
EUROPAN 15 HELSINGBORG

PRODUCTIVE CITIES - SWEDEN

"Transformation of the old harbor warehouse
and the crane to a productive new meeting
place that bridges North with South and
complements the city as a whole?"

European is a biennial
competition for young
architects under 40
years of age.



European SE

A map of Sweden with its regional boundaries outlined in white. The city of Helsingborg is marked with a red dot in the southern part of the country.

HELSINGBORG ■



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EUROPAN 15
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GENERAL INFORMATION

Site Representative

Konrad Ek, city architect
Municipality of Helsingborg

Actor involved

Municipality of Helsingborg

Team representative

Urban planner, landscaper or
architect

Expected skills regarding the site's issues and characteristics

Architecture, landscape architecture,
urban planning, construction
engineering

Communication

Anonymous local exhibition after
the 1st jury round.

After the competition there will
be a public prize ceremony,
a catalogue of results will be
printed, and the winners will
be published on the website of
Architects Sweden.

Jury evaluation

With the participation of the site
representative.

Post-competition intermediate procedure

Meeting and workshop with the
municipality and the prize winning
team(s).

The ambition of the municipality
is to involve the prize winning
team(s) in an implementation
process.

PARTICIPATE IN EUROPAN 15!



Helsingborg City Hall ("Helsingborgs Rådhus")



HELISINGBORG

INTRODUCTION

The Municipality of Helsingborg and European Sweden would like to thank you for choosing to participate in European 15. The competition brief provides information about the character of the site and plot, and includes a list of references with links to supplementary information. In addition to this material, you can download high-resolution images and drawings from the project database. Please read the condensed "Short Site File" brief parallel to this unabridged competition brief. The theme of European 15 is "The Productive City". As an extension of the theme of European 14, this edition of the competition applies a broader perspective in exploring a city with natural modes of production. Central thematic concepts are: resources, mobility and equity. For questions and answers regarding the brief or competition rules, please consult the forum on European Europe's official website.

www.european-europe.com
www.european.se

HELISINGBORG

The project site in Helsingborg is located on a pier in a harbour area in Öresund, in Sweden's southernmost province of Skåne. Helsingborg is Sweden's eighth largest city. It is a densely built urban city, with a large former port area under redevelopment. This harbour has a new detailed development plan including housing that is currently under construction. The site will also host a city fair in 2022 known as "H22". The competition task covers an old warehouse building and its surrounding plot, as well as a crane and its engine room, remnants of a time when the port was bustling with life from vessels loading and shipping off. The task is to re-use and re-purpose the warehouse and crane engine room into a productive meeting place in the city, while adding building volumes to accommodate public activities and housing units within the project site. The competition proposal should present a use for the old port warehouse; crane with engine room; as well as the plot as a whole. The new content should complement Oceanhamnen (the Ocean Harbour) and help connect the segregated neighbourhoods 'North' and 'South' ("Norr" and "Söder") of the city centre. The building should make the district, and the city as a whole, more dynamic.

Competition brief

Helsingborg



Helsingborg, Öresund ('The Sound') and Helsingør ('Elsinore')

URBAN CONTEXT

Regional Description

Helsingborg is located at the narrowest part of the strait of Öresund; only three and a half kilometres across the sea from Denmark. Apart from the presence of the strait, the city's geography is dominated by the ridge Landborgen, which runs along the water through the city. The city is strategically located at the narrowest point in the strait, and the fortified tower castle that once sat on the heights of Landborgen long constituted one of the Nordic region's foremost strongholds. However, over the course of the many wars between Denmark and Sweden, the city's older settlements along the beach below Landborgen have been destroyed and most of them were pillaged and finally burned down during the Scanian War (1675–1679). At the end of the war, the Swedish king Charles XI ("Karl XI") had the fortifications for the city, and most of the castle, torn down. What remains of the castle is its tower, now known as Kärnan (literally,

'the Kernel' or 'Centre'). Helsingborg has since been living in peace, and during the 19th century became one of Sweden's most important industrial cities and ports.

The narrow strip of land between the strait and Landborgen penetrates the city, which today largely lies on land reclamation masses. The entire current port area lies outside of what was previously the shoreline. Winds from the south and north-east cause water to flow into the strait. During storms, the water level can rise by 1.5 metres.

The location, at the narrowest part of the Öresund strait, has long entailed a busy fairway. In the fifteenth century, the port of Helsingborg was a small wooden pier. Since then, it has gradually been expanded beyond what was previously the shoreline to today be completely on land reclamation masses. From 1766, the completion of a quay allowed larger ships to dock; this was used primarily by the military.



