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Summary

Why are we devoting a number to the cities of Hanover and Basle? This question has often been put to us.

What have these two cities in common? Why have precisely these two cities been selected from among the many others? We chose Hanover because, in our opinion, in no other German city was it possible to carry out such a positive and large-scale reconstruction from the structurally horrible state in which it was at the end of the war. Nowhere else have such far-reaching planning ideas been effectuated. It may be a case of luck, but we are more inclined to believe that it is the personal achievement of an energetic and often consciously rigorous man, the spiritus rector of the entire building activity in Hanover in the years after 1945. Herr R. Hillebrecht was appointed in 1947 to the responsible position of a municipal building counsellor for Hanover. He succeeded in finding the right collaborators, and above all in negotiating the thorny path of methodically influencing the minds of the citizens of this town, every old section of which was almost totally destroyed, of firing them with enthusiasm and convincing them that petty personal things should be thrust into the background in favour of the whole and the community. The result of this great work is represented in the first half of this number.

We chose Basle because, to our mind, it is remarkable among Swiss cities for a certain boldness of conception. This conception is both of an architectural and legislative nature. Thirty years ago, with several very important buildings, Basle helped the "new building" idea to break through effectively in Switzerland. In a review-like collection we show you some of these buildings. Out of a remarkable mixture of faithfulness to tradition and readiness to accept new ideas—these two characteristics have always been typical of this border town and its university, of its world-embracing industry, and of its museums—Basle has found an interesting and solidly founded synthesis. The self-criticism peculiar to the people of Basle—which is documented so uniquely in the Basle Shrove-tide carnival—invariably resulted in a sound selection. The two contributions of the architects responsible for the architectural development of Basle are illustrative of this unique situation.

The Editor

Hanover (pages 325—326)

In 1945 the "rubble balances" of our cities were expressed in astronomical figures. Ten years later the German economic miracle is reflected in the "reconstruction balances," which are likewise astronomical. At the same time there is cause for disquiet in the opportunities in the way of urban construction that have been allowed to slip by. On the one hand a generous bestowal of praise, on the other a generous bestowal of blame. Both, in the manner in which they are bestowed, seem to us to be unjustified, premature, superficial.

If on this occasion we submit a report on reconstruction in Hanover, we do so only with hesitation and only on account of our association with "Building + Home" as a publication which for years has had many a spirited thing to say about the reconstruction of the German cities. We should like to request that this report not be regarded as the submitting of a "proud reconstruction balance" on the "miracle of Hanover." We should welcome the

opportunity to report for once on what we have not achieved and on what has "gone amiss," and also on what still remains to be accomplished, after we have—to all appearances—succeeded in getting disentangled from the thicket, we are thankful for what we could create, and we hope that the grave financial problems which confront Hanover as other cities will not force us to interrupt our work or even set us back. Only the years which lie ahead will show whether the reconstruction opportunity which each city has seized upon in its own way, is granted us or withheld from us. The opportunity, of course, is not so much placed in the hands of urban builders and architects as it is at the mercy of imponderable fate, over which we mortals shall probably always be able to exercise only partial control. Even opportunities have their scale and their limits.

City-Planning in Hanover (pages 327—337)

Hanover was one of the most thoroughly devastated large cities. In 1945 all that we had left was a field of rubble. Today Hanover is once again a busy and industrious city which has not only recovered its former importance as an economic, administrative and cultural centre but has in addition assumed a new and important role as the capital of the State of Lower Saxony and as the site of an International Trade Fair. This is on the one hand the fruit of hard and unremitting toil, but also on the other hand the result of sensible planning put forward in good time, the advantage of which consists in its being possible to realize it with all the technical, legal and financial means which are today at our disposal.

After the destruction brought about by the war the city-planning task, in wide areas of Hanover, especially in the city centre, could be undertaken with clear ground to work on. The question was to learn from the mistakes of the past, to anticipate the future—and most important of all, to push forward the restoration of the structural organization of the entire metropolitan area and in connection therewith the ordering of the traffic system. This intensive planning resulted in the ground utilization plan of 1950 for the entire metropolitan area and in the city centre plan of 1949.

