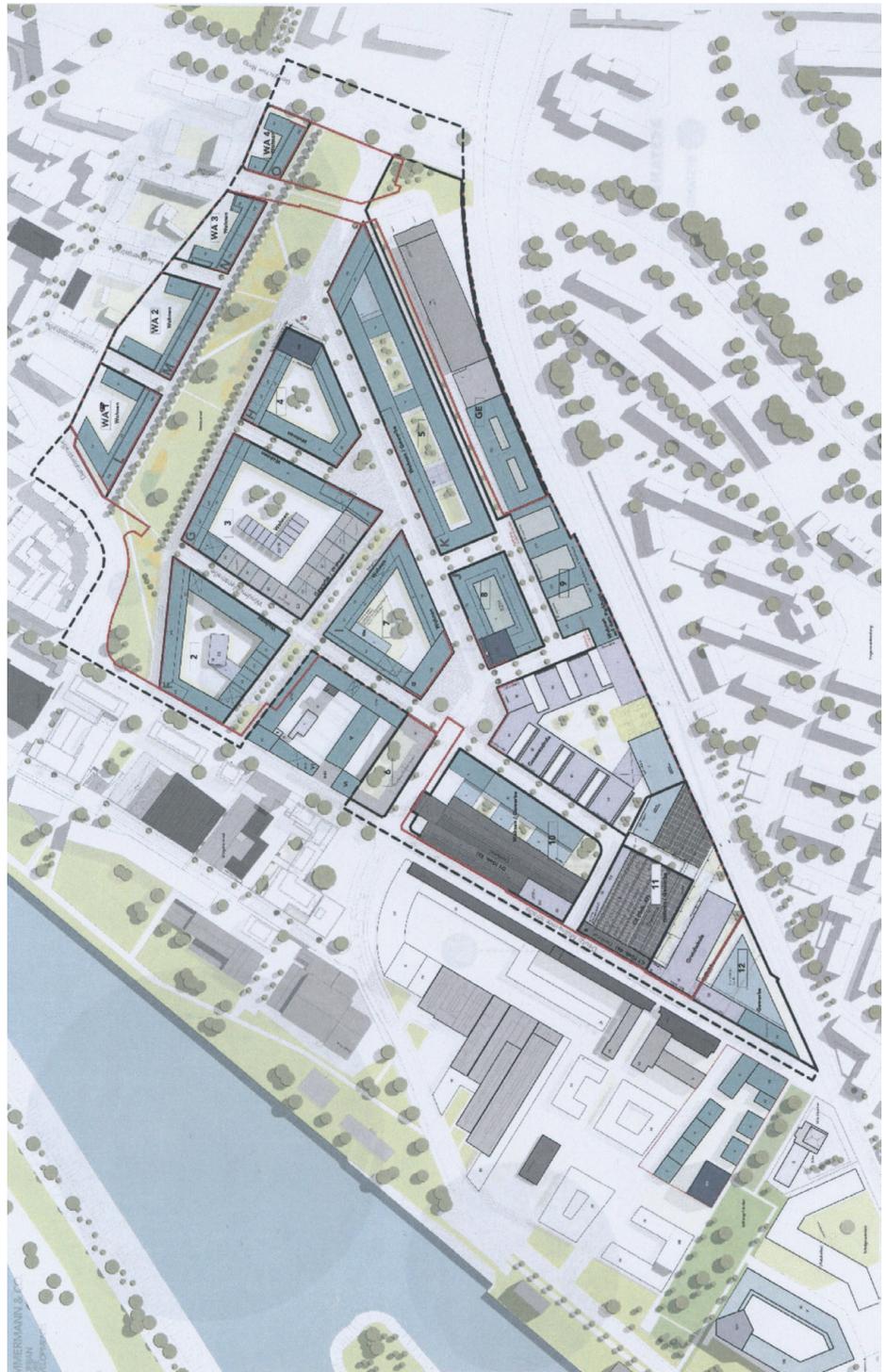
Many decisions still need to be taken in this area (fig. 29). Nonetheless the cleaning up and the deconstruction of buildings that won't stay have already been started. But it is not sure yet how many of the halls will be converted and how many will be destroyed.

Important for the area are the facades facing the street "Deutz-Mülheimer Strasse" (fig. 30). These facades were characteristic of the factory KHD, mostly administration buildings, and preserve the image of Mülheim and its history.

A green park at the centre of the "Deutz Areal" lets the housing area breathe. A new street will divide the whole surface that was a self-contained factory in the past.

There is a railway cutting the area off from the rest of Mülheim on the east side (fig. 31). This railway is elevated and crosses the terrain on a bridge still today. In the zones just next to the railways no housing will be placed for reasons of noise.

Fig. 29  
„Deutz Areal“





**Fig. 30**  
Facade on the „Deutz-Mülheimer  
Strasse“ 1905



**Fig. 31**  
The raised railway crossing the  
area of „Mülheim Süd“

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- [11] Wolfgang Tuch (working for the building authority of the city Cologne), personal communication, 16-Nov-2018, Cologne
- [12] Hanno Kreuder from „Trint und Kreuder Architekten“, personal communication, 16-Nov-2018, Cologne

## IMAGE CREDITS

### **Fig. 1**

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### **Fig. 2**

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**Fig. 11**

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**Fig. 12**

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**Fig. 13**

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**Fig. 15**

Foto by Sarah M. Gebhart, [18-Nov-2018]

**Fig. 16**

‘Köln | Cologneo I & II | In Bau - SkyscraperCity’. [Online]. Available: <https://www.skyscrapercity.com/showthread.php?t=1739893>. [Accessed: 15-Dec-2018]

**Fig. 17**

D. Klein-Meynen, H. Meynen, and A. Kierdorf, Kölner Wirtschaftsarchitektur von der Gründerzeit bis zum Wiederaufbau. Wienand, 1996. p.144

**Fig. 18**

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**Fig. 20**

By courtesy of Wolfgang Tuch, interview 16-Nov-2018

**Fig. 21**

Foto by Sarah M. Gebhart, [18-Nov-2018]

**Fig. 22**

Foto by Sarah M. Gebhart, [18-Nov-2018]

**Fig. 23**

By courtesy of Wolfgang Tuch, interview 16-Nov-2018

**Fig. 24**

The New Yorker, 'Harbour Club, Event Location, Presentation 2018'. 2018.

**Fig. 25**

The New Yorker, 'Dock.One, Event Location, Presentation 2018'. 2018.

**Fig. 26**

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**Fig. 27**

By courtesy of „Trint und Kreuder Architekten“, interview 16-Nov-2018

**Fig. 28**

Foto by Sarah M. Gebhart, [18-Nov-2018]

**Fig. 29**

By courtesy of Wolfgang Tuch, interview 16-Nov-2018

**Fig. 30**

D. Klein-Meynen, H. Meynen, and A. Kierdorf, *Kölner Wirtschaftsarchitektur von der Gründerzeit bis zum Wiederaufbau*. Wienand, 1996. p.142

**Fig. 31**

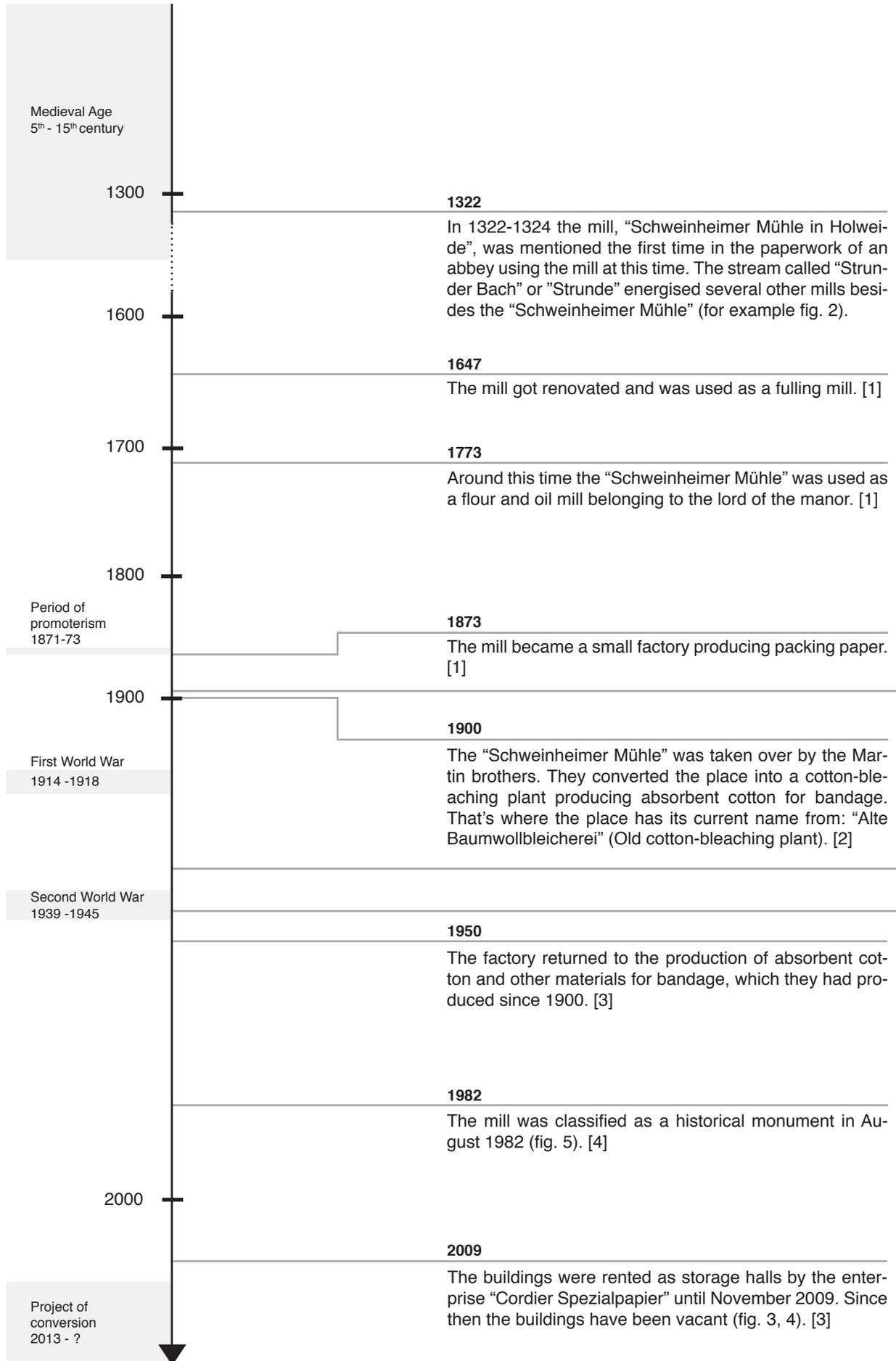
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# BAUMWOLLQUARTIER

