



Possible building layout based on the urban context. © Ernst Nikolaus Fausch Architekten and Partner  
(www.nfa.ch | info@nfa.ch)

# ERLENMATT, BASEL

## Contemporary Large Scale Block



21/12/06

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## Contemporary Large Scale Block

Erlenmatt is part of Rosental, which is in the center of Kleinbasel. In 2008 Rosental was divided by the two districts Messe and Erlenmatt. The borders of Rosental are defined in the west by the Riehenring with the fair halls, in the north by the kanalised river Wiese, in the east by the Schwarzwaldallee and the highway and in the south by the Riehenstreet.

### Middle Age

In middle age the entire Erlenmatt was called inner Horburg. It was field area mostly in the property of ancient monasteries. It bordered on a large swamp-land, the Lange Erle, which was renaturated between 1861-1871 on initiative of a munich court gardener. Basels citypark also includes an animal park.

### Provisory Badish Station

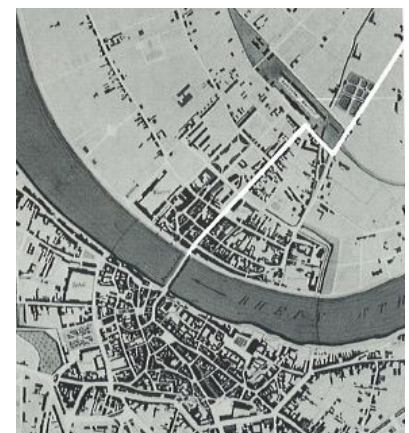
In 1852 the Grand Duchy of Baden entered a contract with the Swiss Confederation about the continuation of Baden railway (Rheintalbahn) over Swiss territory. In 1851 the Rheintal railway reached Haltingen, close to the swiss border. The last part of the railroad Haltingen-Kleinbasel was opened in 1855 with a temporary wood provisory at the Bahnhofstrasse, today's terrain of the sample fair. The start of construction was delayed because Basels government aimed a terminal station while the Badish government insisted on a through station, since the continuation in direction of Waldshut was planned and should not be interrupted. After the Badish Station had been finished the railway was immediately extended in direction of Konstanz and could be opened in 1856 in Säckinglen.

### Quarter borders

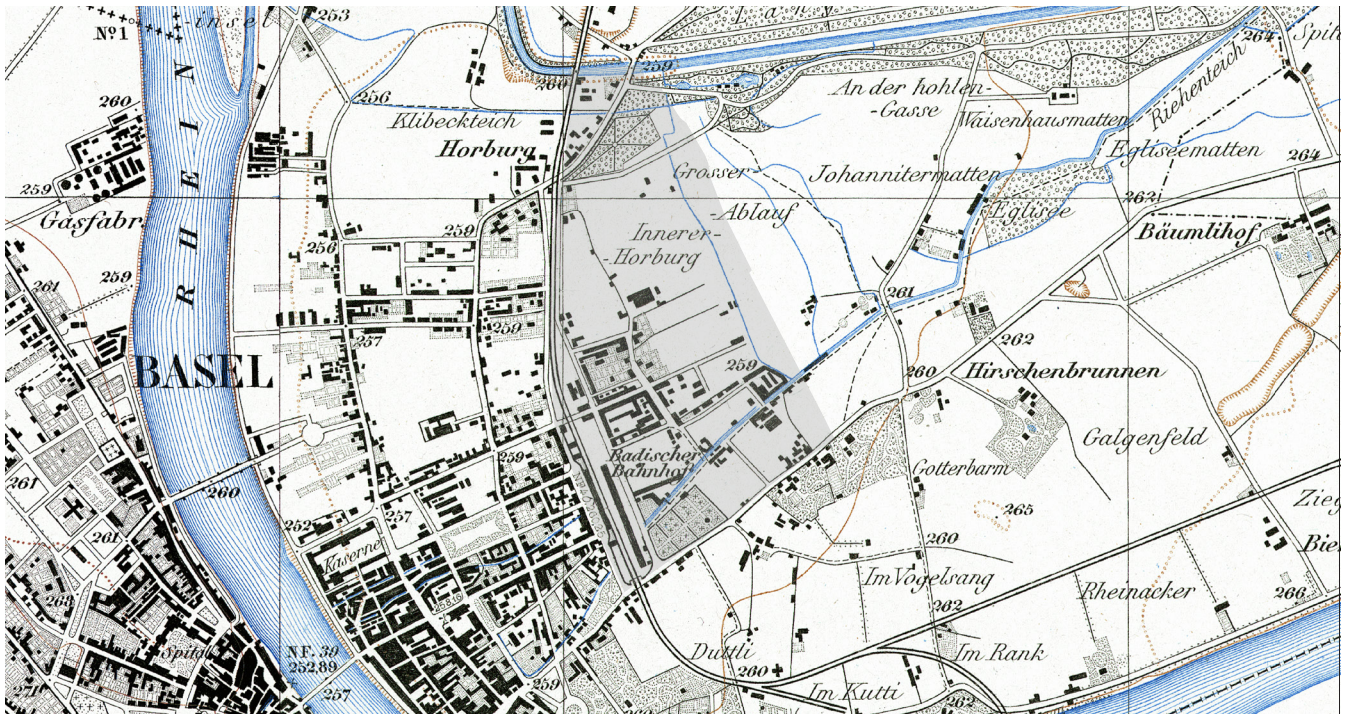
Kleinbasel was divided into north Bläsi-Quarter and the south Riehen-Quarter. The spatial expansion did not evolve continuously, it developed in thrusts. The Badish Station of 1855 determined the direction of the first growth stage between 1860 and 1870: along the four axis Sperr-, Klingental-, Drahtzug- and Clarastrasse the region between oldcity and station was overbuilt. In further expansion stages of the 1880s the Bläsi-Quarter was separated in an inner and outer