Reorganization of traffic

Hanover is situated at the intersection of the two great traffic routes, one north-south (Copenhagen—Hamburg—Hanover—Frankfurt—Berne) and the other east-west (Moscow—Warsaw—Berlin—Hanover—The Hague—London). In 1949 all national highways with predominantly through traffic still went through the centre of the city and imposed a burden upon the economic life of the city centre which was well-nigh unbearable. Thorough examination of all the topographical, structural, economic and aesthetic points of view led to a comprehensive reorganization of the traffic network. The principal aims were:

1. To keep disruptive, heavy through traffic away from the thickly built centre and re-route it over by-passes,
 2. To concentrate in-coming and out-going traffic bound for and originating in Hanover on a few thoroughfares capable of accommodating it,
 3. To route traffic bound for Hanover into the central area and concentrate traffic originating here on a ring street in the centre,
 4. To create effectual thoroughfares to connect individual districts of the city.
- The nucleus of the traffic plan was the city centre ring street having the functions of keeping all radial traffic away from the "City," to converge in-bound and out-bound traffic and to speed it on to its destination. It was planned and carried through respectively with six lanes with central traffic island and, in its structure as in its form it functions as the controlling artery in the entire city traffic system.

It is of the essence of city-planning that it must not age. It always has to remain new, it has to be eternally new and vital. It should not also, however, evade decisions and should arrive at decisions at the right time even if under the unnering compulsion to make ever new and ever more far-reaching ones. The often bewildering abundance of complex economic, social and cultural points of view of relevance in the development of a city calls for an intimate conception as to the essence of this city, a systematic investigation of its organic structure, a consummate mastery of the theory of planning

and a familiarity with the new. The example of Hanover revealed what this newness was. The plan had not overlooked the developments which have in the meantime remodelled our life and our economy and will also continue to do so.

The large administration buildings of private and public organizations were consciously relocated outside the city centre, not least for reasons of scale. These buildings, prime traffic generators, still kept in visual relationship with the centre, have their new location on the city centre ring street which is capable of accommodating the resulting traffic. Moreover, throughout the entire metropolitan area, there are difficulties to be overcome in the way of opening up purely residential sections freed from disturbing industry by the establishment of new factory and industrial areas and preparations for restoring still remaining areas covered with old and run-down buildings.

The special endeavour of the plan is, over and above mere location requirements, to allow an optimum formal development to the built-over areas as well as to the traffic thoroughfares.

Another example of our planning can be seen in the form of the finished section of the elevated south express highway, which crosses the Leine Valley recreation area without disturbing it, reveals new views of the city's skyline and at the same time opens up scenic beauties which had for a long time been unnoticed. The beauty of the old historic buildings in common with the streets and buildings of our own time is revealed by the example of the completed approach highway across Waterloo Square to the city centre ring, in the lively style of the Waterloo Column with the tower of the Market Church. This thoroughfare is tied in with historic Leine Castle—the new seat of the Lower Saxon Parliament—on the nearly completed Leibniz Shore section of the ring street.

Within the scope of this report requested by the Editors on the legal basis of the reconstruction, only the most important questions can be taken up here. The Lower Saxon Building Law of 1949, along with the execution plans to be drawn up, provides the possibility of establishing in a legal manner the planning conceptions in what is to be sure a cumbersome procedure, and in case of emergency to carry out consolidation, shifting and expropriation of building sites. Hanover at the beginning of its reconstruction made no use of the expropriation procedure. In the city those desiring to build were even conceded, cost free, road areas for extensions to facilitate rapid construction. This amounts to a sacrifice in the case of the ground price of about 1200 DM per sq. m. in the city centre, which is considerable for local circumstances, but which was made for the sake of speedy construction. More difficult were the circumstances attendant on the cutting of new streets where old-established firms had to be moved.

Building around the Kreuzkirche, 1950

In the endeavour to rebuild residential districts which had been destroyed, new ways could be sought and applied, through the public-spirited co-operation and continuous guidance of leading figures in the building industry without application of legal means. The first building activity around the Kreuzkirche shows how these problems not solved by any other city were taken in hand.

Two ways were open:

1. to transfer reconstruction to the public authorities by the creation of new legal provisions and to confer upon them far-reaching powers of expropriation for the execution of the plans, or
2. to set up voluntary citizens' organizations in the form of planning societies such as registered associations, building societies and co-operatives, finance and building associations such as partnerships, standing by the local governments and States.

On June 30, 1950 the ground stone was laid and at the end of July 1951, at the very time of the Constructa-Building Exhibition which took place in Hanover, the new Kreuzkirche district, where the first settlement of Hanover stood more than 1000 years ago, was completed.