# HISTORY





**Fig. 2**

A mill at the stream „Strunder Bach“



**Fig. 3**

The cotton-bleaching plant today



**Fig. 4**

The cotton-bleaching plant today

**1896**

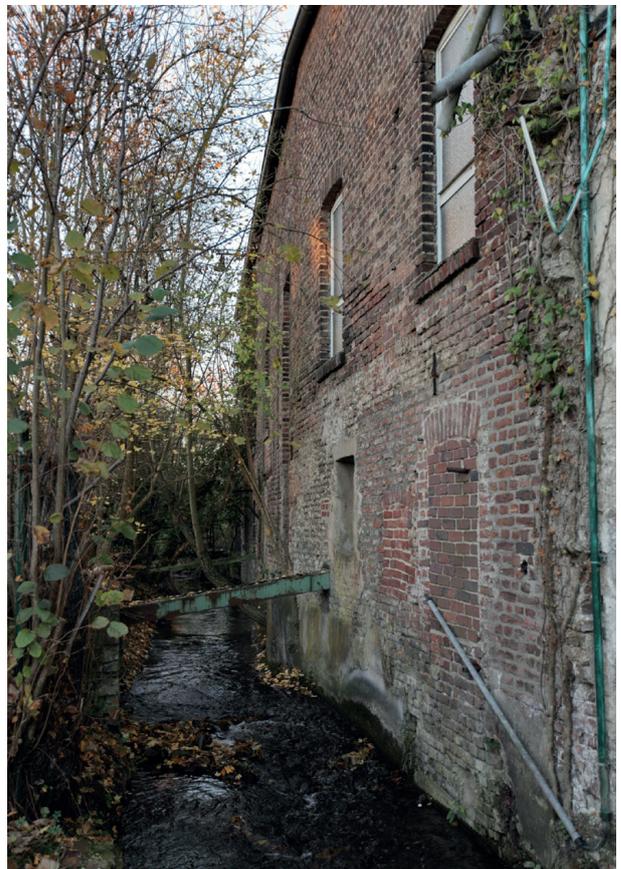
A fire destroyed the mill but it was reconstructed shortly after. [1] The characteristic buildings have more than one floor in order to use the source of energy perfectly. [2]

**1934**

The cotton-bleaching plant was taken over by the Swiss company SAPT after insolvency. [1]

**1939-45**

During the Second World War machinegun belts were produced in these halls. [3]



**Fig. 5**

The mill building at the stream, still visible the construction where the the mill-wheel was attached



**Fig. 6**

The area „Baumwollquartier“  
today



## FACTS

In 2013 the first draft of a planning concept was presented for a housing area with a kindergarten on the area of the former bleaching plant factory (fig. 6). Meanwhile the property changed its owner, which decelerated the whole process.

Also, the fear of the legacy of pollution blocked the continuation of the project for a long time. Eventually, the pollution wasn't as high as assumed and the project can continue. Now it seems that the development planning for the "Baumwollquartier" of the architects "Luca Selva Architekten" is proceeding.

190 housing units will be built in the area of 34'500 square meters, distributed across ten existing buildings, mostly lofts, and 10 new buildings. In the heart of the area a kindergarten for more than a hundred children will be placed.

The whole area is planned to be car-free and will have an underground car park for the reduced number of 0.6 places per housing unit.



**Fig. 7**

Planning concept of the project  
„Baumwollquartier“ by „Luca  
Selva Architects“



## URBANISM

The future mixed housing area will allow its habitants to meet each other. [3] The position of the new buildings adapts to the former east-west orientation of the factory (fig. 7, 8).

The area of the former bleaching plant factory has a fence around it to seal it off from the environment. For the conversion the parcel will be opened up in order to connect it to the city district Holweide.

Several interventions are proposed to achieve the connection.

A main square near the bridge that goes across the brook “Strunder Bach” connects the housing area with the centre of the district Holweide. [3] The area will be connected to the environment and the little stream “Strunder Bach”. [5] The “Strunder Bach” has a lot of importance for the place. It was used by fifty mills in the past and today it is a local recreation area used by the residents, preferably by bike.

Between the housing lines, orientated west-east, several public, semi-public and private green areas are planned and “pocket parks”, little parks in between the buildings, allow the people to cross the new district also from north to south (fig. 9). [3]



**Fig. 8**  
Model of the project by „Luca  
Selva Architekten“



**Fig. 9**  
View on one of the connections  
North-South - a „pocket parc“  
by „Luca Selva Architekten“

## INDUSTRIAL HERITAGE

The crucial factor in the decision whether to keep the old building or not, was the current condition of the building fabric. The buildings that won't be destroyed are the boiler house, the building at the stream "Strunde" and some middle-line buildings (fig. 13, 14, 15). In building number 16 the future kindergarten will be placed (fig. 16).

In order to be able to reuse these buildings a lot of work has to be done. For example, bricks need to be replaced, the structure needs to be reinforced and the walls need to be doubled. The materials of the destroyed buildings will be partly taken to repair and to restore the others.

The new buildings assume the urban position of the existing ones in form and height. The use of raw materials like clinker, concrete or bricks, adapts to the character of the existing constructions (fig. 10, 11, 12). [5]



**Fig. 10**  
View on the Kindergarten,  
building H16,  
by „Luca Selva Architekten“



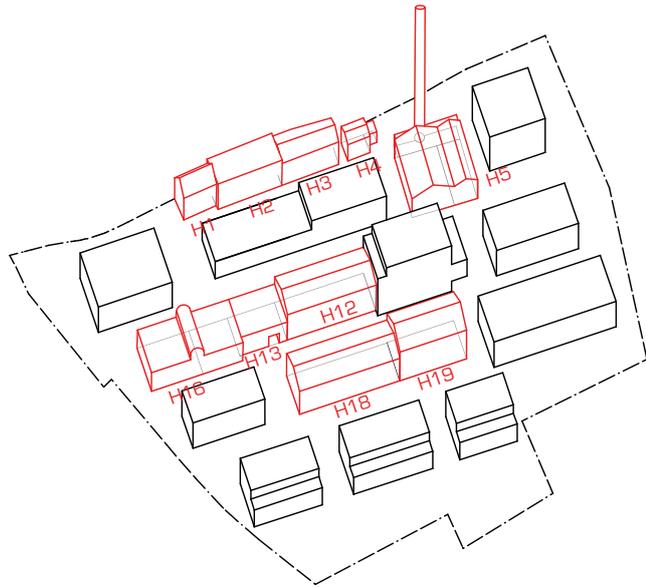
**Fig. 11**  
View on one of the connections  
East-West, building H16 on the  
right side,  
by „Luca Selva Architekten“



**Fig. 12**  
View on one of the connections  
East-West and one of the green  
parks, the ancient boiler house on  
the right side,  
by „Luca Selva Architekten“

**Fig. 13**

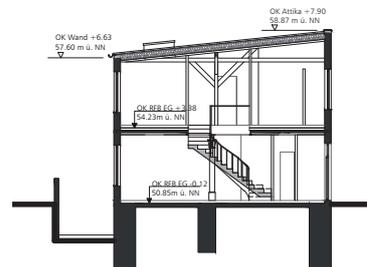
In red: the industrial buildings  
going to be converted, in black:  
the new constructions,  
by „Luca Selva Architekten“



**Fig. 14**

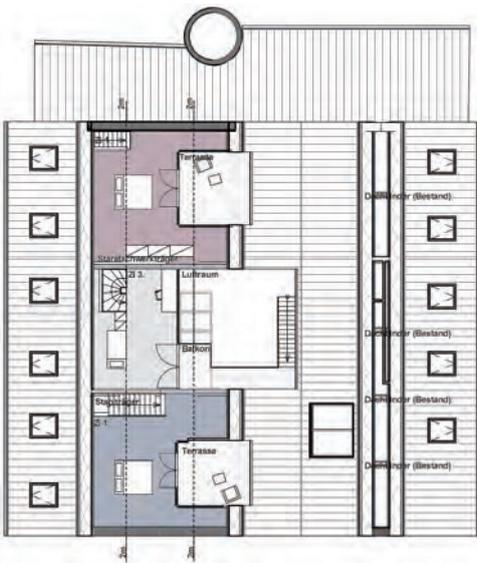
Ancient mill, building number 2,  
by „Luca Selva Architekten“

1:350 🕒



**Fig. 15**  
 Ancient boiler house, building H5,  
 by „Luca Selva Architekten“

⌚ 1:400



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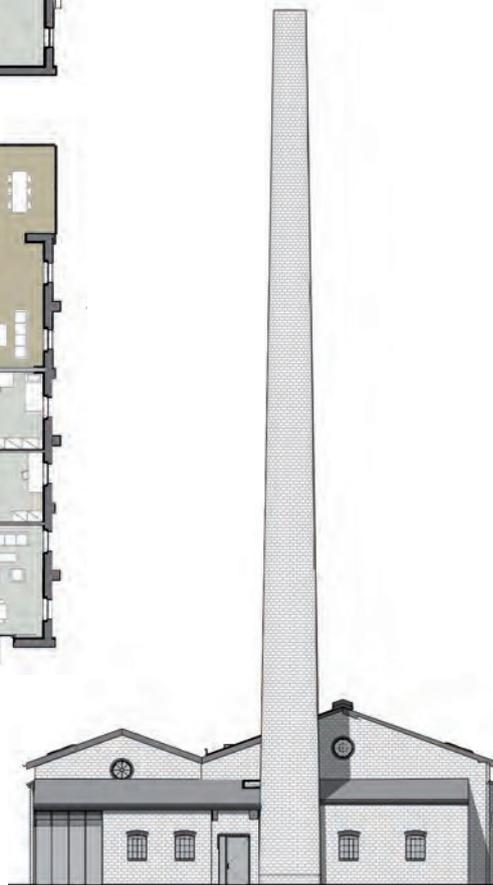
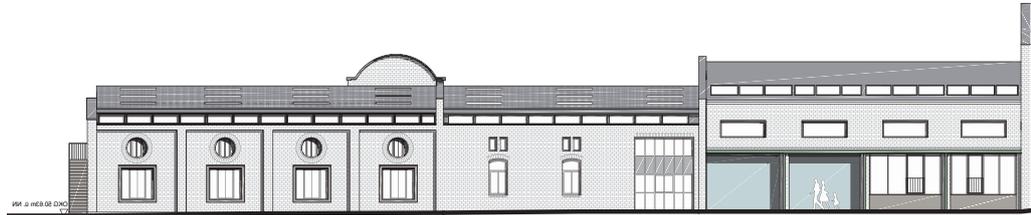


Fig. 16

Building H16, future kindergarten,  
by „Luca Selva Architekten“

1:250 



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**Fig. 3**

Foto by Sarah M. Gebhart, [17-Nov-2018]

**Fig. 4**

Foto by Sarah M. Gebhart, [17-Nov-2018]

**Fig. 5**

‘Der Strunder Bach und seine Mühlen.’, Heimat-Verein Köln-Dellbrück e. V. [Online]. Available: <http://www.heimatverein-koeln-dellbrueck.de/der-strunder-bach-und-seine-muehlen/>. [Accessed: 07-Dec-2018]

**Fig. 6**

Extract of Google Earth Pro, edited by Sarah M. Gebhart [Accessed: 05-Jan-2019]