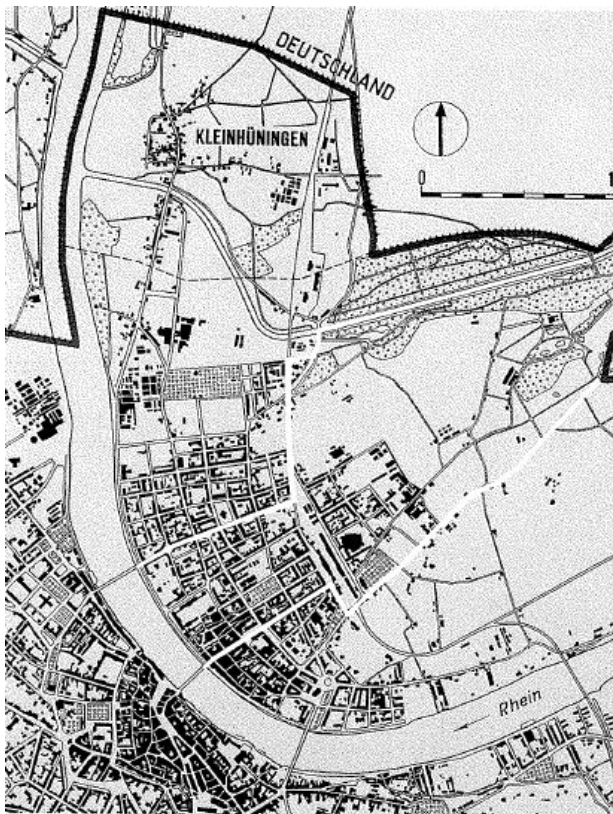
Figure groundplan 1: 20 000 (2012)



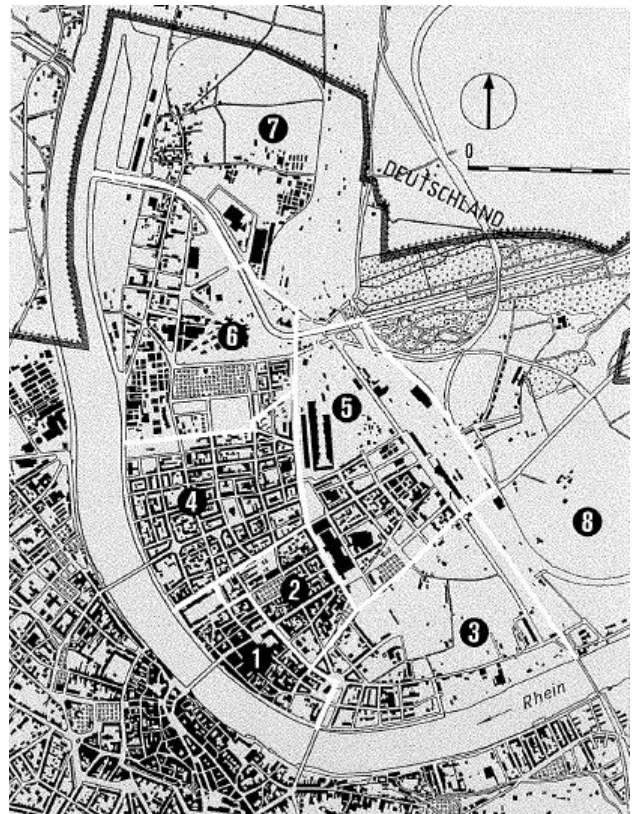
Bläsi- and Riehen-Quarter, 1862  
(Leben in Kleinbasel)



1890, 1:20 000 (www.stadtplan.bs.ch)



Kleinbasel 1900, residential quarter borders from 1902  
(Leben in Kleinbasel)



Kleinbasel 1920, residential quarter borders  
(Leben in Kleinbasel)

- 1 Center
- 2 Clara
- 3 Wettstein
- 4 Matthäus
- 5 Rosental
- 6 Klybeck
- 7 Kleinhöningen
- 8 Hinter dem Badischen Bahnhof

quarter. This division was necessary because the quarters counted since 1875 as election districts and had to have almost the same number of inhabitants. In the 1890s the outer Bläsi-Quartier was extended and named Horburg, while the inner Bläsi-Quartier behind the first Badish Station was named Rosental. Therefore Kleinbasel was separated at that time in the three districts, Horburg, Rosental and Riehen-Quartier. Short before first World War I the city was newly divided in eight residential quarters.

### Industry in Rosental

In 1858 a new factory and company were constructed at Rosental which produced dye. The advantage of the station being close for transport militated for its location. Later parts of the old station area were bought, to enlarge the territory of the factory. This factory is the oldest in Basels Chemistry-Areas. At that time natural dyes were produced for textiles. In the 150 years of its story the Rosental-Area grew from a location of dye production to a concern site. Today the headquarter of Syngenta is located here, the worldwide leading agribusiness-concern.

### Badish Station I

In 1859 Basel and Baden agreed to start constructions of a definite station building, which lasted until 1862. When the throughout rail line to Konstanz was opened in 1863 the new station building already had to be extended. As in 1873 the Badish Station was connected to Central Station further constructional adjustments became necessary.

With the connectivity of Basel city with international and national railway network the need for innercity public transport came up. Expensive hotels had their own horsebuses to pick up the guests from the station. When in 1873 the Badish Station and the SBB Station were connected through the bridge the idea came up to provide a regular public transport between the two stations, which got into service in 1881 by Heinrich Imhoff.

### Badish Station II

In the following years the rails of the Badish Station crossed more and more the way of Basels city development. In the 1890s the Badish railway made proposals to rebuild the station, but Basel wanted to get rid of the tracks which were crossing the growing quarters.

In 1900 the Baden government decided to locate the station at the Schwarzwaldalle, where it still is today. The Swiss Architects Karl Moser and Robert Curjel won the competition for the new station building which could finally be opened in 1913. Through the relocation by about 700 m city upwards, one of the largest inner-city open spaces emerged.