Today, after six years, the residential district has already grown greatly and forms a green oasis in the midst of the great city. In the meantime the structure of the partially destroyed Kreuzkirche has been in its basis essentials safeguarded. Erection of the "Constructa-Block," 1952. Also through the joint initiatives of building society and administration the second job, the reconstruction of a section from the end of the 19th century, could be tackled and carried out.

Erection of the Calenburger Neustadt, 1955/56

The third achievement of the building society, standing beside many other especially noteworthy achievements, is the reconstruction of the Calenburger Neustadt just completed. This district, also "pre-cramped" by a street plan dating from the 17th century, had to assume a totally new importance in the organization of the city. It was possible to erect with amply generous dimensions three-, four- and six-storey apartment houses in the immediate vicinity of the city centre ring on the Leibniz Shore.

The City Builds (pages 338—346)

The Municipal Council of the capital city of Hanover decided in the spring of 1944 to erect the new Works Department Building next to the City Hall (constructed 1901 to 1913). This decision was preceded by lively months-long discussions in which public and press also eagerly participated. Agreement was soon reached on the necessity of new construction despite the dire shortage of dwellings and school rooms, as on account of the increased rush of work it was impossible for the individual building administration offices to remain any longer in 8 separate buildings scattered throughout the city and for the administration alone entailed an annual supplementary outlay of 500,000 DM, without including the supplementary expenditures for the upkeep of the buildings. Already when the building administration proposed the site great excitement was stirred up, and it was not confirmed until after hearing the opinions of more than 30 experts. Proposals for the structural design were made, in all seriousness, to build it in the colonnade style of the Third Reich or in the palatial style of the turn of the century, and part of the press even gave its support to these proposals.

The 600 jobs were distributed among the 7 offices of the building administration. Offices which are especially crowded with business like the city-planning and building regulations offices with their very important departments were housed on the ground floor.

Each individual collaborator requires 12 sq. m. of working space. This perhaps surprisingly ample space is necessary on account of the equipment used in the technical offices, but is also required to allow room for visitors.

The building was erected as a ferro-concrete skeleton with solid ceilings. Frank-pile foundation. The concrete structural elements, insofar as they are situated on the exterior walls, are insulated with light building slabs. The concrete construction is completed (walls and parapets) by lattice bricks.

Technical Schools

Hanover's technical schools were all destroyed but one. Sites for the technical schools had to be selected near the centre. Hanover was able to make ready a building site for 6 schools for the following trades (see site plan III.):

1. Metal trades (completed since 1952),
2. Graphic arts (completed since 1954),
3. Food processing (under construction),
4. Apprentice training shop (in planning stage),
5. Electrotechnics (in planning stage),
6. Building trades (in preparation).

The school for the metal trades is a masonry structure with exposed ferro-concrete ceilings, the white band of which contrasts with the yellow facing brick. Window parapets of grayish brown bar facing. Steel elements bluish green.

Kindergarten in Hanover-Bottfeld

Already since the end of the war more than 30 kindergartens have been built in Hanover. For the kindergarten illustrated here, it was possible to make available a very ample site in an already existing green area. The rooms required here could be brought together in one clearly conceived building.

Siemens School in Hanover

On the basis of a previous competition, after completion of the Leibniz School (Boys' Upper School), the Werner von Siemens School (Boys' Intermediate School), was built in a second section of the building, and began to function at Easter, 1955. Both schools are planned as self-contained units. However, in the overall city plan as well as in the grouping of the buildings on the site they represent a unified conception. A playground in the centre and an auditorium (635 stationary seats) are used by both schools in

common. In the main building of the Werner von Siemens School there are located the administration offices and the caretaker's flat, on the ground floor. The principal classrooms for older pupils are located on the second floor with access to the laboratories (physics, chemistry, biology) on the first floor. The intermediate principal classroom section (all classrooms enjoy bilateral illumination) houses, on the ground floor, the large recess hall, whereas in the third classroom section the younger pupils have easy access to the 4 workrooms, the art instruction and music rooms.

New Roles for the Green Belts in Hanover (pages 347—350)

Over the centuries the citizens of Hanover have preserved and continue to cherish their affection for green plots. Every generation has contributed in its own way to this affection. We are now faced by the important responsibility to make the right use of already existing green belts and to create new ones in order to provide for ourselves and our descendants the recreation areas that will be more in demand than ever.