**Fig. 7**

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**Fig. 9**

By courtesy of „Luca Selva Architects“, interview 16-Nov-2018

**Fig. 10**

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**Fig. 13**

By courtesy of „Luca Selva Architects“, interview 16-Nov-2018

**Fig. 14**

By courtesy of „Luca Selva Architects“, interview 16-Nov-2018

**Fig. 15**

By courtesy of „Luca Selva Architects“, interview 16-Nov-2018

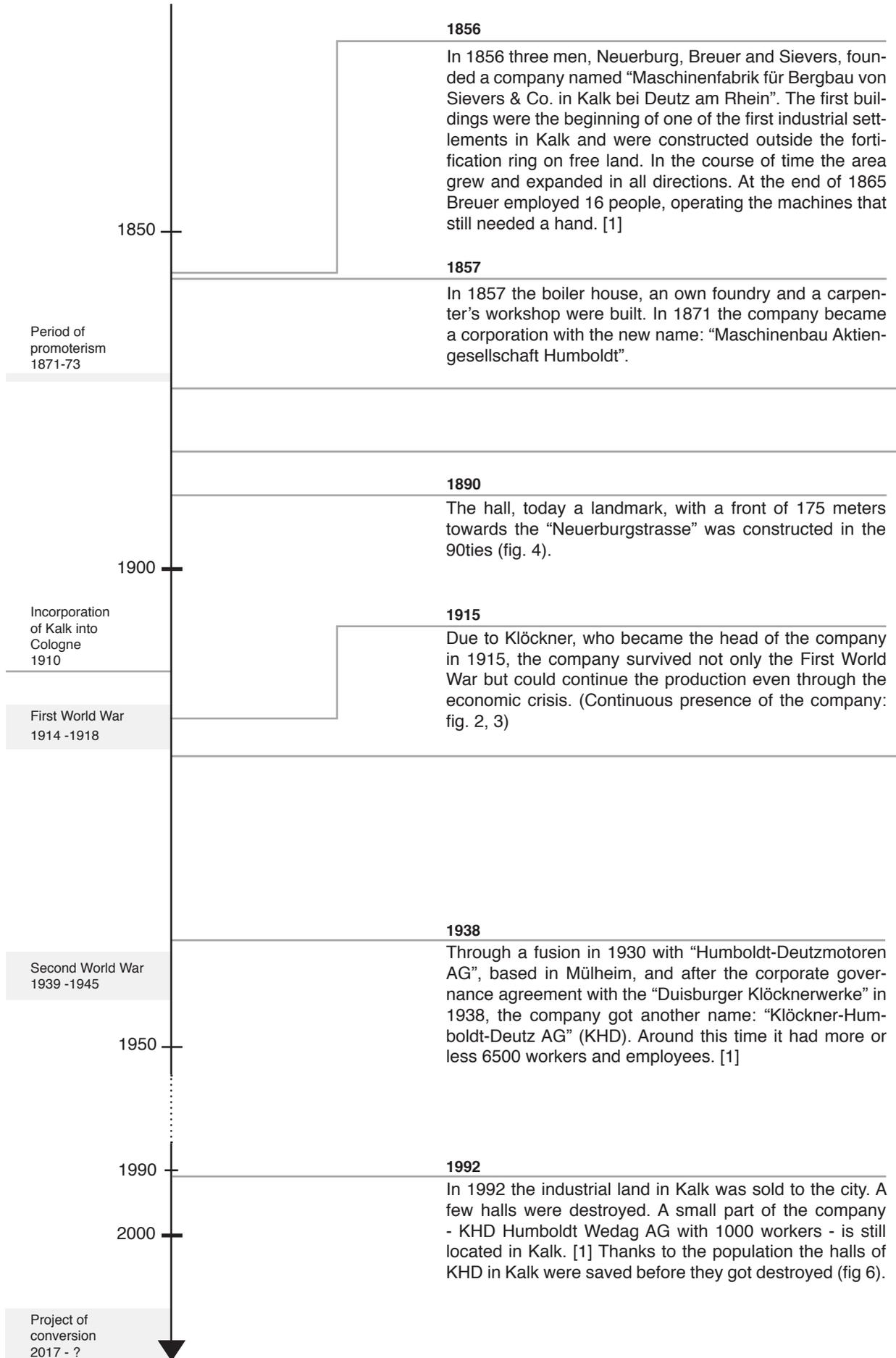
**Fig. 16**

By courtesy of „Luca Selva Architects“, interview 16-Nov-2018



# HALLEN KALK

# HISTORY



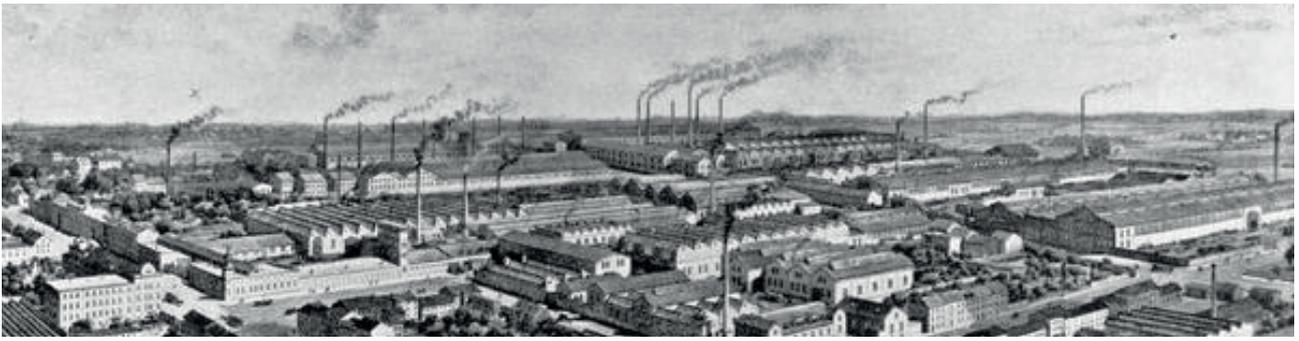


Fig. 2

Picture of „Humboldt Deutz AG“ in 1895

**1874/1875**

After the death of Sievers, the other owner, Neuerburg, started to expand to a greater extent. In 1874, 60'000 square meters were purchased in order to have the space for nearly 2000 workers.

With the crisis after the period of promoterism the company broke down and in 1875 it was highly indebted like numerous other companies.

**1884**

Neuerburg and Breuer left the company in 1884. After Langen took over the supervision, and the company was called “Maschinenbauanstalt Humboldt AG”. The production was extended to other machine buildings. [1]



Fig. 3

The Humboldt Factory around 1960

**1919**

In 1905-1919 a lot of buildings were renewed and every year several hundred new workers were employed in the company. [1]

The oldest halls had wooden roof constructions. The newer steel constructions allowed halls with more floors and larger spaces. In this support system the needed crane runways were incorporated (fig 5). These halls are mostly divided into three parts, with a middle ship and two side ships, similar to a basilica. [1]

The halls, constructed with iron-beams and open roofs, are still visible today. The facade towards the street has red brickwork with yellow bricks in between as a decoration. The other sides have steel lattice formwork with brick filling. The form of the windows tells something about the time the halls were constructed. For example, the middle part goes in the direction of modernism with its big quadratic windows, but the traditional industrial decorations were still applied. [1]



Fig. 4

„hall 76“ and „hall 77“ facades towards the street „Neuerburgstrasse“

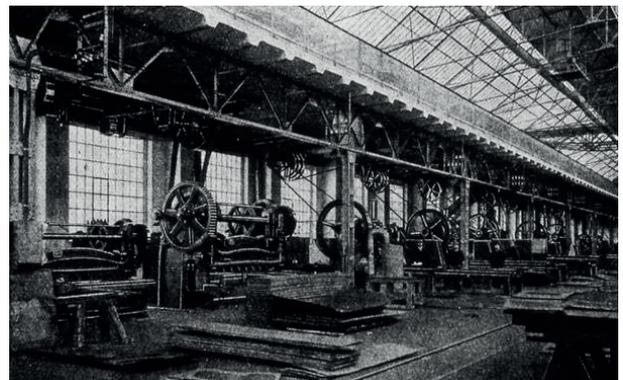


Fig. 5

„Halle 60“, hall of KHD, from the inside, year unknown



Fig. 6

Assembly hall, year unknown, saved thanks to the population



**Fig. 7**

The area „Hallen Kalk“ today



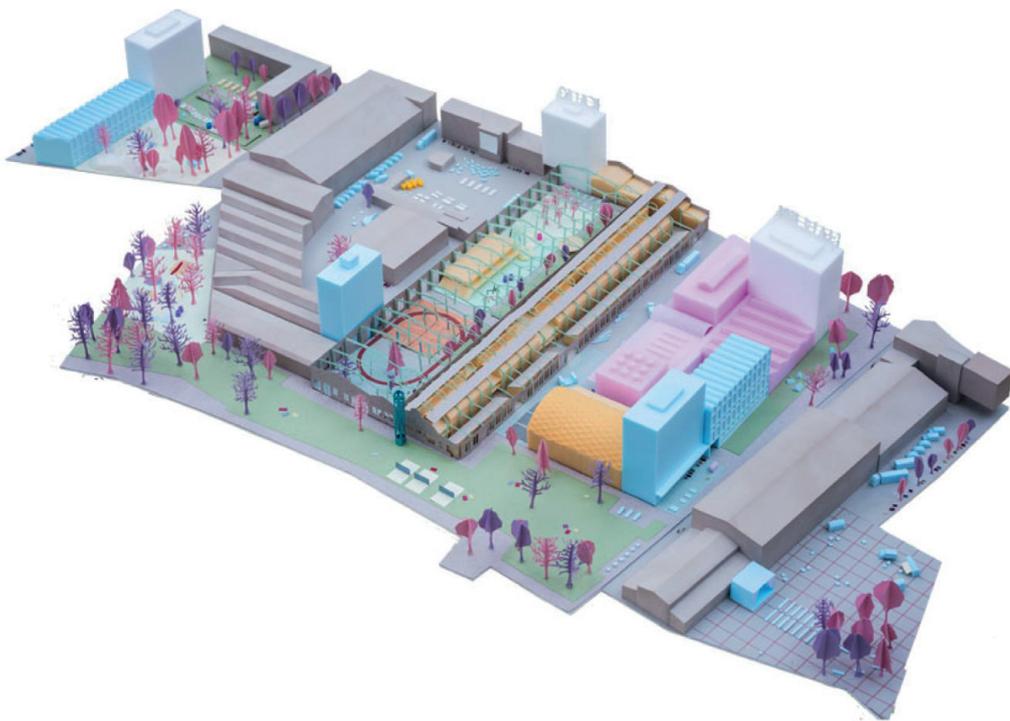
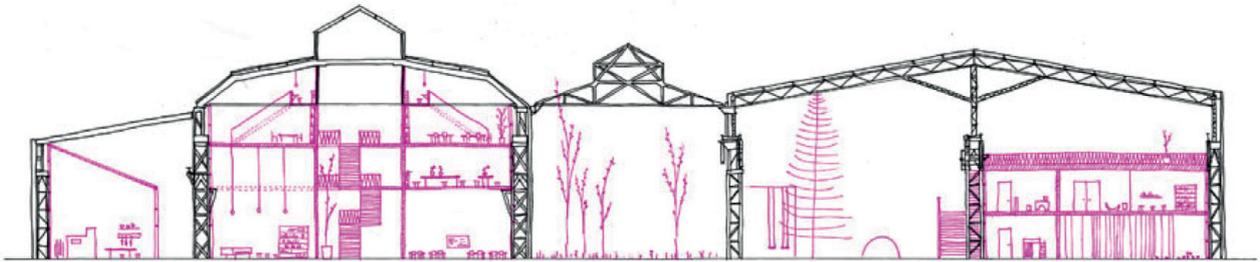
## FACTS

In July 2017 the competition procedures for the project in Kalk orientated to the public weal were completed with the winning office “BeL Architekten” and “Studio Vulkan” (fig. 7). In contrast to the other proposals, “BeL” presented a version with mixed investors instead of one. Most surfaces remain in possession of the city and only some parts are sold in order to finance the whole project. [2]

Thanks to the public and the association “Interessengemeinschaft Hallen Kalk”, the old industrial halls weren’t destroyed and are ready for a conversion. [3]

Now the project in the area of 10.7 hectares is continued in order to choose from different scenarios the future function of the different buildings. Also, the ground contamination will be checked.

