

# Bahnhof München Olympiastadion. Approach to a subsequent use – “Olympiamuseum”

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## History of development

In addition to the creation of sporting venues and landscape design, spacious and efficient infrastructures were an important aspect of the Olympic buildings completed in Munich in 1972. With great effort roads, tracks, paths and bridges were constructed parallel to ongoing building construction work in order to open up the area in the north of the city of Munich, taking into account the expected number of visitors.

In accordance with the spirit of the time, the highest attention was paid to individual traffic, so that a total of 34 kilometres of new road were built.<sup>1</sup> Connection to public transport was ensured by underground, S-Bahn, tram and bus; an Olympic line was specially set up for the underground. At the “Olympiastadion” underground station, quite near the Olympic village, around 30,000 people per hour were to be handled.<sup>2</sup> The “Bahnhof Olympiastadion Oberwiesenfeld”, also built during the preparations for the Games, is located on the western edge of the site beyond Lands-huter Allee. While the underground stations were seamlessly integrated into everyday operations after the Games, the Olympic Stadium station was only approached sporadically and finally completely shut down, which explains today’s neglected appearance. This station will be briefly presented and then some considerations for possible subsequent uses will be provided.

## Object description

The railway station “Olympiastadion” is located about one kilometre from the large stadium. The complex consists of



Fig. 1 Railway station building shortly after opening

two island platforms and a two-storey railway station. The two-storey structure results from the bridge over Lands-huter Allee, which is intended for pedestrians and leads from the station forecourt to the east in the direction of the sports facilities. The upper floor forms a concrete roof resting on four supports, which once contained a pavilion for ticket sales and passenger information as well as ticket validators.<sup>3</sup> On both sides of the concrete roof a staircase leads down to the corresponding platform. The basement has further areas which were planned for service rooms as well as an alternative track which converges at the southern end of the station complex with the side-running additional track.

The lines run northwards and once provided access to the Munich East stations, the tunnel tubes of the city centre and Munich Central Station.<sup>4</sup> Today there are no more connections. As the operating company, the Deutsche Bahn guaranteed a transport capacity of 25,000 people per hour, which meant that regional traffic could be effectively handled here, bringing guests to the immediate surroundings of the sports facilities.<sup>5</sup>

In the aftermath of the Olympic Games, the railway station was only rarely used by lines S8 and S11. After a fatal accident in which a child was killed, the station was shut down and used for the last time during the European Championships in 1988.<sup>6</sup> Today, the station buildings and the remaining tracks are listed as part of the “Olympic Park” ensemble.<sup>7</sup> The track bed and platforms are heavily overgrown. Technical installations on the tracks and in the area of the concrete roof were removed. In the basement, graffiti can be found everywhere on the walls, whose constant change testifies to the fact that this place is basically anything but abandoned. For amateur photographers, too, the picturesque scenery, in which the sprawling recapture of nature and spontaneous appropriation by youth culture merge, has become a popular destination.

## Approach to a subsequent use

The city of Munich has not completely forgotten the place and is trying to revitalize and redesign the area.

In 2017, the Berlin architects Fugmann Janotta und Partner developed a concept for the use of the site. This includes both the station building and the areas adjoining to the north and south, for which an overall landscape design concept was presented. The aim is to set up a dry biotope composite axis in combination with bicycle and pedestrian paths under the motto “Natur findet Stadt”.