The Ellenriede Municipal Forest of Hanover (at present 665 hectares) has been a preserve since 1371. It has, in contrast to many forests in the vicinity of the city, been kept in its original state ever since. The "Zoo" (100 hectares) is a wooded meadow-land laid out at the very gates of the city around 1820 as a game preserve. Today it has been connected with the Hermann Löns Park (100 hectares), created in 1935, and the Ellenriede.

The world-famous Herrenhäuser Royal Gardens (1666, all together 125 hectares) will form a point of departure for additional green belts along the northern Leine Valley. The "Great Garden" could be preserved as a masterpiece of High Baroque gardening in spite of the vicissitudes of history.

How much time was required for realization of new green belt and recreation areas is shown by the example of the Masch Lake in the southern Leine region. The first preliminary projects for these were already being discussed around 1900. It was not until 1934 that the work could be undertaken. Its significance is unique for the population of the big city and in particular for lovers of water sports. The Lower Saxony Stadium in the immediate vicinity of the Masch Lake took shape in the plans in 1949, when areas near the city had to be found for rubble disposal. Of the 6.5 millions of cubic meters of rubble of the city, more than one third could be put to practical use here in the construction of the Stadium with a seating capacity of 80,000.

Hanover still needs 170 hectares of sports grounds and swimming pools. They will be situated, along with schools and many other lay-outs such as, e. g. the shooting range, 1955, within the scope of the large green belt and recreation areas and, in being conveniently tied in with the residential sections, will fulfil genuine needs.

Basle Builds (pages 351—358)

The narrow limits of his Canton may account for the fact that the Basler, with his pronounced interest in far places, is accustomed to world-wide horizons, nevertheless often surrounds his house with walls and becomes a friend of cultivated sociability and cosy gardens. This affection for the »Hortus conclusus« and this interest in the wide world go far to determine the special atmosphere of Basle.

The Rhine Bend Area

The Cathedral with cloister and Palace on its height high above the river remains the landmark of Basle, and the Cathedral Square is still the centre of the city. The old University and the proud houses of the patricians with their garden terraces on the upper bank of the new town are in keeping with the intricate relationship among the rows of the houses of former artisans on the lower bank of old Basle.

Whereas in former times the upper and lower ends of the walled city were on both sides of the Rhine distinguished by two cloisters each, at the present time it is important industrial and commercial establishments, of significance both for Switzerland and abroad, which give the city its lines: the Rhine harbour in the Au and in Birsfelden, the Birsfelden power plant and the Hoffmann-La Roche Chemi-

cal Works on the upper city limits and the Ciba, Sandoz, Durand-Huguenin Chemical Works as well as the Rhine harbour installations in Kleinhüningen at the lower end of the city.

The construction of the Birsfelden power plant offered a rare opportunity to reorganize the river landscape. A dam with five sluice-gates results in Basle's being now enriched by a lake and a Rhine falls about 9 meters high.

Whereas the Rhine along the right bank above and below the power plant is bordered by shady walks, sports and playgrounds as far as the Solitude Park and even farther, it is intended also on the left bank to create a Rhine park between the power plant and Birsfelden. There is involved in this case the development of one of the most beautiful areas in public possession in the commune of Birsfelden. The planned building in the Rhine Park comprises a group of three point-houses of fifteen floors at intervals of around 80 meters as well as a group of three-, four- and five-floor apartment houses, which bound a small square with shops, etc. Somewhat farther upriver the St. Alban Bridge, opened to traffic in 1955, spans the Rhine. It leads part of the truck traffic away from the city centre, but at the same time serves to connect the residential sections of the upper old town and the open countryside.

Directly adjoining the beautiful Solitude Park are the large grounds of the main establishment of the F. Hoffmann-La Roche firm, which is devoted mainly to the processing of special pharmaceutical products. It is greatly to the credit of the management of this international firm that they were conscious of the role played by factory buildings in the new style in the skyline of the city, and in good time secured for the designing of their factories and administration buildings the services of noted architects (Prof. O. R. Salvisberg and Dr. R. Rohn).

Farther upriver we are surrounded, right in the middle of the Old Town, by the green banks of the Rhine and buildings stemming from Basle's glorious past. Next to the recently restored Prediger Church there towers up the eight-storey ward section of the new Municipal Hospital above the serried rows of old burghers' houses by the Rhine, like a huge ocean liner above the waves.