It is going to be an area of mixed use with a school, a kindergarten, workshops, community areas, housing, offices and public open spaces. [5] Today the square in the west, “Ottmar-Pohl-Platz”, and the halls next to this square, number 75 to 77, are not integrated anymore in contrast to the original project.



**Fig. 8**  
Planning Concept „Hallen Kalk“  
by „BeL“



## URBANISM

**Fig. 9**  
Section of planning concept  
„Hallen Kalk“ by „BeL“

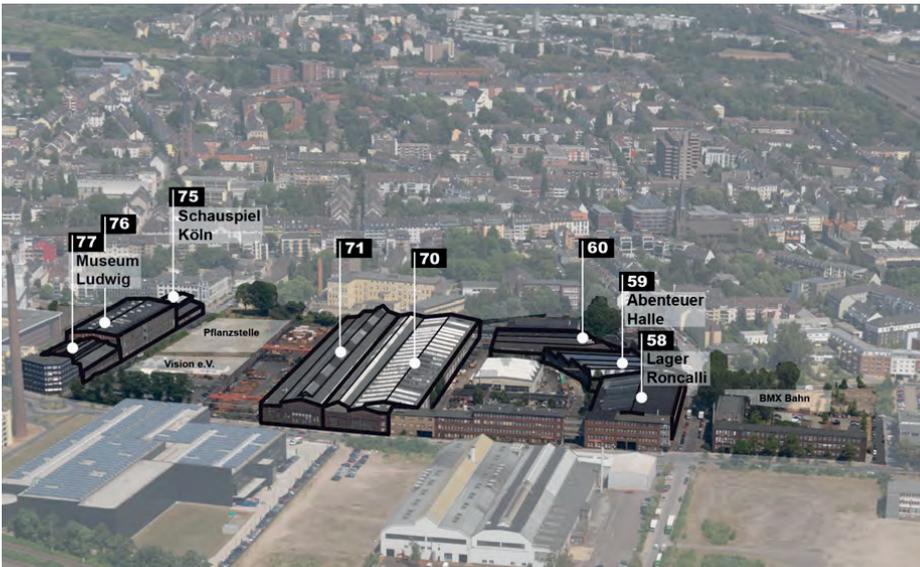
**Fig. 10**  
Model of planning concept „Hal-  
len Kalk“ by „BeL“

For the architects from “BeL” it is important that the whole area together with the halls in the middle will become a new centre for Kalk and for the districts around that lack such a centre too (fig 8, 9, 10). This wish is in connection with the “Chemische Fabrik Köln Kalk” (following chapter). Because of its complete destruction, Kalk lost an important part of its identification and by keeping the industrial halls of KHD and making them accessible for everyone the lost part is given back to Kalk and allows cultural development.

The area will be connected to the north through a grass strip. At the moment there is a new school under construction that will in future find itself next to the little park. [2]  
The new buildings try to follow the structures of the existing halls.

On the west side near the area of the project, there are other industrial halls (halls 75 to 77 (fig. 11)) that are property of the charity organisation “Ludwig”, partly used as playhouse. They are planning to have a museum in the other part. Not far from it there is a little public square, “Ottmar-Pohl-Platz”, just next to an old crane runway (fig. 12). The new centre at the “Hallen Kalk” will hopefully give more life to this square.

Besides the public functions there will be only little housing since the focus on public spaces is more important for this area. Furthermore, living is difficult because the noise from the southern neighbourhood that is still used by industry has an impact on half the area (fig. 13).



**Fig. 11**  
Current positioning of the halls  
KHD in Kalk



**Fig. 12**  
Crane runway nearby today -  
similar to the one who was sought  
on the site of the „Hallen Kalk“



**Fig. 13**  
Facade of the hall number 70  
towards the South today

## INDUSTRIAL HERITAGE

The basic idea of BeL is to keep all existing buildings. This was different from the other proposals that demolished constructions or diminished half of them.

The proposal was to convert the two big halls (hall 70 and 71 (fig. 11)) in the centre of the site to a school and to other small objects. The two halls together form an immense space that is subdivided by three naves, suggesting a dome character (fig. 14). Underneath of one hall the schoolyard, sport areas, a kindergarten, a planting place (“Urbane Pflanzenstelle”) and a greenhouse were planned. Originally the architects envisaged an open-air hall. The roof would stay but the glass would be taken away. During the day the whole space should be used by school- and kindergarten-kids and in the evening the space including the courtyard of today would accommodate cultural events and subcultural organisations. In the other hall the classrooms were positioned. Unfortunately the education authority preferred a new construction instead of a conversion in order to avoid extra costs. [32] The future function of the halls is still not defined. This amongst other questions will be treated in the feasibility study that is in production. One possible idea could be to make one hall a “Handwerkerhof”, a craftwork centre, in order to resume the past function of the place. The idea of the open-air hall is omitted because of the large open space that already exists in the courtyard in the middle.

The hall in the centre of the courtyard (fig. 15) could be used for ateliers and also the old toilet house can have another function in future. In the buildings facing south the function will be office-use as it is today. But it is not sure yet whether they will be replaced or not.

The existing institutions like the “Urbane Pflanzenstelle” and the aid for drug users (“Drogenhilfe”), both placed in the west will stay but will probably have to move. Also, the “Abenteuerhallen”, an adventure park, placed in the industrial hall on the east side, will stay and be extended towards the hall in the north-eastern edge (fig. 16). At the moment, this hall is in a bad condition. In the plan, the industrial hall has a weird edge that is cut because it was built originally as the entry of the factory KHD, still visible on the big label on the facade. A Catholic school will replace the BMX park in front of the adventure park.

The last factory using the halls had financial problems. They became insolvent but they still had to pay rent to the city for the plot, so they sold many of their machines including a really nice crane runway similar to the one in the square “Ottmar-Pohl-Platz”.



**Fig. 14**  
Interior hall 70



**Fig. 15**  
Hall in the middle of the courtyard  
on the site of the „Hallen Kalk“,  
today



**Fig. 16**  
View on the courtyard and the  
shed - roofs of the hall containing  
the adventure park, today

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**Fig. 11**

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Foto by Sarah M. Gebhart, [18-Nov-2018]

**Fig. 13**

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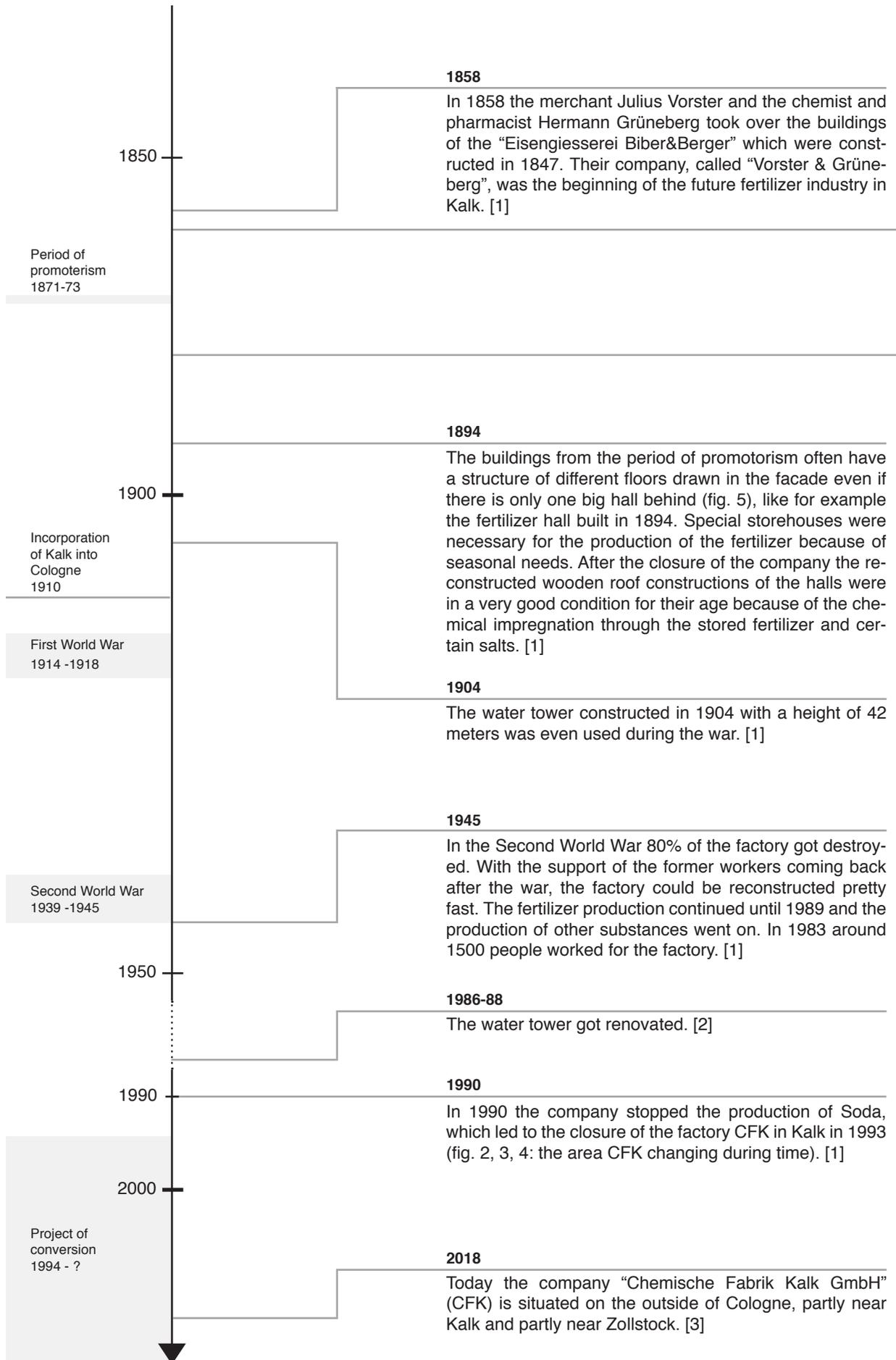
**Fig. 16**

Foto by Sarah M. Gebhart, [18-Nov-2018]



# CHEMISCHE FABRIK KALK

# HISTORY



1861

At the beginning the company was home and office for the founders. Soon they started to expand with a new location in Strassfurt near Magdeburg in 1861. More and more different substances were included in the production and later another gas-water-factory was constructed in Nippes (Cologne) in 1869. This expansion amongst others survived only for about 10 years. But the company survived even the death of the founders and continued to expand. Especially the production of the fertilizer, called "Kamp", was important for the company. Its production started at the beginning of the 20th century. [1]

1880

Before the First World War the factory "Chemische Fabrik Kalk" (CFK) occupied the whole area in Kalk. The construction of new buildings and many annexes led to a dense area of irregular built volumes. The representative facades were decorated with yellow bricks and created a proper image. During the years 1880-1910 the architect Josef Seidenfaden led most constructions. Despite their irregular placement most buildings have for the period of promotersim the typical brick fronts with the common, simple structuring of the facades. [1]