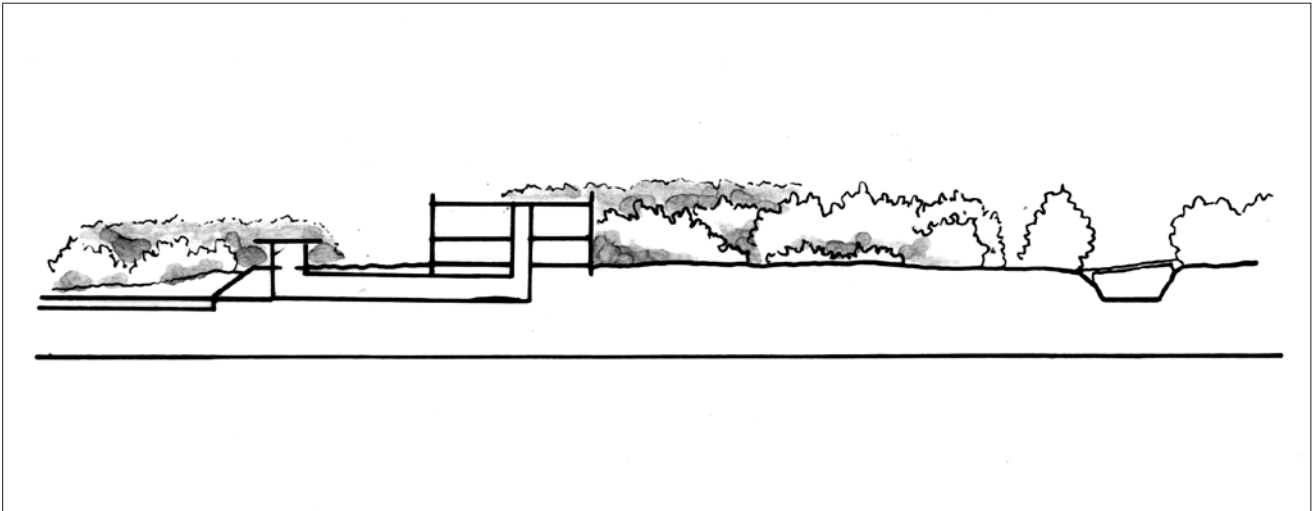


Fig. 2 Principle section

Aspects of nature protection were combined with considerations of heritage preservation, which led, for example, to the decision to leave the rails as a ground heritage site and to simply provide them with a covering layer.<sup>8</sup> The overall impression of the track bed and platforms, which is characterised by wild growth, should also be preserved. Cycle paths and natural spaces are to be arranged side by side on the former railway facilities.<sup>9</sup> The cubature of the station building itself is to be preserved in any case, but the type of subsequent use is to be kept open as far as possible. One proposal is to strengthen the already existing youth scene, for which additional music practice rooms in the basement will be proposed. Furthermore, the upper area will continue to provide space for spontaneity and smaller festivals or events.<sup>10</sup>

To what extent a youth culture looking for the offside can be kept in a place that is moved closer to its actual context, the Olympic site, from isolation to being connected to a supra-regional cycle path system can certainly be questioned.<sup>11</sup>

Although it is closer to the subway station that is still in use, its architecture offers little potential for a museum, and the public did not seem enthusiastic about this proposal from 2018, either.<sup>12</sup> At this point, the Olympic railway station could also be discussed as a museum location. The landscape planning concept by Fugmann Janotta und Partner in this study does not specify an unavoidable use for the station building and especially the forecourt behind it, on which only greenery is planned.<sup>13</sup> Also the other plans, which are limited to landscape interventions around the station building, such as bicycle paths and biotope associations, do not have to compete with a museum. Thus, the overgrown image of the tracks with a redesign of the existing building and a corresponding extension can be seen as potential and at the same time contrast the glory and ephemerality of Olympic buildings. It is conceivable to use the existing concrete roof for the museum entrance, which can be closed like a pavilion. From there, the rooms of the former railway maintenance below can be accessed, which already contain the first exhibition areas.

A new building planned by us to the south limits the new forecourt and will be accessed subterraneously. An article of the *Münchner Abendzeitung* talks of about 1000 m<sup>2</sup> exhibition space, which could be well accommodated in such a building constellation, especially as there is enough free space behind the station forecourt.<sup>14</sup> In addition to the planned north-south connection, which is aimed exclusively at non-technical traffic, and the existing connection to the Olympic site, a strengthening of the connection to the quar-

