BRED CELLA

A NEW DISTRICT
RIGHT BY PRATTE LN RAILWAY STATION
Switzerland is growing. This is affecting the large urban conurbations in particular. Around 20 000 new jobs are to be created by the year 2035 in Basel City alone.

This development is not failing to leave its mark on Pratteln. Here, the number of employed persons has risen by around 2500 in the last 10 years and the population has grown by around 1500. This entails a demand for additional housing, along with workplaces and all kinds of infrastructure. All of this needs space.

The requirements to be met when providing this space are no longer what they were: The focus is no longer on the idyllic location surrounded by greenery, but on optimal provision of access via all modes of transport. It is no longer about the view, but about quick reachability, as well as inward densification, so as to counteract Switzerland’s urban sprawl. The site formerly occupied by the firms Buss AG and Rohrbogen AG on the north side of Pratteln railway station is an ideal place to create new, modern and attractive living space.

Neighbourhood plans, currently being developed in close cooperation with the municipal and cantonal authorities, are to govern the nature of the conversion of the two plots. In these neighbourhood plans, the building regulations for the site are being redefined. They will include rules on uses, buildings, paths, squares and open spaces, as well as a plan for their spatial positioning. They shall encompass an explanatory report and documents on various other subjects. The guideline project shows the neighbourhood plans that have to be approved by the municipality at a given point in time. In parallel, an infrastructure contract between the municipality and the building contractor is to be signed. This contract governs which infrastructural installations must be realised and how these are to be financed.

The guideline project is presented in detail in this brochure. It is intended, firstly, to show the pursued goals and, secondly, to clarify what specifically could be built on the basis of the neighbourhood plans. In short, the guideline project marks out the route for development of the neighbourhood plans and visualises how the new district is eventually to present itself. This work-in-progress report is therefore a snapshot (taken on June 2019) of a process, in which the public can participate at a given point in time.
Pratteln is just outside the city of Basel, directly on the Rhine. The bottom left of this aerial view shows a part of the Pratteln residential area that has already changed greatly in recent years. The industrial area, characterised by logistics and manufacturing, is seen on the right. The Bredella neighbourhood planning zone is in the middle of the picture, by the railway station and directly beside the tracks.
Pratteln was first mentioned in the year 1103, as Bratello*. To this day, the historical village centre is still reminiscent of the time when Pratteln was a farming village, owned by the lords of Eplingen. After the discovery of salt and the installation of saltworks, as well as the construction of the railway and the connection to Basel’s city tram network, the rural village became a place of industry in the late 19th and early 20th centuries.

After the Second World War, the construction of the motorway accelerated the development of the whole region. The new advantages of the location benefitted business in particular. Industry and logistics grew strongly. Trade, retail, leisure facilities and educational institutions arrived on the scene. Demand for infrastructure increased. The settlement area kept getting bigger – the Basel metropolitan area formed.

Since then, conditions have changed somewhat: Manufacturing has been shifted to more cost-effective locations and highly automated. Today, manufacturing occurs on a just-in-time basis, much more quickly than before. This development has entailed a decrease in both the demand for space and the number of employees required. On the other hand, all kinds of services have become much more important. The population continues to grow. Sustainability is an increasingly important subject. Hardly any more land can be assigned to building zones. The call for inward densification is getting louder. Former industrial sites are proving suitable for conversion. Especially if they are as centrally located as Bredella, the question that arises is: Why not build more modern workplaces and flats there, for a larger number of people?

Growth saw the village Pratteln develop as far as the railway station while the area north of the railway line was still largely reserved for industry. The resulting hard division is now beginning to dissolve more and more: On both sides of the railway, new large-scale developments and high-rises have emerged, which are increasingly similar in terms of form and visual effect. Central Pratteln is to be significantly upgraded by the projects Zentrale, in the former Coop centre, and Bredella, on the plots formerly occupied by the firms Buss AG and Rohrbogen AG. The two sides of the railway will then, at the latest, be perceived as one new whole. It will be possible to see and experience urban Pratteln as having an identity of its own.
In 1884, Carl Albert Buss founded a workshop for smithery and metalworking. The company subsequently specialised in steel hydraulic engineering. It made structures such as Middle Bridge in Basel, the steel elements in the Rheinfelden, Augst and Kembs power plants, and the platform for the Chrischona tower. This aerial photograph is from the period between 1918 and 1937.