From then on the old station area was used for the Basel Autumn Fair, and after World War I for the Sample Fair. In the meantime the station building served as a factory building or storehouse, before it was demolished in 1923. By the time the fair halls, constructed from 1924 on, developed to an independent campus, which is integrated in the urban life due to its location between Badish Station and the Central.

### Good Station at Erlenmatt

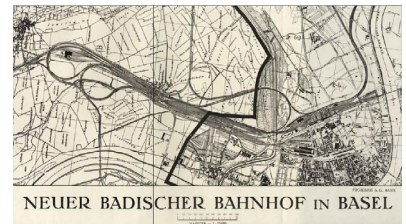
The area in the north of the old station, which was bought in 1892 was enlarged



Industrial area, Syngenta 1957  
(www.staatsarchiv.bs.ch)



Example of horse bus, 1910  
(www.neustart-ausstellung.de)



Badish railway, 1914  
(www.denkmalpflege.bs.ch)



New Badish Station, 1930  
(www.staatsarchiv.bs.ch)

1. Old Badish Station with horse buses in front, 1883

(Leben in Kleinbasel)

2. New Badish Station, 1937

(www.staatsarchiv.bs.ch)



2

to the Schwarzwaldalle, reaching 19ha, and was used for the new goods station which was taken into service in 1905.

### Highlevel ringroad

An aspect which makes the old industrial area less convincing as a living area is the noise pollution of the large and fast streets, which had its beginning between 1975 and 1981. At that time the construction of the east high-level ringroad started. A large part of the Schwarzwaldallee was sacrificed for a dense network of streets. At this point the idea came up to build the connection of the north and east ringroad in a highlevel. Since it was located in industrial area the streets were built without any noise protection. Those responsible got into big discussions and due to the Hochburg initiative the ramp was only built to its half height but noise protection was not seen as necessary. Unfortunately a few years later it was constated that the the highlevel streets are a problem, especially in terms of conversating the area.

### Closing the Goods Station

In 1989 the Deutsche Bahn published the degradation of the goods station. Untill then it defined 93 years a closed, inaccessible area in the middle of Kleinbasel. The first tracks were being removed untill in 2003 the rail operation was abandoned. Basel-Stadt now had a large open space which had to be designed. In 1996 the first urban planning competition was advertised. 273 offices from all over Europe participated. Requirements were:

- always one quarter has to be planed for housing, work, infrastructure and greenspace
- ventilation in north-south should not be interrupted by buildings
- the ecological important vegetation area should be included
- as well as constructive noise protection
- the infrastructure should be good for all road users

The best projects were presented to the population, which defined the new framework requirements; the green area was doubled and the planned gross floor area was reduced by 30%.

The second competition was then won by Ernst Niklaus Fausch Architekten Zurich, in collaboration with Birchler + Wicki Zurich and Raymond Vogel Landschaftsarchitekten Zurich.

By designing the park Raymond Vogel Landschaftsarchitekten used former concret panels and rails for borderlines, steps and pavement in regarding to the history of the neighbourhood.

### Intermediate Use 1998-2011

Messe Schweiz rented a part of the DB-Area and had a lot of visitor parkings.

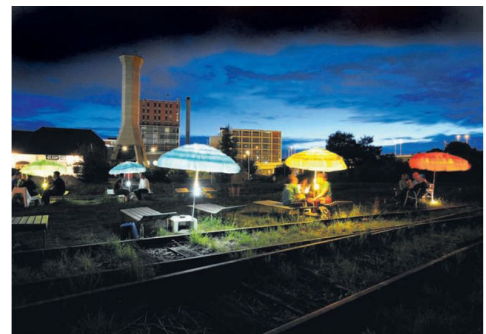
In 1999 the club of k.e.i.m. was established and developed urban spaces. All activities were labelled with nt „non territorial“ to pronounce the temporary use. In 2000 the intermediate use of the socalled nt-area started. First project was the restaurant Erbkönig in the ancient Bahnkantine, another building (Wagenmeisterei) was used as a laboratory for further development of the new part of the city. Another initiant of the intermediate use was the club V.i.P. which had focus on children projects, sunday markets and different



Good Station, North ring road in construction 1995  
(www.erlenmatt-ost.ch)



Erbkönig (www.areal.org)



nt/lounge (www.areal.org)



Silo (www.depotbasel.ch)

trend sports. This intermediate use for over 10 years made the area known to the public at large and effected a site gentrification. Positive effects were also the participation of the inhabitants with further city development processes. The nt-area is seen as an exemplary successful intermediate use. Specific framework conditions like network, through-mixing and the potency for impulses and synergies out of a creative environment contributed to new developments, innovative products and services. These intermediate used places prove to be suitable fields for labour and experimentation. They create social added value, reflect the needs of the participants and generate social integration.

### New living quarter

Untill now one building, the Erlentor is built and almost completely rent out. Now the removal of the ancient hall of the goods station is taking place. After the removal three urban blocks with 570 apartments and 388 underground parkings will replace the hall. Behind the ancient administration building of DB where now the Swiss International School is located, a retirement home with a restaurant is planned. The new urban quarter will furthermore be endued with a new school for 12 classes with 3 sport halls, a new shopping center, about 2000 workstations and a new hall for young grown-ups with a square. Conservation and bonding of the silo building is as well an aim as a various mixture of use, apartments for musicians, elderly people, single parents and a financial adjusted subsidy model is the main goal of Stiftung Habitat, whom the site of three building belongs (HIJ). Due to some construction sites which are under building law the finishing of the complete Erlentor will last untill 2041.