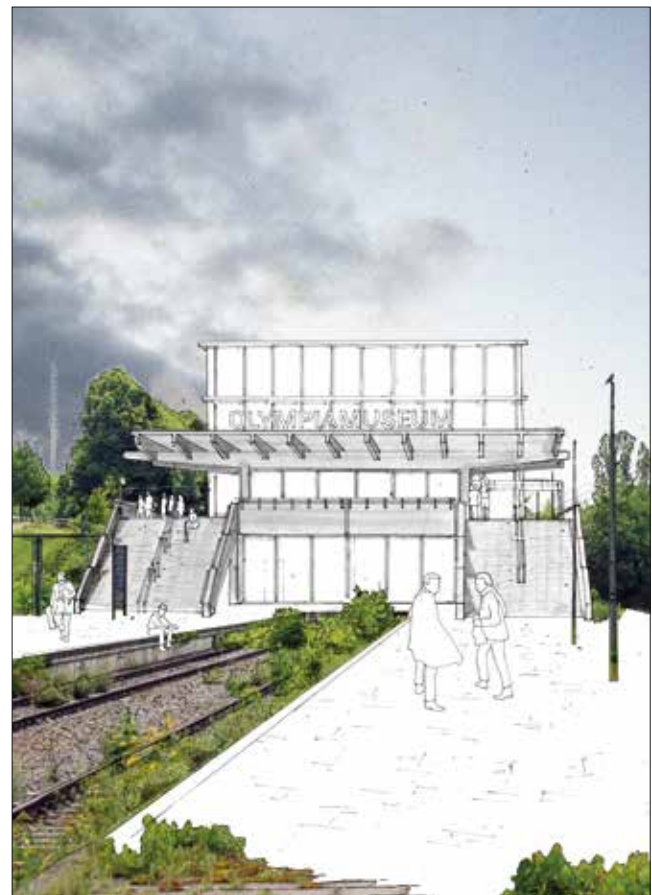


Fig. 3 Visualisation of the future Olympic Museum

ters to the west of the railway station should be accelerated in order to benefit, for example, from the underground station "Olympia-Einkaufszentrum" in the direction of Moosach. This would create a green north-south axis crossing the museum site and also an east-west connection via the existing bridge to the Olympic site.

As a result, the railway station, which is today pushed to the edge of the gigantic area, would welcome the visitors

approaching from the west as a gate and an introduction to this historically so important location and would bring the Olympic Park even closer to the urban context of the rapidly growing city. As a worthy part of an ensemble of monuments that presents one of the most important post-war events in the city of Munich, the Bahnhof Olympiastadion would thus return to the urban and historical context of the 1972 Olympic Games.

<sup>1</sup> Harbeke, Carl Heinz (Hrsg.), *Bauten für Olympia 1972, München–Kiel–Augsburg*, Harbeke Verlag, München, 1972, p.11.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid. S.18.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ilmberger, Andy: <https://lightzoom.de/lost-place-bahnhof-muenchen-olympiastadion>, Zugriff 23.06.2019.

<sup>7</sup> [https://de.wikipedia.org/wiki/Bahnhof\\_M%C3%BCnchen\\_Olympiastadion](https://de.wikipedia.org/wiki/Bahnhof_M%C3%BCnchen_Olympiastadion), Zugriff 23.06.2019.

<sup>8</sup> FUGMANN JANOTTA PARTNER Landschaftsarchitekten, *Nutzungskonzept, Nord-Süd-Grünverbindung auf der ehemaligen S-Bahntrasse, Olympiapark München*, 2017.

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

<sup>11</sup> Müller, Felix/Zick, Florian: <https://www.abendzeitung-muenchen.de/inhalt/zwei-standorte-aus-dem-rennen-muenchen-olympia-museum-soll-an-alten-busbahnhof.ecf19ea9-4f19-4975-bc34-077aa43d5f82.html>, Zugriff 20.06.2019.

<sup>12</sup> Ibid.

<sup>13</sup> FUGMANN JANOTTA PARTNER Landschaftsarchitekten, *Nutzungskonzept, Nord-Süd-Grünverbindung auf der ehemaligen S-Bahntrasse, Olympiapark München*, 2017.

<sup>14</sup> Felix/Zick, Florian: <https://www.abendzeitung-muenchen.de/inhalt/zwei-standorte-aus-dem-rennen-muenchen-olympia-museum-soll-an-alten-busbahnhof.ec-f19ea9-4f19-4975-bc34-077aa43d5f82.html> Zugriff 20.06.2019.