Site

The Bredella neighbourhood planning encompasses the connected plots formerly occupied by Buss AG and Rohrbogen AG. The site is bordered by the streets Hohenrainstrasse to the north and Gallenweg to the east, the railway line to the south, and the streets Wasenstrasse and Salinenstrasse to the west.

In 1884, Albert Buss founded his firm Albert Buss & Cie in Basel. From 1893 onwards, he relocated the majority of manufacturing to Pratteln. Already in its early years, the company had a reputation as a „bone masher“. Staff would slip into the enormous stamping machines, and falling beams would crush feet, as steel-capped boots were still a long way off. Nevertheless, the business flourished and played a major role in shaping Pratteln’s industrial landscape.

In the end, there were around 1100 people working at Buss in Pratteln, many of whom would begin as trainees and work through to retirement. The oil crisis at the start of the 1970s brought about its downfall. In 1979, Georg Fischer AG from Schaffhausen took over the majority of Buss shares. The company was then divided according to its lines of business and each was sold separately.

The site itself, as real estate, has belonged to Hermann Alexander Beyeler since 2001. His company Buss Immobilien und Service AG manages the premises, where the history-steeped name Buss can also still be found today. Buss ChemTech AG is involved in industrial plant engineering and Buss AG manufactures co-kneaders. Today, both these businesses are tenants of Buss Immobilien und Service AG. Many other firms also reside on the premises. They all help to ensure that the Buss site, which is managed responsibly and with foresight, remains a well-functioning industrial and commercial park to this day.

Accordingly, and in keeping with the holistic and sustainable approach taken, individual solutions are being sought for the current tenants, to replace the existing tenancies. As a consequence, the vision on which the Bredella urban neighbourhood is based shall not be implemented all at once, but gradually, over a period of five to fifteen years.
Planning principles

Holistic development goals for Bredella

Many recent projects demonstrate the complexity of today’s urban development projects and how hard they are to plan. It is becoming increasingly difficult to predict future developments precisely. The more precision and detail in their formulation, the more they are subject to uncertainty. It is therefore better to build on the basis of principles that are used to guide planning, instead of on a basis of supposed truths. In the case of the Bredella neighbourhood planning, the following six planning principles form a common thread for the long-term development of central Pratteln and the preparation of the urban development guideline project:

- Stepping over the tracks
- Urban renewal and interconnection
- Spatially implementing a change of image
- Development based on context and existing structures
- New key settlement area
- Future-oriented urban neighbourhood

Stepping over the tracks

Stepping over the tracks opens up new space for further development of the town Pratteln. Around the railway station, there are several sites predestined for inward development. Bredella, situated right by the railway station and accommodating the new bus station, takes on the main role in the interconnection of the various development zones. Chuenimatt, Grüssen, Ceres, Zentrale and Bredella fuse together to form a new body of settlement. Central Pratteln emerges.

New key settlement area

The condensed construction around the railway station sets a new course for the way ahead. The direct access to the railway station is an ideal basis for a diverse urban neighbourhood. A new key settlement area for Pratteln and the Basel metropolitan area can emerge here.

Development based on context and existing structures

The future district Bredella is conceived on the basis of the urban context and the site’s existing structures. Two historical industrial buildings take on new significance as structures that create a sense of identity in the neighbourhood. Development in stages strengthens the acceptance and identity of the new neighbourhood. Thus, change takes place in a locally anchored and natural way.

Future-oriented urban neighbourhood

Bredella is conceived, planned, built and run in a sustainable and forward-looking way. The urban development and architecture meet the latest standards, with the goal of implementing the 2000-watt guidelines. Indigenous plants promote biodiversity in the green open spaces. A mobility concept optimises the coexistence of non-motorised transport, public transport and motorised private transport. Mobility is seen as part of the urban development concept.
The existing structures in and around the site, such as the railway station, industrial halls worth preserving, neighbouring development sites and surrounding streets, form the starting points and anchor points for urban development. The urban structure of the new district is oriented towards urban ideals. These include tolerable density (but not constriction), diversity, mixed usage and easy orientation, as well as streets, paths, squares, fascinating visual links and public open spaces rich in variety.