Fig. 2

„Chemische Fabrik Köln“ 1958, visible the watertower in the middle



Fig. 3

„Chemische Fabrik Köln Kalk“ Aquarell of J. Scheiner 1988, after the Second World War



Fig. 4

„Chemische Fabrik Köln“ 1998, still visible the fertilizer hall and the watertower

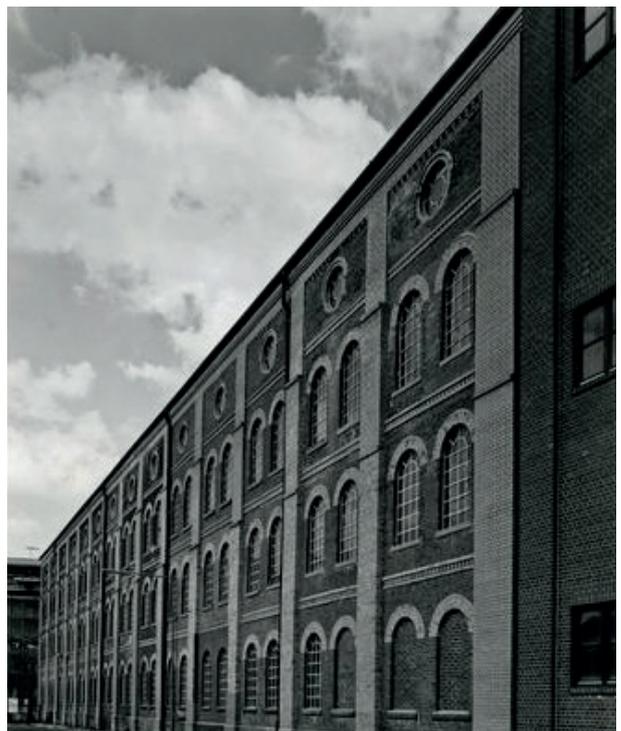
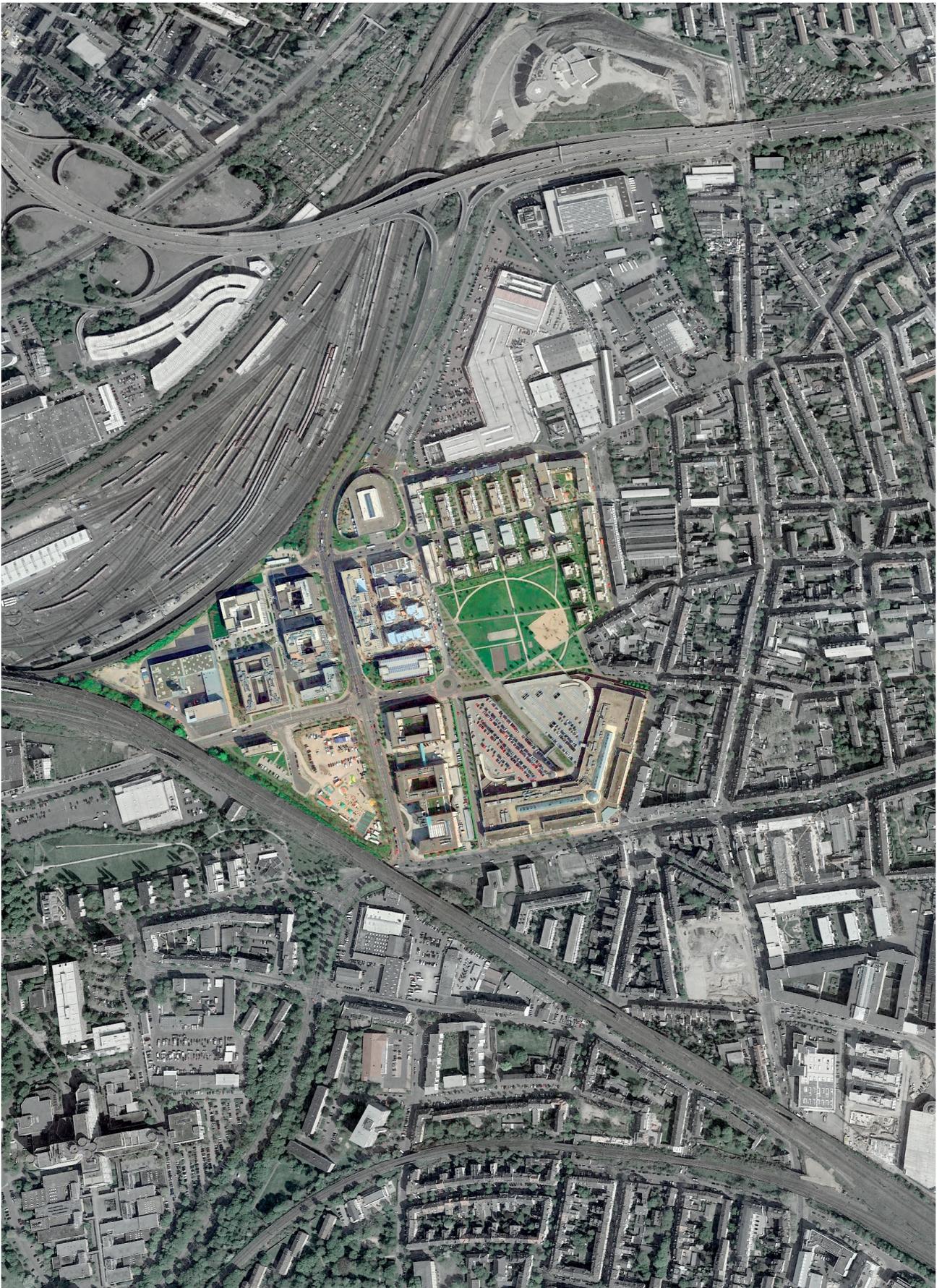


Fig. 5

typical representative facade of CFK, in 1970



**Fig. 6**

The area „Chemische Fabrik Kalk“  
today



## FACTS

The site of the former factory CFK (fig. 6) is between two railways at the borders of the district Kalk on an area of 350'000 square meters. It is a site that is quite difficult for housing. Also the contamination of the site was high and the whole ground needed to be replaced. Today the construction on the area of the former chemistry factory is nearly completed.

The architecture office “3pass” published the first planning concept for the area of the former chemistry factory in 1994 (fig. 7). [2] This proposal was nearly completely abandoned.

At that time the city was happy to find interested investors for this area and they were free to decide what to do there.

The investors wanted to construct a shopping mall, the hit at that time. The construction of the shopping mall “Köln Arcaden” was finished in 2005. First the mall was well used but today it is more the living room of Kalk than a mall. Probably the mall has to be closed in future because of business competition of the main street of Kalk “Kalker Hauptstrasse”.

Meanwhile the land-development cooperation (mfi) realised a new planning concept, published in 2002 (fig. 8). [2] This planning integrated the new shopping mall and was similar to the realisations that are visible today.

Today the area occupies different functions. There is the housing area in the north-eastern corner, a science centre, the shopping mall, a hotel, the headquarters of the police and there are buildings for other commercial purposes. Most of the buildings were constructed quite late, starting in 2010.

As already mentioned in the chapter before the destruction of all the historical buildings, except the water tower, had an important impact on the rescue of the halls 70 and 71 in the project „Hallen Kalk“ (previous chapter).



**Fig. 7**  
 Planning Concept by „3pass“  
 1994



**Fig. 8**  
 Planning Concept by „mfi“ 2002



**Fig. 9**  
 Model of the shopping mall „Köln  
 Arcaden“ with the old water tower,  
 built in 2005

## URBANISM

The architects of “3pass” were interested in a good integration of the area into the environment, as the planning concept shows (fig. 7). The basic idea was to organise the area in two halves with an office park towards the railways in the West and a housing area bordering the district Kalk in the East. A green park, inspired by the Central Park in New York, is placed between the new housing and the suburb Kalk.

Towards the South their proposal contained a market square at the position of today’s shopping mall “Köln Arcaden” (fig. 9). The market square connects the site to the main street of Kalk and gives the water tower a central position.

Moreover “3pass” raised the zone in the corner of the railway-triangle delimitating the area. On top of the hill they planned two high-risers in order to guarantee noise protection towards the rest of the site. This high point was meant to be in accordance with the other high points of Cologne in a line with the Dome.

The proposition of “3pass” adapted to most existing streets but contained a new axis coming from the west and integrating itself into the suburb Kalk in the East.

The new proposal of 2002 (fig. 8) integrates the shopping mall, which creates a connection to the central green square of the area. The basic idea of the office park in the East and the housing in the West is still visible and the two high-risers are still included.

Today the proposal of 2002 is nearly entirely realised. Instead of the two high-risers smaller buildings have been constructed.

The area is a closed space and has no connection to the buildings around, just like it was while the factory CFK was in use. Destroying all representing facades and buildings of the factory including the little effort in urban planning makes the area appear like a quarter of new construction missing identification for the habitants and connection to the building fabric around. Despite its bad appearance, the square in the middle is quite well visited probably because of lack of other possibilities to meet in Kalk.

## INDUSTRIAL HERITAGE

Not only the urban situation was discussed politically but also the conservation of the industrial constructions of CFK.

Especially the storage hall for the fertilizer was disputed (fig. 10, 11). In the end the hall got destroyed. This hall could have been a reminder of the origin of the place for the residents of Kalk. Furthermore, the hall was in good condition thanks to the salts and the fertilizer that conserved the wooden roof construction, a legacy of pollution in a positive way.

In the proposal of “3pass” not only the fertilizer hall but also other buildings were integrated in the planning and were to become public institutions like cinemas and others.

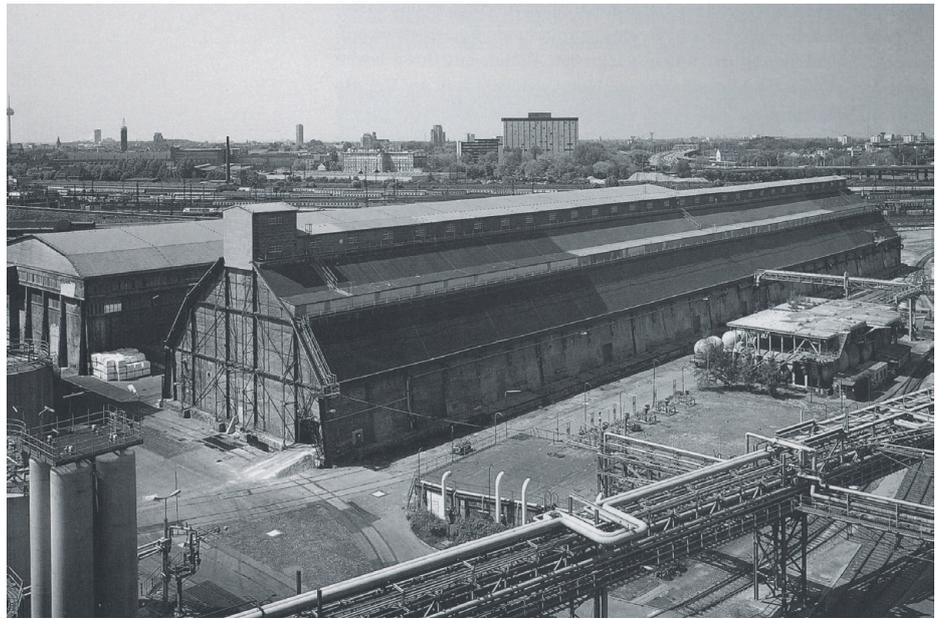
The old water tower is still there but not in the central position as it was planned by “3pass”. Today the tower is integrated in the parking deck being behind the “Köln Arcaden” (fig. 13, 14).