The Dreirosen Bridge separates this district from the large chemical plants and the Rhine harbour installations of Kleinhüningen with their freight docks and grain elevators. Here in particular it is the recently erected factory buildings of Ciba AG (Architects: Suter and Suter) as well as individual dockside buildings that are noteworthy for their good design. These scenes of research and work are redolent of the sea and distant lands.

Neighbourhood Centres

The tremendous growth of Basle during the first half of the 20th century (the population of the small city-canton increased from 1900 to 1950 by 77,000 and today numbers around 210,000) resulted in a rapid proliferation of the outlying districts and a corresponding re-building in the city centre. For it was vitally important, in view of the increasing mechanization of the city in which traffic threatens to become the master rather than the servant of man, to create planned centres of community life where the family is at home and where people with common interests can get together at lectures, concerts, social affairs, in sports, games, recreation, in educational and religious activities.

In addition to the small neighbourhood centres in the residential sections, the nucleus of which continues to be the family, but which also comprise chapels and churches, schoolhouses with auditorium, restaurants with banquet halls, gymnasiums and sports grounds, come the big centres serving the entire city: University, Theatre, Concert Hall, Museum, Exhibition, Trade Fair, but also open-air swimming-pool and stadium. In the creation of these it is particularly important to keep within bounds, for whereas the imposingly large building uplifts the spirit, the colossal edifice has an oppressive effect.

Peters Square is becoming ever more distinctly the University Centre. The sides of this wooded grassy plot are made up of the so-called "Stachelschützenhaus" (a Renaissance building which houses the Institute of Hygiene of the University) and a row of buildings from the 18th and 19th centuries, one of which is used by the Institute of Dental Medicine and another (the recently renovated Late Baroque Wildtsche House) by the Swiss Academy of Medical Sciences, serving the students as social centre and the Cantonal Govern-

ment for official receptions. The other two sides of the Square are formed by old edifices on Petersgraben and by the new Administration Building of the University.

The Cathedral Square with the wooded plot, fountain, Cathedral along with Palace, has already for decades been one of the centres of the Municipal Government (Department of Education, Works Department, Ethnographical Museum, Schools Administration, Law Seminar, Literary Society etc.). Unfortunately this Square, architecturally the most beautiful in Switzerland, is being misused as a car park.

Also the Sandgrube School Centre is grouped around a stately villa of the 18th century with its formal gardens and magnificent stand of trees.

Opposite the district schoolhouses, on the south-west side of the Sandgrube, the new technical school is under construction (Architects: H. Baur, F. Bräuning and A. Dürig), which is intended to unite the 30 separate functions of this school in a single well-organized modern building.

A further noteworthy example of the regard which old estates with beautiful stands of trees enjoy as residential centres is the re-organization of the village centre of Riehen. Consciously encouraged by the President of the Commune (Architect W. Wenk), the idea of a re-organization of the village centre on the location of the old deaf-and-dumb institution was first clarified in a contest held in 1943. Since then it has been sought, in line with the overall plan of architects F. Bräuning and A. Dürig, to carry out the program in individual stages, step by step, and with various architects participating. The residential centre of Kannenfeld is distinguished by a large public park (the former Kannenfeld cemetery) on the edges of which stand two groups of multiple-family houses. There are on the south-west side four rows of seven-storey houses, the dividing gardens of which, about 35 meters wide, are tied in with the public park; lower apartment houses of three floors, as well as a horseshoe-shaped one-storey structure housing two kindergartens and a day nursery, create the desired separation from the older row structures in the immediate vicinity.

The new Gellert residential section deserves special mention. It is bounded by Hardstrasse, a railway line and Gellertstrasse. The Christopher Merian Foundation, as owner of the ground, is devoting careful consideration to the elaboration of a good overall plan (Architect: H. Baur) to serve as the basis of a harmoniously unified residential group.

The Buildings of the Swiss Industrial Fair The building development of the Industrial Fair was sharply cramped during the past few decades by the limitations of the site. The provisional and the permanent extensions had to be erected at any given time more or less as opportunity dictated and not in accordance with an organized plan. There was lacking a city-planning conception in keeping with the importance of the enterprise.