The public open spaces provide a fixed structure for orientation of traffic flows, construction and infrastructure. The various recreational areas enable interesting spatial sequences. The large square Bahnhofplatz is followed by Neue Bahnhofstrasse, the new extension of the street Bahnhofstrasse. Narrow alleys alternate with open neighbourhood squares. Spacious green courtyards hide behind the buildings, which frame these outdoor spaces.
Bahnhofplatz Nord as northern counterpart of the southern square

The new square Bahnhofplatz Nord is the public transport hub and point of arrival in Bredella. All important routes and modes of transport link up here. It is the urban counterpart of the existing square Bahnhofplatz to the south. For bus transport, a junction is formed, with four stops. On an underground level, a public bicycle parking facility and an underground garage directly connected to the underpass provide plenty of parking space. For access to the urban neighbourhood, the current railway station underpass is upgraded.

Public-oriented uses at ground level and representative entrances to the neighbouring buildings enliven the square. The arcade functions as a transition between square and building, and extends the scope of movement for pedestrians. The bus station’s high roofs mediate between the open square and the large surrounding structures. For the architecture of the high-rise and the design of the square Bahnhofplatz, a competition is held.

Neue Bahnhofstrasse as main axis

The new street Neue Bahnhofstrasse constitutes the new district’s central, main means of access. It links the square Bahnhofplatz to the principal road network. By Bahnhofplatz, the street broadens towards the square Hallenplatz, to become Bredella’s most public square. The important pedestrian thoroughfares, as well as the driveways and delivery routes, also turn off Neue Bahnhofstrasse.

The street profile of this main axis has a nuanced structure: The street space is contained by an avenue. There are short-term parking spaces and bicycle stands beneath the trees. On one side, the street is accompanied by a ground-level arcade. This provides a transition to the buildings and shields pedestrians from sun, wind and rain. Shops, gastronomy and other public-oriented uses are concentrated on the ground floors of the buildings along Neue Bahnhofstrasse. Here, the commercial buildings have their representative address. The street has no barriers preventing pedestrians from crossing.

Once built, Neue Bahnhofstrasse becomes the property of the municipality. The definitive design of the street is developed in cooperation with the municipality.
Promenades for non-motorised and feeder traffic

Two broad north-south promenades provide far-reaching access to the new district. Above all though, they offer a pleasant link for residents and non-motorised traffic between the railway station and the Grüssen commercial area, with the quality of a recreational area. Both promenades are set up as green axes for pedestrians and cyclists. Paving and intermittent double rows of trees define the thoroughfare zones and recreational zones. On the one hand, the rows of trees aid drainage. On the other hand, along with uniform and carefully positioned furnishings, such as benches, rubbish bins and good lighting, they enhance the quality of the design and the space.

However, due to the different functions of the two promenades, their appearances also differ: The western promenade is the pedestrian path to the Grüssen commercial area, replacing today's Grüssenweglein; the water feature creates a recreational area with reference to the stream Talbach, which flows underground here. The eastern promenade includes a traffic lane because it runs throughout as a minor access route and approach road to the underground garages between the streets Hohenrainstrasse and Neue Bahnhofstrasse. The two promenades are seen as principal open spaces that aid orientation, so they shall also be given a uniform design.

The east-west promenade provides access to the district for non-motorised traffic along the railway line.