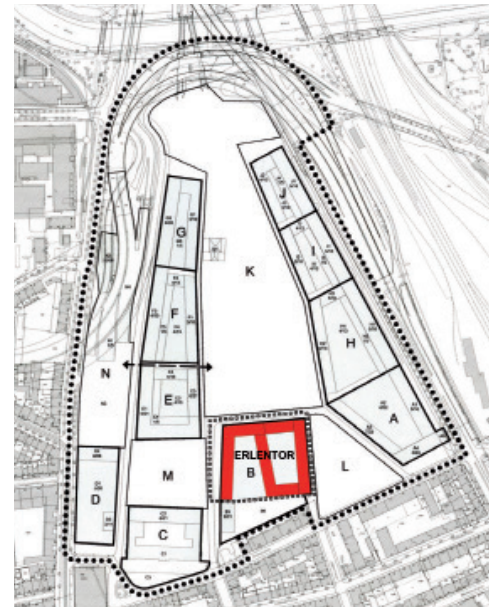
### Contemporary Large Scale Block

Contemporary city development is mostly in cluster-like settlements, relative large-scale areas which are being developed by few investors or landowners. The new district is not looking for the typological of morphological continuation of the city of the 19th century, with mural perimeter blocks, coherent eave borders and strict defined street spaces. The entire built-up area is going to be various in form, height, typology and appearance.

The Erlentor is an example of a modified perimeter block, which is only partly closed. Of course the quality of a perimeter block, the calm inner courtyard is abandoned in this case. Another question is, if the inner courtyard will be used as leisure area, due to the concret panels and the lack of shelter. With the unstressed interior walls on the groundfloor it has a flexibility for different use. The upper floors in contrast will probably remain always as housing function.

On building site E a perimeter block will be built, which is completely closed on three sides. In contrast to this, on building site F only two bars will be built. The other side of the area which is in hands of Stiftung Habitat a smaller scaled structure is proposed, which refers to the character of the environment.

A very diverse morphology will develop in this area, due to the different views and aims of the owners.



Situation map ([www.planungsamt.bs.ch](http://www.planungsamt.bs.ch))



Erlentor



Situation model ([www.planungsamt.bs.ch](http://www.planungsamt.bs.ch))





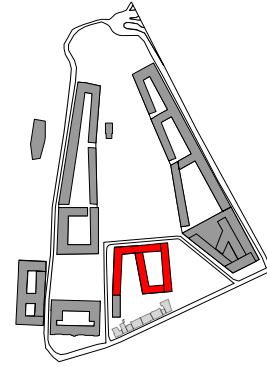


# TYOLOGY

## Erlentor 2007-2009

The building project of Erlentor is a mixture of perimeter block and meander. With its location in the middle axis it defines the entrance of Erlenmatt. The groundfloor has a certain flexibility due to its unstressed walls, which can be torn out. One can see the carrying columns in the rooms and in the walls. It is mostly rented as business premises, studio flats and a few disponsible rooms. The one court facing the city has a very big entrance court, the other is completely closed and not accessible for public.

In the upper floors, 1. - 6. floor, the organisation looks very strict, there is no specific response to climatic conditions. Each flat has a loggia. Some flats which are organised around the corner are maisonettes or are using the corner as large spaces. The diagonal walls which emerges by buckling the flat around the corner are tricky to furnish.



1:15 000

### building ground

12 130.9 m<sup>2</sup>

### housing

239 apartments (% per amount)

67	2,5 bedroom flats	28%
70	3 bedroom flats	29.3%
75	4,5 bedroom flats	31.3%
1	5,5 bedroom flat	0.4%

26 studio/ utility rooms 11%

239 cellars

### business

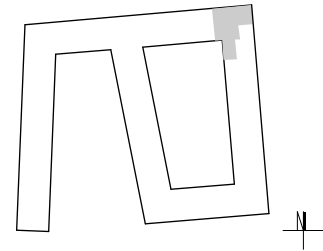
4 business lease rooms in groundfloor 974.4 m<sup>2</sup>  
with 4 storage areas in basement

231 car parkings  
730 m<sup>2</sup> for bicycle and motorcycle

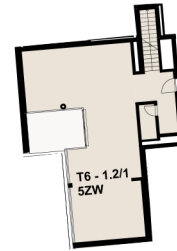
landholder	Pensionskasse des Bundes Publica Bern
investor	Pensionskasse des Bundes Publica Bern
renting	Privera AG, Oberwil
urban design	Ernst Niklaus Fausch, Zurich
architects	Morger + Dettli Architects, Basel

### investment costs

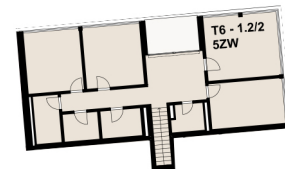
100 million CHF



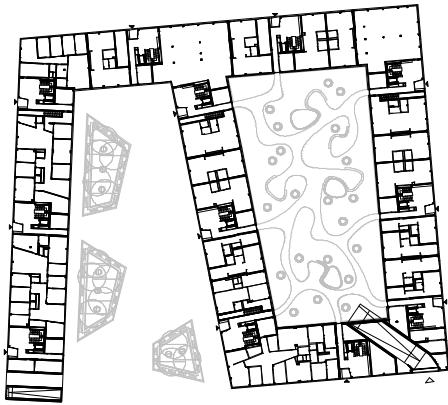
location of the maisonette  
(morger + dettli architects)



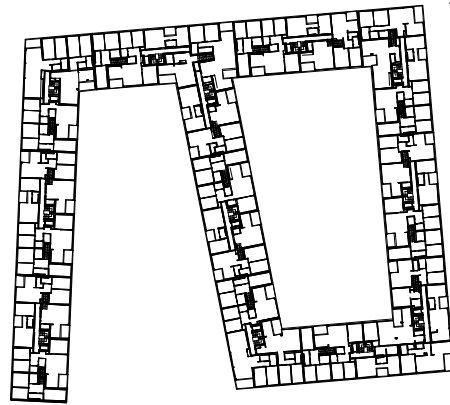
1:500 maisonette, 1st floor  
(www.erlentor.ch)