Besides the tower there is one old machine, exposed like a statue, which reminds of the chemical industry once located in Kalk (fig. 12).

Kalk is a suburb that grew only thanks to the industry. Without the huge factories employing thousands of people the former village could never have been developed. However, with more attention to the urban planning and the conservation of industrial heritage the area would not only be a place to meet but also the image and identification of the residents.

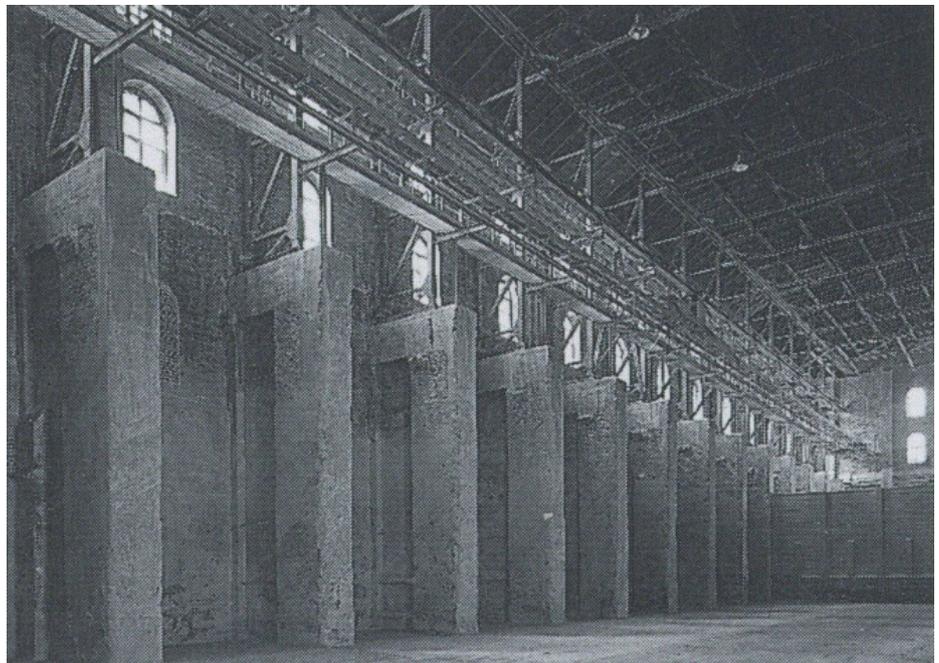
**Fig. 10**

The old fertilizer hall in 1954



**Fig. 11**

The old fertilizer hall built in 1894,  
the two window ranges were  
originally open



**Fig. 12**

Former turbine of the factory CFK,  
standing behind the shopping  
mall „Köln Arcaden“, picture of  
2008





**Fig. 13**  
The water tower today, behind  
the shopping mall „Köln Arcaden”,  
integrated in the car parking



**Fig. 14**  
The feet of the water tower today  
behind the shopping mall „Köln  
Arcaden”, integrated in the car  
parking

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**Fig. 11**

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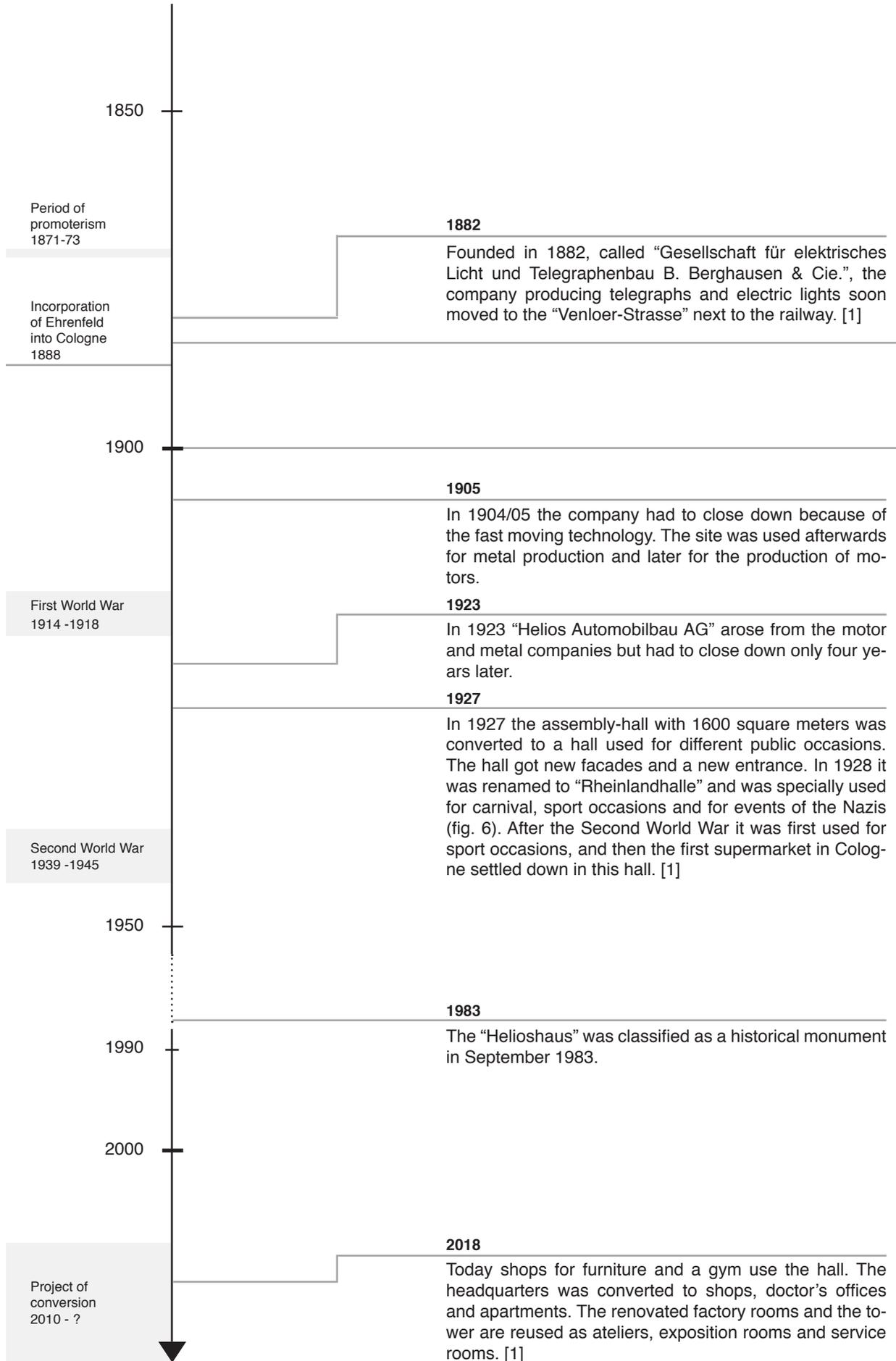
**Fig. 14**

Foto by Sarah M. Gebhart, [18-Nov-2018]



# HELIOSGELÄNDE

# HISTORY



1884

In 1884 the factory became a corporation with the name "Helios AG für elektrisches Licht und Telegraphenbau in Ehrenfeld und Köln". The company was a leading producer, working with steam engines and alternating current. The electric power station in the South of Cologne at the Zugweg, run by the company, was, for example, one of the first of its kind. Beside the electric power stations, also distribution networks, for example facilities for the tramway were organised by Helios. In the 1890ies they had about 2000 employees. [1]

1900

The headquarters of the company, the "Helioshaus" is the best-conserved building with a staircase in the middle of a lighted inner courtyard in the centre of the building (fig. 2, 4, 5). Behind the headquarters we can find the central assembly-hall (fig. 3). A light tower was constructed near the railways behind the area of Helios. In 1900 the publicity of the company said:

*"Above the factory a light-tower is visible which sends its rays into the evening above Cologne and forms the bright landmark of Helios."*

- Brochure of the Company Helios in 1900<sup>1</sup>



Fig. 2

Postcard of the factory Helios in 1900



Fig. 3

The inside of the assembly-hall during its industrial usage



Fig. 4

„Helioshaus“ - the headquarters of Helios picture in 1994



Fig. 5

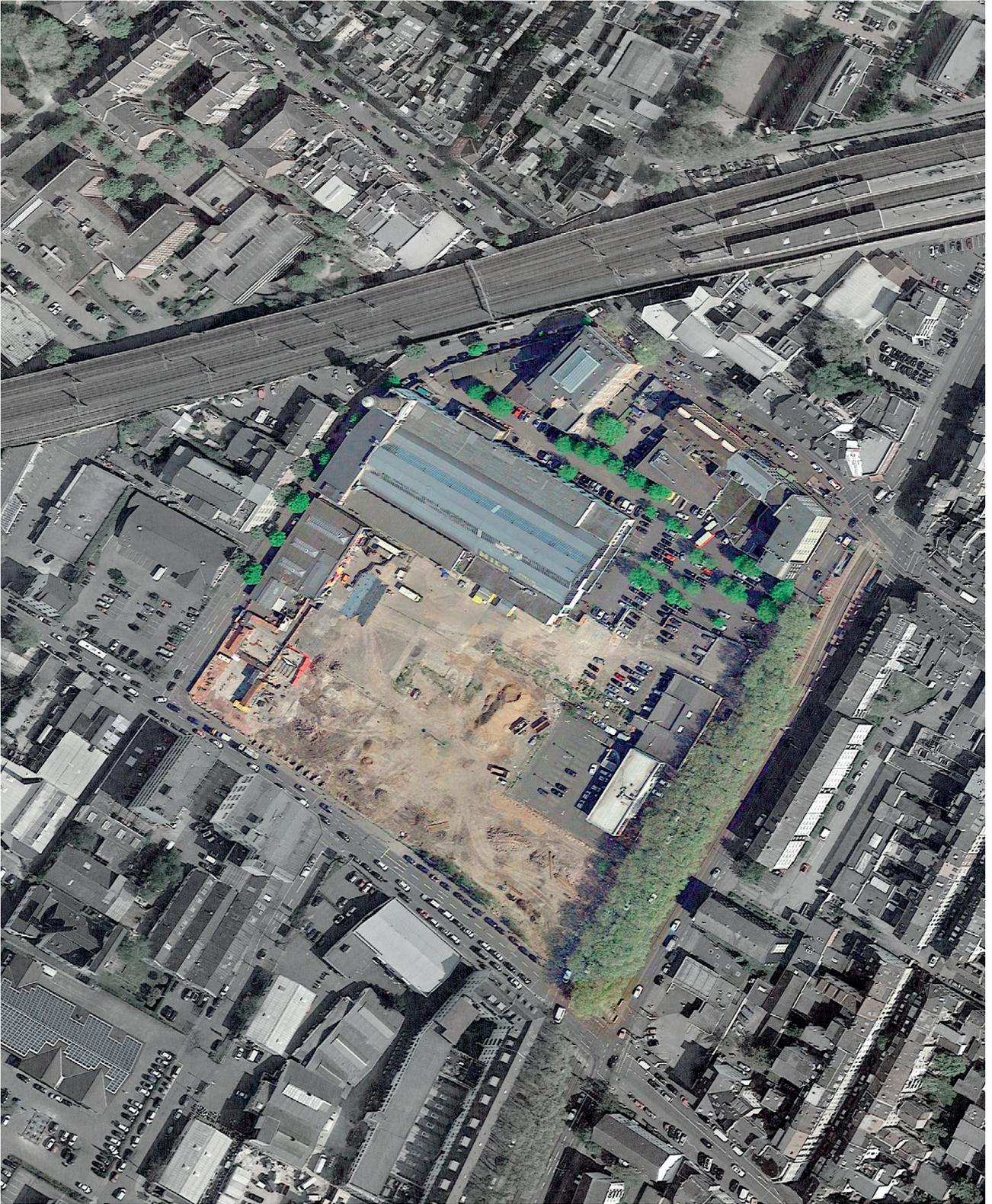
Staircase of the headquarters „The Helioshaus“, constructed in 1900



Fig. 6

The former assembly-hall as „Rheinlandhalle“

<sup>1</sup> D. Klein-Meynen, H. Meynen, and A. Kierdorf, *Kölner Wirtschaftsarchitektur von der Gründerzeit bis zum Wiederaufbau*. Wienand, 1996. p.128, translation by the author



**Fig. 7**

The area „Heliosgelände“ today



## FACTS

The “Heliosgelände” is an area of about four hectares in the centre of the district Ehrenfeld (fig. 7). Partly being used, partly being fallow area, the site has a lot of potential for densification.