Neighbourhood squares as public recreational areas

Whether they have a water feature, gravel surface or spacious lawn, the four neighbourhood squares are all recreational areas for the public. They provide space for activities or events and have a direct relationship with the dignified industrial halls. The square Eichenplatz, with a gravel surface, is the neighbourhood square for playing boules, or for a possible flea market. The canopy of treetops provides shade and creates a pleasant atmosphere. The square Platanenplatz, with its large lawn framed by trees, is the neighbourhood’s place to meet for games and sports. The square Talbachplatz, with its pool, is an inviting place to sit or play. Another tree-lined square, Hallenplatz, serves as a spacious urban forecourt for hotel and hall alike. In the neighbourhood squares, rainwater seeps away without burdening the sewerage system. With their markedly individual designs, the four squares differ from each other and thus provide a diverse range of recreational areas.
Alleys as the route network’s smallest unit

The site is subdivided by a fine-meshed route network for non-motorised traffic, whereby the alleys are seen as public thoroughfares. Their design characterises them as peaceful meeting places for the neighbouring buildings. The basic principle is simple: Between the green central strip with grass and trees, and the areas for plants in front of the facades, there are access paths for the buildings. The central strip can be used in many ways (as an area in which to play, relax, exercise or meet) and is also suitable for use by fire engines. The areas with indigenous shrubs and grasses in front of the facades have an atmospheric effect. On the one hand, they act as a privacy screen for the ground floors and, on the other hand, they aid rainwater retention and improve the urban microclimate.

The definitive design of the outdoor spaces is coordinated with the respective adjacent construction projects in the individual construction zones and their uses on the ground floor.

Courtyards as places of retreat

The semi-private courtyards serve as peaceful places of retreat for the residents. Here, children can play and neighbours can chat. These green oases in the urban space also generate a pleasant atmosphere on hot summer days. Gaps between the buildings make it possible to look within and also provide for good ventilation. In the courtyards, there is room for spacious terraces, gardens and playgrounds.

The design of these interior courtyards is conceived, fleshed out and implemented in the context of the individual construction projects.
Construction zones

The frame around the new district’s open spaces described above is provided by the buildings. At points of urban significance, eye-catching structures form new addresses and landmarks. At the Salinenstrasse/Hohenrainstrasse roundabout, an expressive structure is built, marking an actual entrance to Pratteln. Along the tracks, three buildings emerge to create a silhouette rich in variety. At the square Bahnhofplatz, a new high-rise joins the Aquila and Helvetia towers to span the space around the railway station, completing the ensemble of high-rises and thus also marking the new urban centre.
The centrepiece in the middle of the site creates a sense of identity. A tall slim hotel building stands beside the preserved low industrial halls from the early 20th century.

The new high-rise occupies the edge of the tracks and forms an ensemble with the existing high-rises around the railway station area. The spacious courtyards create a sense of balance with regard to the narrow alleys.
Uses and users

It is not the aim of the Bredella project to realise another purely functional, thoroughly optimised residential neighbourhood. Instead, it is to be seen as a new mixed-use district in central Pratteln, with variegated diverse construction. There is to be room here for housing, as well as for commercial uses, and room for the old, as well as the new. What is to emerge here is a new way of handling space at easily accessible locations in urban conurbations, in line with the spirit of the times.

Housing

The transformation of this industrial area into a modern Pratteln district is to redefine the town. It shall come to symbolise a new understanding of living and working in the Basel region, as well as the reclamation of privatised industrial sites by (and for) large sections of the population and modern service providers.

Here, modern-thinking people of all ages and in all conceivable types of household shall get the opportunity to live in a unique living space, in an environment with multifunctional uses, at a central point of departure right by the railway station and near the motorway. What is to be built here shall not be just another large-scale development, but a one-of-a-kind place to live and work. A space for people who wish to settle down in the Basel metropolitan area, quite near the city, but are also looking for something special: not just a great flat, but also an attractive living environment that breaks away from convention. It is to be the optimal option for people who seek the genuine and the authentic in the Basel agglomeration, but nevertheless do not want to miss out on having a central point of departure for activities of all kinds. In short, maximum quality of life at a reasonable price.

Commercial uses

With regard to the commercially utilisable spaces, the focus is on smaller and medium-sized service providers and businesses. Here, they are given the opportunity to present themselves optimally, in a neighbourhood with an attractive working environment at an easily accessible location, right by the railway station and near the motorway. Bredella can be reached with ease and without stress, from the city, from the east of Basel Country and from Aargau.

In general, it is to appeal to businesses in all sectors and domains, be they private, public or state-owned. The only companies to be excluded are those producing emissions that would disturb residents (noise, odours, light and inappropriate visual elements), generating excessive motor traffic (noise, safety and bother) or conducting activities unsuitable for residential areas.