It was for this reason that in 1948 the architect, Prof. H. Hofmann, was commissioned by the board of directors of the Swiss Industrial Fair to give expert advice on the future building program of the Industrial Fair. His proposals embody the view that every additional building of the Industrial Fair should not only serve the purposes of the Fair, but that its new buildings, squares and park lay-outs should also further the city-planning program of Kleinbasel as a whole.

The St. Jakob Sports Grounds

During the past 25 years on the old battlefield of 1444, there has arisen what is probably the largest integrated athletic grounds in Switzerland, next to the Federal Gymnastic and Sports School in Magglingen. It was carried out in several stages in accordance with an overall plan (Architect: Building Office). The area measures about 310,000 square meters, and one-seventh of it is situated in the Canton of Basle-City and six-sevenths in the jurisdiction of the Commune of Münchenstein (Basle-Country).

The first stage comprised in particular exercise fields for schools and associations, special gymnastic grounds, jumping and throwing lay-outs, running tracks, a gymnastics stadium and, adjoining and decentralized, the buildings pertaining thereto. The football stadium came later along with a grandstand with a total seating capacity of around 60,000 (Architects: J. Gass and W. Boos, F. Rickenbacher and W. Baumann; Engineer: E. Geering) and the necessary car parks and driveways.

Traffic planning and Building Legislation

Basle's location on the frontiers gives rise to a clear-cut traffic situation. From the west and north heavy traffic pours in from France and Germany into and through the city on the outermost confines of Switzerland. This traffic flows south and east, and from the same directions internal Swiss traffic converges in the Rhine city. The main thoroughfares are laid out in correspondence with these conditions, which have been described in somewhat simplified terms.

The internal city traffic situation is distinguished by the exceptionally difficult conditions in the Old Town, where all the business section is really strung out along the line of Heuwaage—Mittlere Brücke—Mustermesse. This necessarily gives rise, for the traffic arteries in this area, to a series of problems that are most difficult to cope with. As a first step it is sought to alleviate the ever more drastic parking problem by the erection of the parking garage on the Heuwaage.

The possibility of building real point-houses in Basle was approved and given a legal basis relatively early. Thus in November 1928 the High Council received the proposal of the Cantonal Government to supplement the building law of 1918, then in force, by a provision on the erection of point-houses. The Zoning Regulations of Basle fix building heights and numbers of storeys in residential and business sections up to a maximum of 6 full storeys.

A special ordinance of 1930 defines the expression Point-houses as buildings which have more than 10 storeys or attain a height of at least 28 meters and the upper spaces of which are used for flats. The same pre-requisites apply to permission for construction of point-houses. The ordinance on the erection of point-houses prescribes that such buildings may be put up only on sites which are carefully selected and which are suitable from the city-planning point of view, whether with respect to aesthetic or to traffic control considerations. Historic and artistic monuments, especially in the Old Town, must not be encroached upon. A particularly severe standard is to be applied to the elevations. Suitable space is to be left in front of each house for the Common. Permission for the erection of a point-house is to be refused if streets would as a result be too heavily burdened with traffic. The minimum intervals between neighbouring buildings and lot boundaries are regulated by profiles which must not be exceeded. The provision to the effect that sufficiently large street room or traffic space is available in the immediate vicinity, in spite of its somewhat uncertain phraseology, permits corresponding arrangements for private parking to be made.

1. Location

Photographs are made from all important spots affording a good view of our immediate environs, in which the plans are sketched in accordance with their cube. In this way their effect upon the skyline can be checked.

2. Utilization

In order to obviate any kind of arbitrariness and preferential treatment in the granting of permission for point-houses or higher buildings, it is to be observed strictly from the beginning that the utilization must on principle not be higher than in the case of construction which is kept within the bounds of reason by zoning regulations.

3. Protection of Neighbours from Encroachment

The neighbours have, legally, no claim to a specific amount of sunlight, but only to the observance of the legally prescribed configuration of light. Nevertheless, shadow plans are prepared for each project by the city planning office, in order to determine eventual violations and if possible to avoid them by redistribution of the location or by other measures.

4. Car Parks

For this purpose the German garage organization is applied, in the absence of a precise regulation in the Basle building code. The necessary parking and garage space gained in this way constitutes a condition for the granting of permission to build.

5. Architecture

A particularly strict standard is applied to the architectural design. It is the job of the Governmental Commission for Preservation of Local Monuments to enter into the project and supervise it from the planning stage to the final erection of the building.