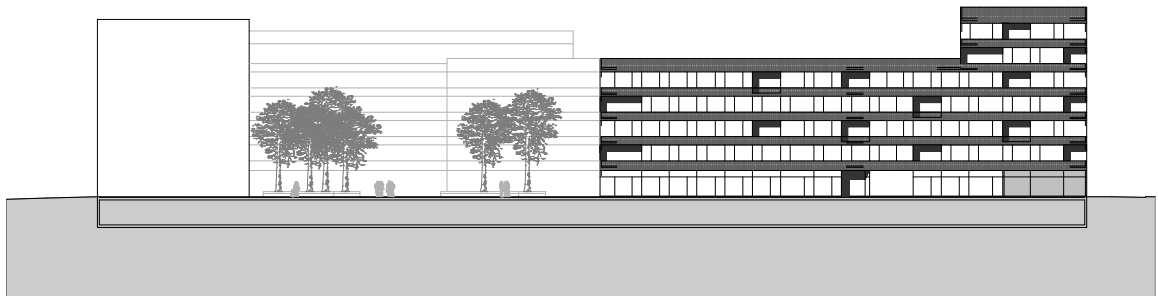
1:500 maisonette, 2nd floor  
(www.erlentor.ch)



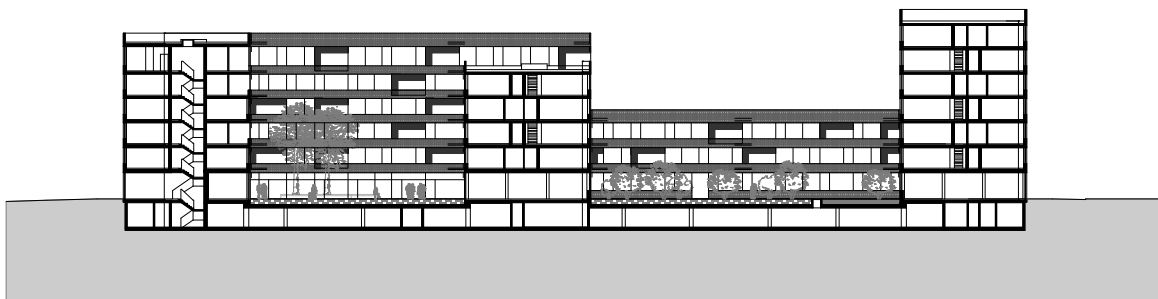
1:2000 groundfloor plan (morger + dettli architects)



1:2000 1<sup>st</sup> floor plan (morger + dettli architects)



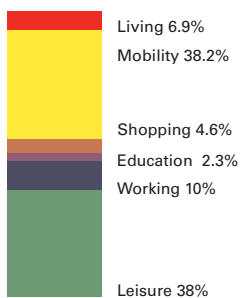
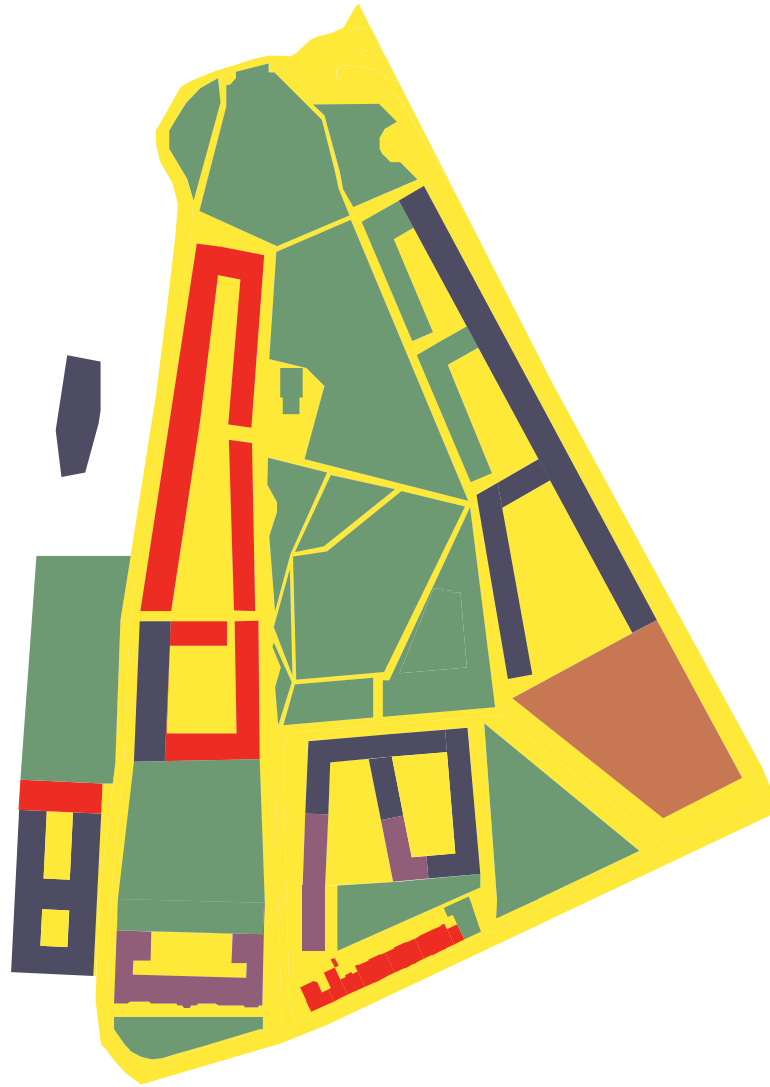
1:1000 elevation south (morger + dettli architects)



1:1000 section (morger + dettli architects)