Flexibility

The various uses are not rigidly defined. Much is left open, shall remain open and can change over time. Even if there are clear ideas about the distribution of uses at present, it shall remain possible to alter or reposition uses. The new district shall also be able to meet future requirements, thus remaining lively and adaptable.

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### AREAS *

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<tr>
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<td>Site area</td>
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<tr>
<td>Floor area (above ground)</td>
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<tr>
<td>Built-up area (excl. underground garages)</td>
<td>approx. 30 600 m²</td>
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<tr>
<td>Open space (incl. streets)</td>
<td>approx. 56 500 m²</td>
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<tr>
<td>Green area (excl. roof surfaces)</td>
<td>approx. 21 700 m²</td>
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<tr>
<td>Bahnhofplatz</td>
<td>4200 m²</td>
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### USES *

- Public-oriented uses (gastronomy, hotels, halls, sales etc.)
- Offices and services
- Neighbourhood uses (day care, kindergarten, small businesses etc.)
- Housing

### MISCELLANEOUS (rough estimates) *

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<td>Parking spaces</td>
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<td>Trees</td>
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* Preliminary figures (project status in June 2019)
Living and working by the railway station

The new square Bahnhofplatz Nord, with its bus terminal, is to become an interchange point from rail to bus transport. The upgrading and conversion of the pedestrian underpass improves access to the platforms and connects the two Bahnhofplatz squares.

The three buildings by the railway station form a striking silhouette along the tracks. While the ground floor is reserved for public-oriented uses, the basement floors can be used for offices, health and wellness services, or educational institutions. The upper floors are suitable for practical long-term or temporary accommodation, right by the railway station. Alternatively, it would be conceivable to use these for offices too.

The residential zones

The flats in the actual residential zones mostly have a twosided orientation. They have a relationship with the street, alley or square on one side and with the green interior courtyard on the other. This results in bright rooms and adequate noise protection. Variety-rich views of different open spaces are provided. The distances to the neighbouring buildings are considerable, so no feeling of constriction can arise.

The individual construction zones each have a direct relationship with one of the three neighbourhood squares. The extra-high ground floors along the promenades and neighbourhood squares provide space for uses such as a day-care centre, a neighbourhood café, personal service providers or other small commercial units. All kinds of social contact are enabled, but not imposed. Anyone seeking peace and withdrawal can find it, not just within their own four walls, but also in the courtyards' outdoor spaces.

The multifunctional centrepiece

In the middle of the urban neighbourhood, two industrial halls from the early 20th century are to be converted and preserved, so that they carry the history of the site into the future as witnesses of times gone by. They will be supplemented by new structures, giving rise to a fascinating juxtaposition of old and new. This centrepiece borders the surrounding neighbourhood squares where very different uses meet, thus forming a fascinating urban space.

The western hall is to be supplemented by a new hotel building. The eastern hall can be subdivided flexibly, due to its structure and proportions. Studios, shops, a kindergarten or small workshops could be accommodated in the individual sections. Between the halls, a courtyard shall emerge, as well as two new buildings for housing and (if there is a corresponding demand) public-oriented uses.
Qualities in detail

The urban development concept of the neighborhood plan establishes rules for construction on a high level of abstraction, namely that of urban development. However, in order for it to work on the large scale, it must also add up on the small scale. As a result, a wide range of details have already had to be considered and implemented, which will be illustrated here of a few of these individual details.

1. Public transport hub
The bus stops and direct access to the railway station make public transport attractive. The underground bicycle parking facility under the new Bahnhofplatz square facilitates the popular combination of bicycle and train.

2. Building with the existing structures
Simple built structures, as well as the use of local and recyclable materials, reduce energy requirements and emissions during construction.

3. Photovoltaics and accessible roof terraces
Flat green roofs and outdoor spaces designed to be close to nature aid biodiversity and the microclimate. Part of the demand for electricity is covered by photovoltaics.

4. Atmosphere in the courtyards
Gaps between the buildings guarantee good ventilation and allow interesting views within.