A first reuse plan of the fallow area was published in 2010 with the idea for a construction of a shopping mall. But the public did not accept this proposal.

Today’s idea for the conversion of the “Heliosgelände” is to build a school complex combining primary and secondary school.

In 2013 the work for an urban planning concept started. The goal is to make the whole area a cultural centre and to prevent a future expansion of commercial surfaces. The office “Ortner & Ortner Baukunst” won the competition for the planning concept of 2013 (fig. 8, 9).

Besides the new school a few housing units in the South, some offices and a building for cultural use will find room there. The construction of the school will start in the near future, the fallow area is already about to be prepared. The area had a few problems regarding the legacy of pollution of the ground and is still about to be cleaned.



**Fig. 8**

Planning concept „Heliosgelände“  
of „Ortner & Ortner“ 2013



## URBANISM

**Fig. 9**

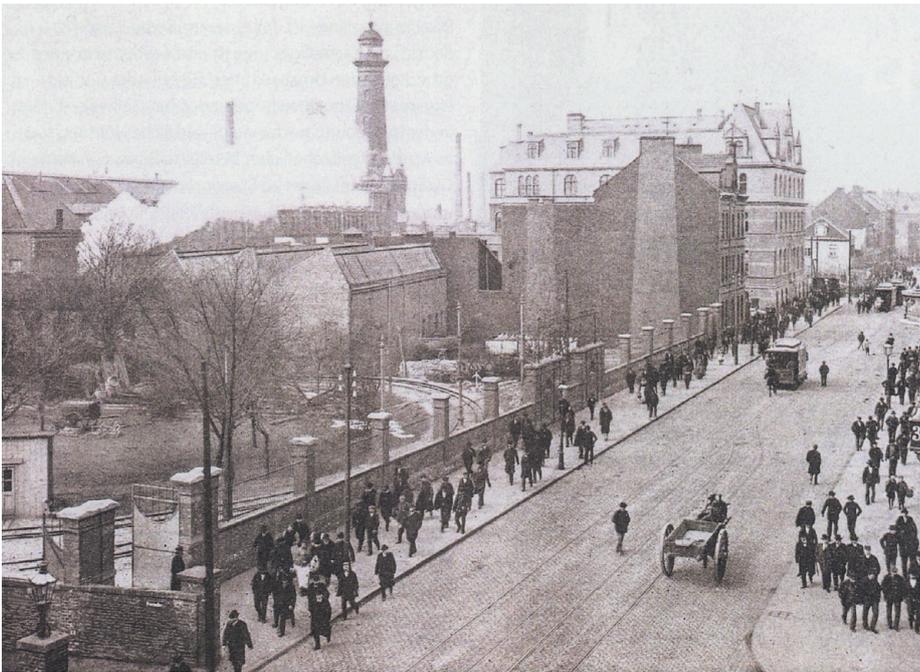
Section of planning concept  
„Heliosgelände“  
of „Ortner& Ortner“ 2013

The new planning of the area (fig. 8, 9) does not take into consideration the former organisation of the industrial area (fig. 10).

The school is placed in the south-western part, with some distance to the big ring street passing the “Heliosgelände” in the East. Office buildings will face the ring street. Cultural buildings and housing are planned in the north-western part and just behind the office buildings.

In order to connect the area to the ring street and the tramway a square in front of the assembly hall is planned. This square got a little smaller than it was in the first proposal in order to have more built surface (fig. 11).

The whole area will be car-free. Only in the north the question is still open, if a few places for parking will be offered or not. Between the buildings green public areas are planned.



**Fig. 10**  
The „Heliosgelände“ in 1900



**Fig. 11**  
Square connecting the ring street  
with the „Heliosgelände“ by  
„Architekturbüro Ortner & Ortner  
BAUKUNST“

## INDUSTRIAL HERITAGE

Since the beginning of the procedure for the planning concept, several buildings have been selected that will not be destroyed.

Besides newer buildings in the northeast, also the old assembly-hall will stay. Right now the hall is used by retail, big furniture shops and a gym (fig. 12). The rental agreements of these shops will end in 2023 and 2027, which makes a reuse impossible at the moment. In the proposal of "Ortner & Ortner Baukunst" the annexes to the "Rheinlandhalle" will be destroyed.

Also, the building with the light tower just behind the hall will stay and accommodate several cultural users and ateliers (fig. 13). In addition the "Helioshaus" will stay (fig. 14). It is the former administration building of Helios, in good condition and already reused, in the northern corner of the area.

In addition to the buildings in the north, there is a sequence of the old wall going around the former Helios area that will be conserved.

In the southern area the new school will be placed (fig. 15). There were a few halls that have already been destroyed. The building fabric of these buildings was in a bad condition and the integration of a school into these old buildings was never desired. In the north-western border a new building for cultural use is planned (fig. 16).



**Fig. 12**  
The assembly hall  
„Rheinlandhalle“ today



**Fig. 13**  
The light tower of Helios today

**Fig. 14**  
„Helioshaus“, administration  
building today



**Fig. 15**  
New school on the  
„Heliosgelände“ by „Architektur-  
büro Ortner & Ortner BAUKUNST“



**Fig. 16**  
New building on the northwestern  
border, cultural use and housing  
by „Architekturbüro Ortner &  
Ortner BAUKUNST“



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- [3] Silke Rheinschmidt (working for the building authority of the city Cologne), personal communication, 19-Nov-2018, Cologne

**Fig. 1**

By courtesy of Katasteramt Köln, [10-Dez-2018], edited by Sarah M. Gebhart

**Fig. 2**

Foto 93915, "Bilderbuch Köln - Fotos und Fineartdrucke von Köln." [Online]. Available: <http://www.bilderbuch-koeln.de/>. [Accessed: 14-Oct-2018]

**Fig. 3**

By courtesy of Silke Rheinschmidt, interview 19-Nov-2018

**Fig. 4**

Foto 93529, "Bilderbuch Köln - Fotos und Fineartdrucke von Köln." [Online]. Available: <http://www.bilderbuch-koeln.de/>. [Accessed: 14-Oct-2018]

**Fig. 5**

D. Klein-Meynen, H. Meynen, and A. Kierdorf, Kölner Wirtschaftsarchitektur von der Gründerzeit bis zum Wiederaufbau. Wienand, 1996. p.126

**Fig. 6**

By courtesy of Silke Rheinschmidt, interview 19-Nov-2018,  
Picture by Johannes Maubach, 'Auf den Spuren der alten Ehrenfelder Industrie, Köln 2005

**Fig. 7**

Extract of Google Earth Pro, edited by Sarah M. Gebhart [Accessed: 05-Jan-2019]

**Fig. 8**

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**Fig. 9**

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**Fig. 10**

By courtesy of Silke Rheinschmidt, interview 19-Nov-2018,  
'Andenken an einen Besuch bei Helios', Köln 1900 , in Schäfke, Werner: Helios - ein Leuchtturm erleidet Schiffbruch, Köln 2011

**Fig. 11**

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**Fig. 12**

Foto by Sarah M. Gebhart, [18-Nov-2018]

**Fig. 13**

Foto by Sarah M. Gebhart, [18-Nov-2018]

**Fig. 14**

Foto by Sarah M. Gebhart, [18-Nov-2018]