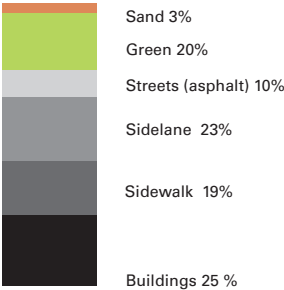
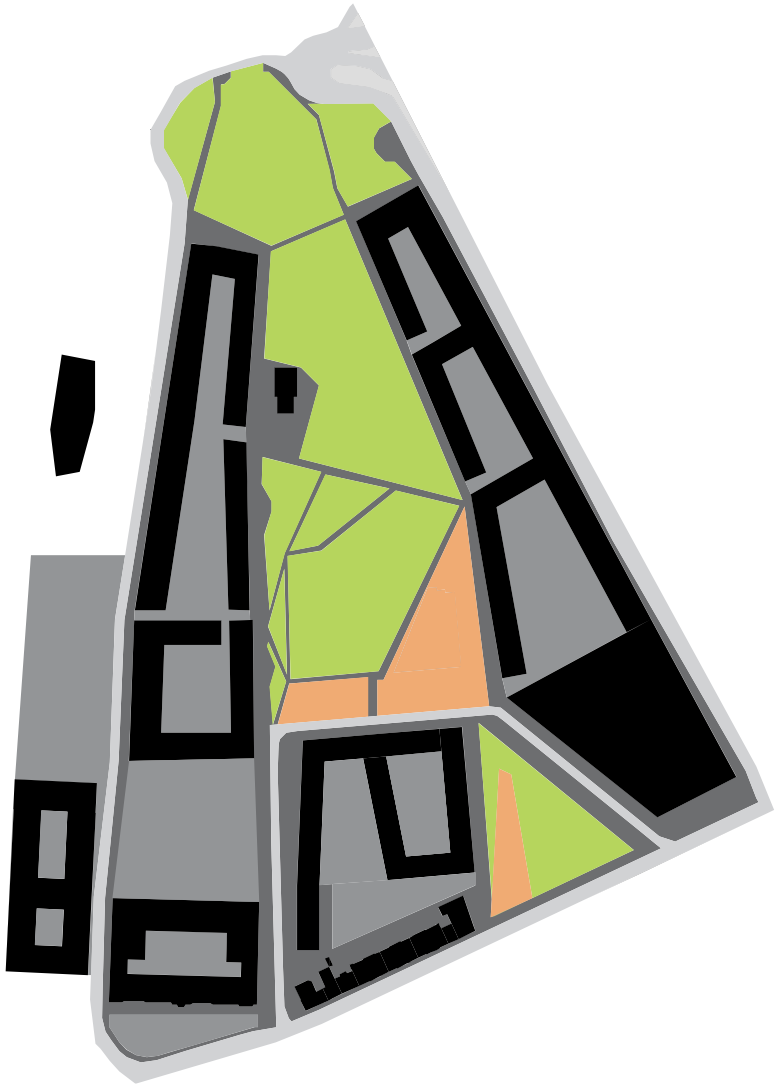