5. Water
A water feature that can be experienced offers a space for play and fun, adds variety to the urban look and provides a way to cool down on hot summer days.

6. Social mix
Different building sizes and typologies enable a diverse range of flat sizes, forms of accommodation and mixed uses. This promotes the neighborhood’s social and demographic mix.

7. Open spaces and security
Public open spaces and meeting places facilitate social contact.

8. Quality assurance
The quality of the design is guaranteed in cooperation with the municipality. An architectural competition is held for the square Bahnhofplatz and the high-rise.

9. Land consumption
Land consumption per person is reduced by means of optimised apartment sizes and care for future availability.

10. Inward densification
The structural density and fine-meshed interconnection with the surroundings enable optimal use of the limited land available at a top location.

11. Protection from rain and sun
Arcades, awnings, sun canopies, open roofing and trees protect against the weather and enable pleasant recreation in the open spaces.

12. Short routes
Thanks to the nuanced provision of thoroughfares in the neighborhood, everything is within easy walking distance.
Sustainability

The new district is to be developed on the basis of a holistic sustainability concept. This encompasses (and gives equal priority to) the following three domains: environment, social affairs and economy.

Although energy is a very important subject here, it is only one among many. For meeting the goal of building a district in line with the 2000-watt-society model, the underlying urban development concept is not the primary factor. The planning of the individual buildings and how they are built are of far greater importance. On the neighbourhood-plan level, the following aspects are most important in the context of the desired sustainability:

**Inward densification**

Inward densification of the settlement area is a key measure in sustainable planning, as it can prevent further consumption of cultivated and natural land. Bredella’s location, quality of access, and key role in central Pratteln make it an ideal place for condensed construction.

**Quality of life**

In the new urban neighbourhood, the condensed usage and construction do not come at a cost for residents. High-quality structural densification leads to diversity and interconnection, thus contributing to the quality of life and helping to create a sense of identity. The two existing industrial halls that are to be preserved also add to this sense of identity.

**Mobility**

A diverse range of possible uses allows many everyday purchases to be made in the new district itself or nearby, and on foot. This leads to an enlivening of the public space and enables contact between residents. The number of car trips to neighbouring centres is reduced and sustainable mobility, via bicycles, public transport and car sharing, becomes more attractive. A mobility concept shall define additional measures for optimisation of traffic flows and coordination of the various modes of transport (train, bus, tram, car and bicycle). Only with a mobility concept, will it also be possible to reduce the high number of car parking spaces that the building code currently still demands, as well as the number of not-particularly-sustainable parking spaces underground.

**Energy generation**

A third of the demand for electricity is to be covered by rooftop photovoltaic systems. Additional photovoltaic systems on the buildings are conceivable.

**Energy supply**

Bredella is in the territory of an energy network with sufficient potential to cover the basic demand for heat (heating and hot water). As a supplement or alternative to this, an anergy network is also conceivable. This is based on the fact that different uses also have different energy requirements, which can be used synergistically: Residential uses have a higher demand for heat than for cold. For almost all other uses, the reverse is true, i.e. waste heat is generated, which can be used to heat flats if heat exchangers are used to transfer it to the anergy network and distribute it, then a heat pump is used to bring it to the desired temperature for heating the flats. Water storage tanks and/or borehole heat exchangers can be integrated into this anergy network for storage of heat during the summer months.

**Fewer sealed surfaces**

Bredella’s outdoor spaces are to be made rich in variety and close to nature. An ecological compensation area along the tracks and flat green roofs make an additional contribution to the neighbourhood’s biodiversity. Today’s grey and almost completely sealed industrial site is to become central Pratteln’s green lung.

**Climate**

Today, the necessity of developing the settlement area in a climate-friendly way is hardly disputed anymore. In order to prevent a built structure from overheating in the summer months, a very wide range of measures are to be taken. The most important are as follows: thermal insulation of all buildings in summer by means of interior thermal storage mass, night cooling, outdoor sun protection, shaded places in the outdoor space, pools, greening of the outdoor space and of roofs, and purposefully planned ventilation of the entire site.
Implementation

Firstly, the western Rohrbogen AG plot is to be converted. This means that a fully functional neighbourhood with three construction zones and a high-rise up front by the tracks already emerge in the first step. The industrial hall, which creates a sense of identity, is preserved and, together with a small high-rise for a planned business hotel, provides a transition to the existing Buss industrial park’s industrial and commercial plot in the east. A new roundabout connects the site and the new Bahnhofplatz square to the street Salinenstrasse.