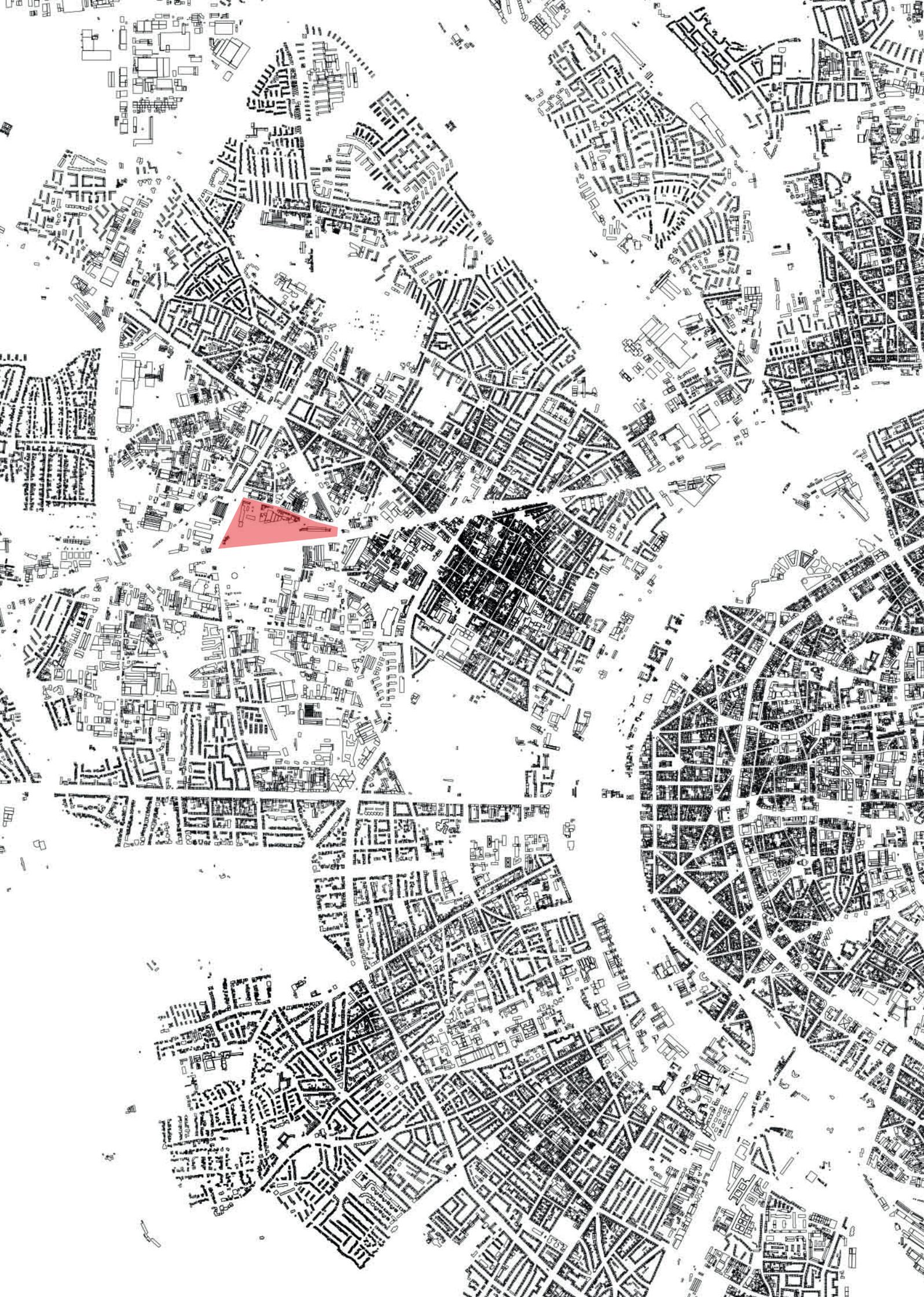
**Fig. 15**

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**Fig. 16**

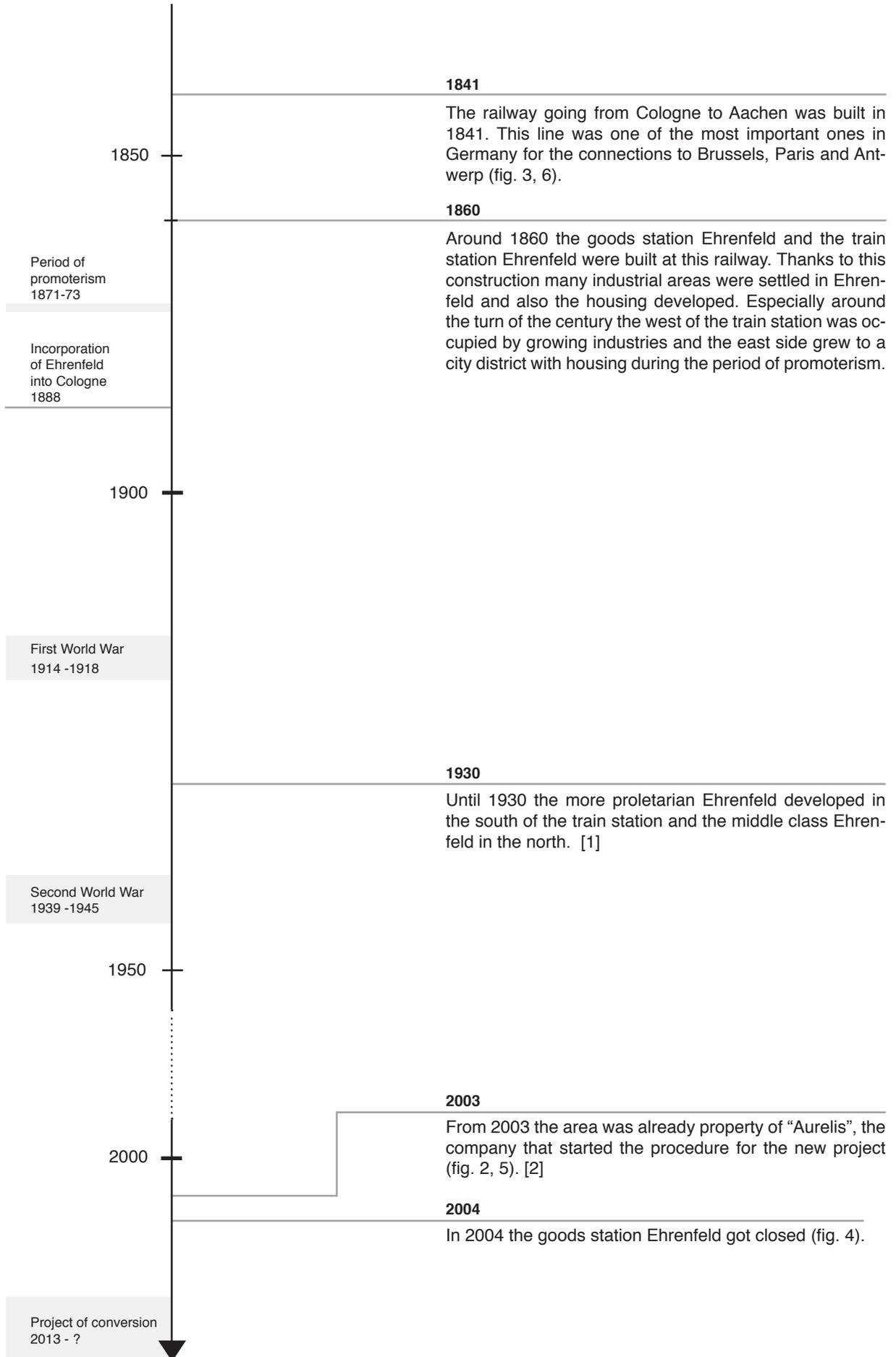
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# EHEMALIGER GÜTERBAHNHOF EHRENFELD

# HISTORY





**Fig. 4**  
Fallow area goods station in Ehrenfeld in 2009



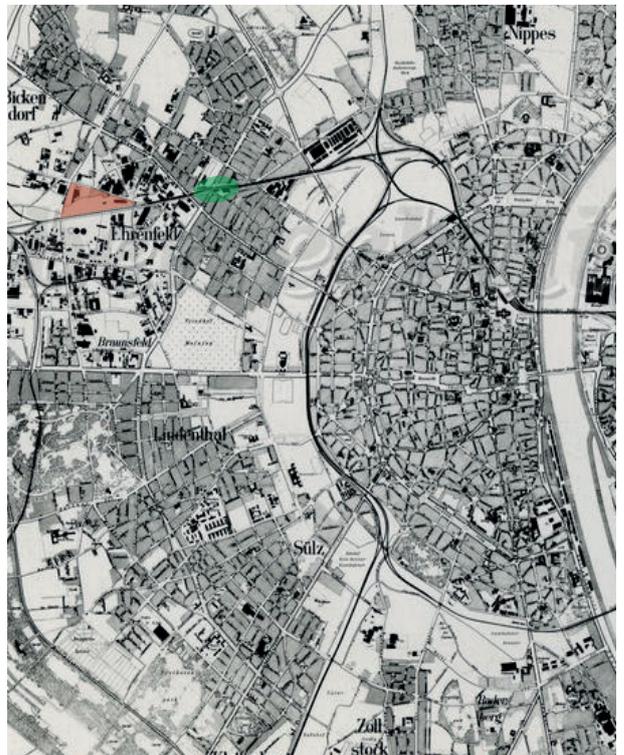
**Fig. 2**  
Former hall of goods of the goods station in Ehrenfeld, western front



**Fig. 5**  
Former hall of goods of the goods station in Ehrenfeld, facade towards the railways



**Fig. 3**  
Plan of Cologne in 1825, before the construction of the railway connection Cologne-Aachen



**Fig. 6**  
Plan of Cologne in 1955 after the incorporation of Ehrenfeld. The settlement around the train stations good visible in the centre of Ehrenfeld. In red: the position of the goods station, in green: trainstation.



**Fig. 7**

The area „Ehemaliger Güterbahnhof Ehrenfeld“ today



## FACTS

The area of the “Ehemaliger Güterbahnhof Ehrenfeld” (=former goods station in Ehrenfeld) is not far from the “Heliosgelände” (fig. 7). The project was started in 2013 and the development plan of the site was defined in 2017. The investor, “Aurelis”, will sell parts of the zone for the future construction. [3]

The first idea was a commercial use of the area but in 2014 the plan was changed in order to provide new housing. [2]

The development plan is a combination of two projects of different offices. The eastern part around the former goods hall of the train station is under the responsibility of “Trint & Kreuder” (fig. 8). “Lorenzen Mayer Architekten” planned new housing: 350 new apartments, a kindergarten and a playground will find room in the western fallow area (fig. 9). The whole area has a surface of 72'000 square meters.

The “Ehemaliger Güterbahnhof Ehrenfeld” is directly next to the railways. This makes housing difficult in terms of noise protection. A scrapyard is placed at the other side of the railways making additional noise.

A subcultural institution (Jack in the Box), using a big part of the area and organising many events for the habitants of Ehrenfeld, had to leave the place – probably a better scenario than the one planned for the future.

But because of the high demand for housing in Köln and also especially in Ehrenfeld the economic situation required more housing at this place. A few years ago, no one would have thought to establish housing in a difficult field like that. In Cologne today fallow areas in the middle of the city have mostly been converted into areas of mixed use, the same as will be done in this case.



**Fig. 8**

Planning concept, commercial area, of „Trint & Kreuder“



**Fig. 9**

Planning concept, housing area, of „Lorenzen Mayer Architekten“



## URBANISM

As already mentioned, the area is divided into two parts, devised by two different architects (fig. 8, 9). The bigger, western area is organised in housing blocks. The eastern side will be commercially used. The same is planned for the western edge because of the extra noise coming from the bridges where the train crosses the adjacent streets. Towards the railways in the South, a big noise protection wall (11m high 650m long) is planned. This wall will be integrated into the landscape by means of a hill so that only five meters are visible. The housing units are placed with some distance towards the wall.

The other borders of the area are integrating themselves into the existing building fabric and a new street is planned, crossing the site from east to west. [4]

The connection between the housing and the commerce is done through a green area in between.



**Fig. 10**  
The goods hall today, one of the doors in the facade with a little crane construction



**Fig. 11**  
The goods hall today, one of the doors in the facade, probably already used of shops in the past



**Fig. 12**  
New hall trying to remember the old goods hall on the area by „Trint & Kreuder“

## INDUSTRIAL HERITAGE

Most constructions in the area that won't be destroyed are newer buildings that have nothing in common with the former industrial use of the place.

The only industrial building that is left is the old goods train station hall in the eastern corner but this building never became landmarked (fig. 10, 11).

It was always the plan to keep the old hall but unfortunately the building fabric is really shabby, which apparently makes it impossible to keep the construction. The plan is to replace the building by a new construction with the same dimensions and appearance (fig. 12). The future use of this hall is still uncertain. The noise problems in this corner are extremely big due to the railway and its bridge.

Other industrial halls were in the middle of the area, but they have never been discussed and are already destroyed.

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By courtesy of Katasteramt Köln, [10-Dez-2018], edited by Sarah M. Gebhart

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Foto by Sarah M. Gebhart, [18-Nov-2018]

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Foto 68300, "Bilderbuch Köln - Fotos und Fineartdrucke von Köln." [Online]. Available: <http://www.bilderbuch-koeln.de/>. [Accessed: 14-Oct-2018]

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'Historie'. [Online]. Available: <http://blog.gueterbahnhof-ehrenfeld.de/index.php/gueterbahnhof-ehrenfeld/history>. [Accessed: 12-Nov-2018] Planning concept of „Lorenzen Mayer Architekten“

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### **Acknowledgements**

to Jérôme Chenal and Tiago Borges for precious advice

to Jutta Gebhart for editorial support,

and to my family and friends for their assistance