# DENSITIES OF FACILITIES



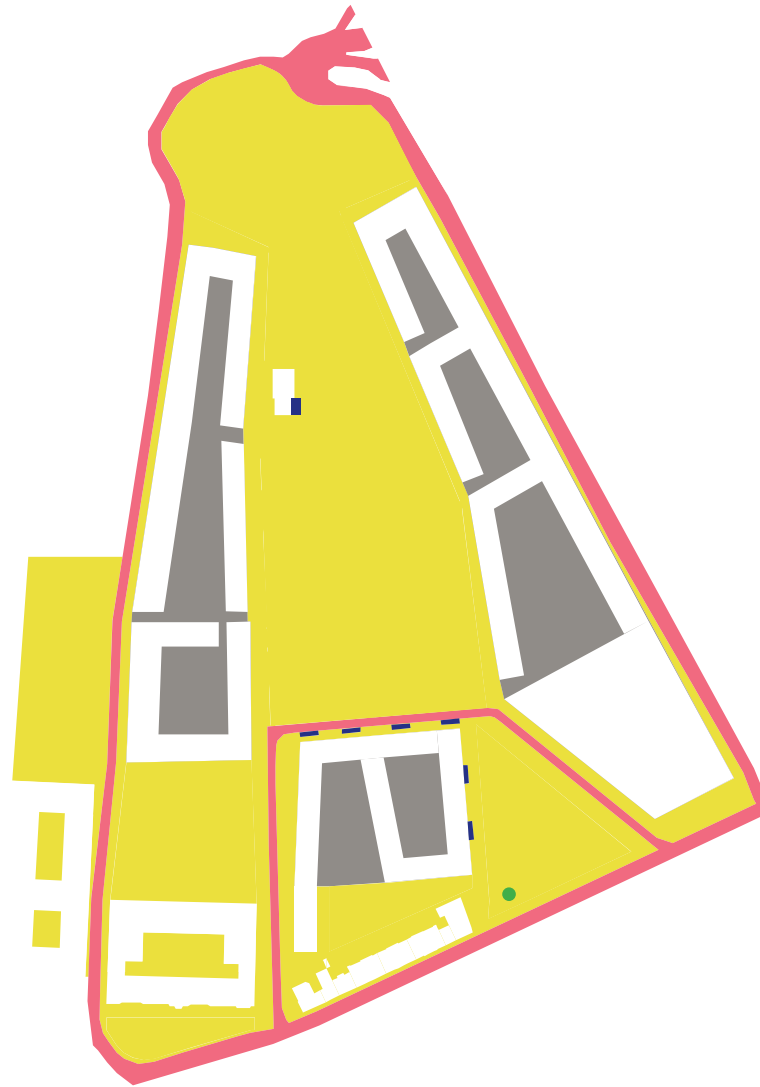


SPACE COVERAGE

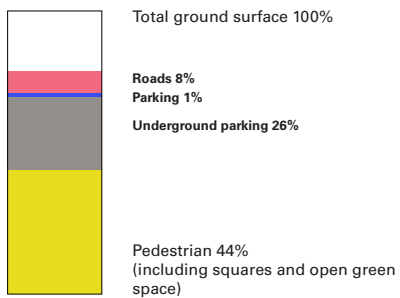








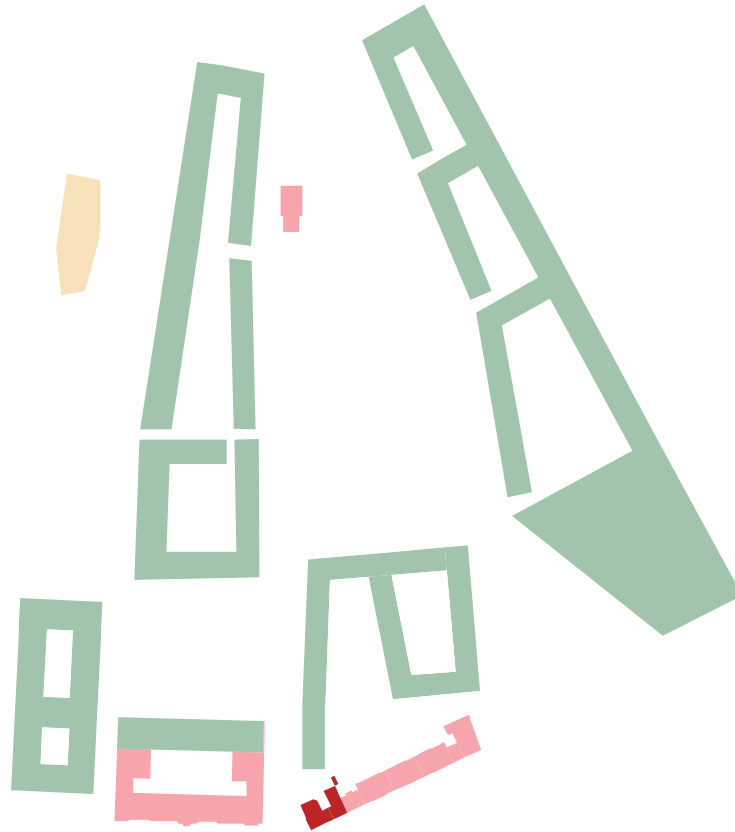
● Bus station Erlenmatt



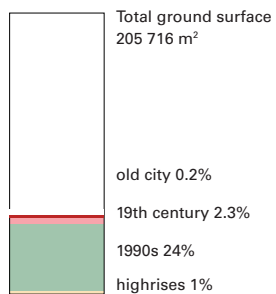


# BUILDING TYPE

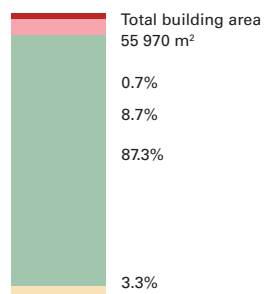
- pre-industrial/ old city ■
- buildings turn of 19th century ■
- villas turn of 19th century ■
- pre-war welfare housing < 1938 ■
- housing around 1950s ■
- residential buildings 1960s-1980s ■
- residential buildings since 1990s ■
- single family homes ■
- highrises ■
- new buildings since 1990s ■



Area of building type/ total ground surface



Area of building type/ total building area



## PREMISES AND STRATEGIES FOR TRANSFORMATION

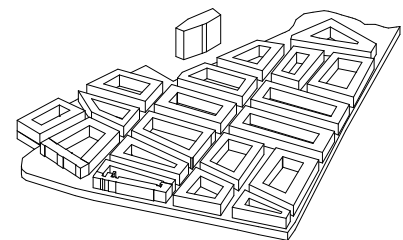
The previous analyse shows, that the neighbourhood of Erlenmatt is performing well in terms of energy consumption, ratio of envelope per GFA, embodied energy efficiency per user and that it has a high solar potential due to flat roof surfaces. Compared to other parts of the city of Basel the analyse shows that Erlenmatt is not very dense. The typology of the 1920s and 1930s is much denser, as well as the typology of the 1960s. The following three scenarios show therefore a transformation hypothesis towards densification of the neighbourhood Erlenmatt, where the neighbourhood is seen as built.

To have a comparison, what this zoning map really means, the neighbourhood is transformed and continued by the typology of its surrounding Rosental. It is an example which shows what could be possible with old building patterns. In this case the number of inhabitants would increase by 35m<sup>2</sup>/inhabitant, as current in Rosental, to roughly 5 500 people (when groundfloor is not used as housing), that means double the amount of inhabitants compared to the current zoning map. The footprint area would increase by 52%, the GFA by 38% by an average level factor of 5. The total energy consumption, with heating, electricity and warm water would thereby increase by 35%.