In the second phase, the square Bahnhofplatz is to be spatially completed, and the connecting links to the streets Hohenrainstrasse and Gallenweg installed. Via these two links, the essential interconnection with the neighbouring areas will then have been established. Two more construction zones complete the construction along the tracks. The centrepiece in the middle of the neighbourhood is completed via conversion of the second industrial hall worth preserving.

In the third phase, the three final construction zones on today’s Buss plot are to be given new uses and another neighbourhood square installed, thus finishing the transformation. The new district will then have been completely realised, interconnecting the surrounding sites and neighbourhoods with the railway station.

The site, currently used for industrial purposes, is to be gradually transformed into a new district. On the one hand, this prevents excess supply. On the other hand, it enables a transformation process that the business operators currently based on the site can cope with. The urban structure takes the existing buildings into account. Breaking down the site into individual construction zones simplifies the division into stages and allows different investment units.
Bredella strengthens the centre around the railway station and, as a key element, connects the sites north of the tracks to form a whole. Central Pratteln becomes more consolidated.
The goal is to plan and construct a district in central Pratteln that represents an enrichment and source of pride for Pratteln.

Epilogue

Steps to be taken now

On the preceding pages, we have described our vision of Bredella. We have shown how, in our opinion, the new district in central Pratteln could and should look.

As already mentioned in the prologue, this is a snapshot. Contact with the authorities, particularly the cantonal specialist authorities, as well as with representatives of the Swiss Federal Railways, the federal government and, last but not least, the municipality, may yet prompt changes. These are likely to involve details, rather than fundamental issues.

Over the course of the remaining process, the definitive Bredella planning application will go through the procedure required in such cases. In addition to the aforementioned infrastructure contract, this involves making the project plan available for public inspection, and finally the decision-making on the part of the municipality and canton.

Once the neighbourhood plans are approved, this paves the way for specific planning. The individual construction zones can then be planned. This occurs by means of normal building applications, compiled on the basis of the neighbourhood plans, rather than the general building regulations. These building applications, like all others, must be submitted to the permit-granting authority and go through the usual process before construction can begin.

Much can happen before then: New findings and/or regulations may lead to and/or necessitate new solutions (e.g. regarding sustainability), new requirements may demand new offers (e.g. regarding forms of accommodation) or economic development may lead to changes in the project (e.g. requiring a faster or slower pace than currently assumed). The neighbourhood plans are to be kept flexible enough to make all of this possible as well.

Thus, the project for the planning and construction of a district in central Pratteln that represents an enrichment and source of pride for Pratteln, has only just begun and will keep us busy for quite some time to come. In this context, critical questions, constructive suggestions and information of any kind can be very helpful.
Imprint

Landowner
Bredella AG, Pratteln

Project development
HRS Real Estate AG, Basel

Planners
Burckhardt + Partner AG, Architekten Generalplaner, Basel
Urban development

Fontana Landschaftsarchitektur GmbH, Basel
Landscape architecture

Specialist planners
Durable Planung und Beratung GmbH
Sustainability

EBP Schweiz AG
Environmental compatibility, emergency, NIS, Talbach

Glaser, Saxon, Keller AG
Transportation planning, traffic study, road plan

Gruner AG
Structural analysis of existing industrial halls

Kontextplan AG
Mobility concept

Kopitsis Bauphysik AG
Consulting on energy and noise protection

Stierli + Ruggli Ingenieure + Raumplaner AG
Land-use planning

Wüest Partner AG
Cost-effectiveness

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Bildnachweis
Model photos, visualisations and plans: Burckhardt + Partner AG, Basel
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Disclaimer
This brochure is based on the project status in June 2019. Further work on the project, particularly the cooperation with the municipal and cantonal authorities, may yet prompt changes in the guideline project.