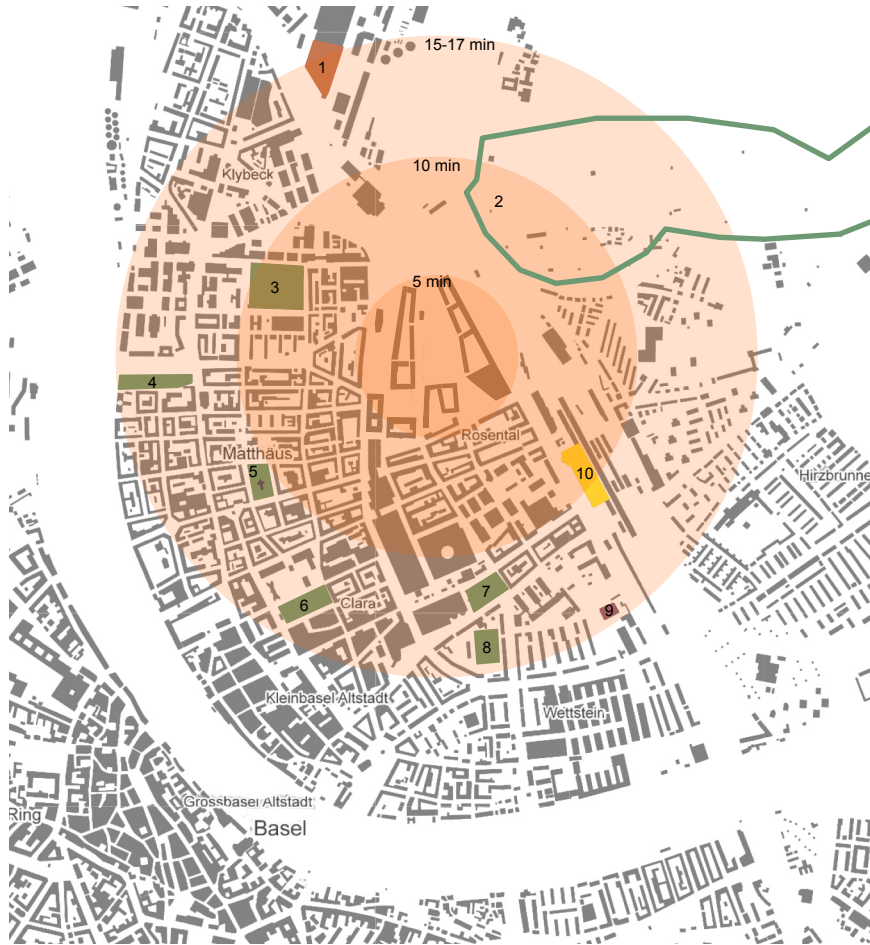
In connection to the Badish Station this area could then become a new city core. The entire groundfloor would be accessible to the public and could attract people with a lot of different and small scaled facilities, as it is usual in the old city. The inner courtyard could be used as industry area or green space for the inhabitants.

This case is not seen as a scenario, it shows as a comparison between ancient and today's typology in terms of density and scale. In the following scenarios demolition is out of question since these buildings are new and of a good technical standard.

**38% more GFA**



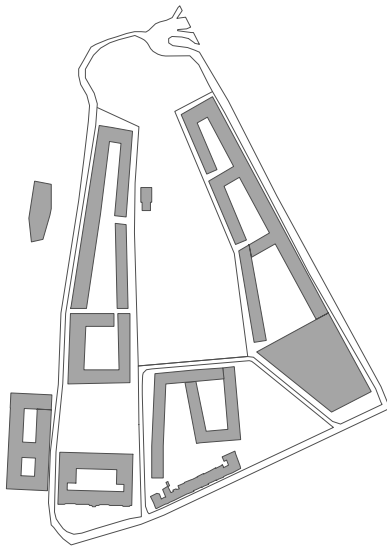
1 : 10 000



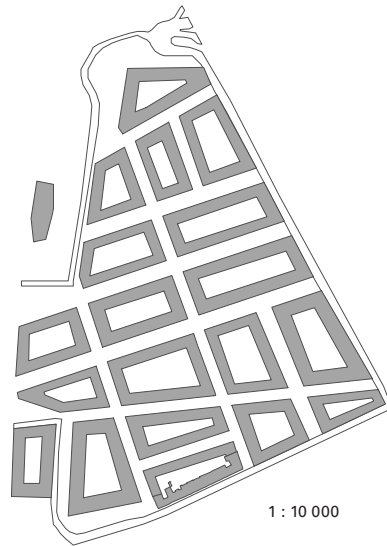
- 1 Stückli shopping
  - 2 Lange Erlen (Tierpark)
  - 3 Horburg park
  - 4 Dreirosen Anlage
  - 5 Kirche
  - 6 Clara Matte
  - 7 Rosental Anlage
  - 8 Sportplatz Landhof
  - 9 Primarschule Vogelsang
  - 10 Badischer Bahnhof
- 1 : 20 000  
(www.map.geo.admin.ch)

Living in Erlenmatt enables the inhabitants to use a wide range of facilities. The area has a huge shopping center, a primary school with a kindergarden, for international school kids there is the SIS Swiss International School, which also benefits from the close station, there are two restaurants, two city squares, the green space "im Triangel" and the huge Erlenmatt Park.

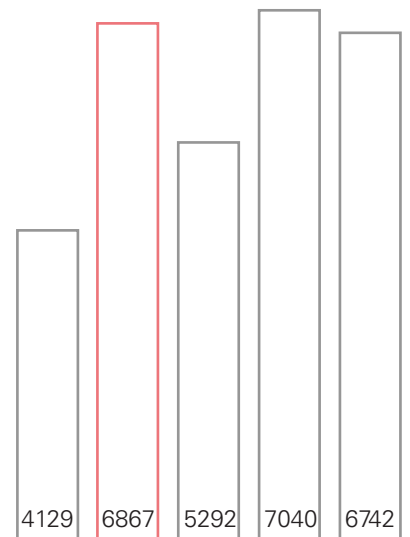
Beside of this large variety of facilities also different places of the surrounding are very close by. The most important place for this area is the Station, which one can reach in only 10 minutes. From here the Central station is 6 minutes away by train. Furthermore different parks, sport fields and leisure areas are within 10-17 minutes to reach. In around 20 minutes one can reach the Lange Erle, a huge greenspace with an animal park, a very popular place to go jogging or for recreation.



Footprint 55 970 m<sup>2</sup>  
 GFA 294 802 m<sup>2</sup>  
 pot. Inhabitants 4 129



Footprint 81 714 m<sup>2</sup>  
 GFA 408 572 m<sup>2</sup>  
 pot. Inhabitants 6 867



Erlen- Rosen- Sce- Sce- Sce-  
 matt tal nario nario nario  
 typ- stories new park  
 ology

potential inhabitants calculated on GFA