- | | | | |
|---------------------------------|--------------------|----------------------------|------------------------|
| 1. Inre hamnen (Inner harbour) | 5. Oceanpiren | 9. Norra hamnen (H99) | 13. Uppmarschområde |
| 2. Södra hamnen (South harbour) | 6. Magasin 405 | 10. Knutpunkten | 14. Dunkers kulturhus |
| 3. Norra hamnen (North harbour) | 7. Gröningen | 11. Helsingborg konserthus | 15. Sockerbruket |
| 4. Oceanhamnen | 8. Parapeten (H55) | 12. Stadsparken | 16. Campus Helsingborg |

In 1867, what is now Inre Hamnen ('the Inner harbour') (1) was completed. As the oldest part of today's port, it is closest to the original shoreline and centre. Helsingborg's growth as a port and industrial city in the 1800s led to a continued expansion of the southern, and then the northern harbour basins. Within the study site, in the southern part of the harbour (2), is a small dockyard built in 1879. The north harbour (3) was completed in 1891. The year 1924 saw the construction of Oceanhamnen (4) completed — only then did the city get a proper harbour basin, west of Oceanpiren (5) where Magasin 405 (6) remains as the only preserved port warehouse.

The port and its operations came to dominate the city's coastline until the H99 residential fair of 1999. The area was home to The Helsingborg Exhibition 1955 ("H55"), which was of great importance to the city as well as the Swedish design and architecture scene, and took place parallel to ongoing sea port operations. H55 was organised by The Swedish Society of Crafts and Design (now known as "Svensk

Form") and the exhibition displayed an international array of architecture, housing, design and products from the art industry. Several exhibition pavilions, as well as a permanent restaurant, were built on the green area Gröningen (7), and the long, narrow breakwater Parapeten (8).

Parapeten ('The Parapet') construction of the breakwater began in the late 1800s when caissons were anchored out to protect what then came to be the northern harbor basin. When the harbor basin was dug out, the rubble mounds came to fill out the breakwater into a pier. It then came to serve as the main site of H55, with pavilions across Parapeten. Upon construction of the residential area in the north harbour, the exhibition areas of H55 and H99 were linked via a new bridge. Nothing remains of the exhibition buildings today with the exception of restaurant Parapeten. An exhibition pavilion by architect Carl-Axel Acking was reconstructed prior to the exhibition H99 but in another location, and in different material to that of the 1955 original.

In 1991, Knutpunkten (10) was completed. Before

that, the north- and southbound trains departed from separate train stations. The northbound tracks were dug down and connected to the southbound tracks in Knutpunkten ('The Junction'), making it possible to continue journeying through Helsingborg on the same train. Knutpunkten also links regional buses and Denmark-bound ferry services within the same facility and immediate vicinity. Following the completion of Knutpunkten, the train track that previously linked the two stations was able to be removed, allowing for the construction of the Norra Hamnen residential area. The train ferries between Helsingborg and Helsingör long established Helsingborg as Sweden's gateway to the rest of Europe. Trains would pass Helsingborg for continued journeys over the strait to Copenhagen and to continental Europe beyond. During the Cold War in particular, the route down to the European mainland became especially important as it did not pass through any of the then Eastern European countries. In 2000, the Öresund Bridge was inaugurated between Malmö and Copenhagen, and the train traffic was redirected to Malmö, and further across the bridge to Copenhagen. Since the building of the Öresund Bridge, traveller numbers have increased in Helsingborg, but the city's role as a national railway hub has diminished.

The growing Öresund region is a transnational, co-operative region between and across the borders of Skåne and eastern Denmark. After the metropolitan areas of Copenhagen and Malmö, Helsingborg is the largest city. For Skåne, the Öresund region widens participation of the province to a larger population base and economic growth. Commuting is popular within the region, and the Öresund train ("Öresundståget") now allows travellers to journey from Helsingborg down to Malmö, over the bridge to Copenhagen and to the sibling town of Helsingör on the other side of the strait, all in two hours. The ferry over the strait takes 20 minutes.

From the Swedish side of the strait, one looks over to Helsingör and its castle Kronborg which was built to defend the strait's inlet from the Danish side, and facilitate collection of customs for passing ships in both directions. Kronborg is the castle where Shakespeare's Hamlet takes place.

In Helsingör, sections of the old port have been transformed as part of the project Kulturhavn Kronborg. It features the architectural office BIG's Museum of Maritime Transport in a dock and the cultural centre Kulturvaerftet, designed by AART architects, in the city's old shipyard. The entire re-development project has revitalised Helsingör's harbour front and created new opportunities in the development of Helsingör as a modern, culture-bearing city.



The Southern harbour during the 1920s or 30s.
Photo: Helsingborg museums' collection.



H55



H99



Kulturvaerftet Helsingör, AART Architects.
Photo: Drone3000

City Description

Large parts of the city's buildings hail from the end of the 19th century and the beginning of the 20th century, during which Helsingborg flourished as an industrial city and saw the port expanded. During the second half of the 19th century, Helsingborg had the largest population increase in Sweden. During 1850–1900, the population more than doubled from 4,000 inhabitants to just over 24,000. This was due to the business community's strong expansion, which attracted people to the city. In 1857, The so called 'Sound Toll' (Öresundstullen) on ships passing through the strait was abolished, and Helsingborg's port began to emerge as an important export terminal. The largest export at that time was cereals as a result of a surplus of crops in Sweden. The transports to the port were improved by the expansion of the railway network in a southward, and then northward stretch.

Buildings hailing from that time can be found along some of the streets that still comprise the city's main routes, such as Drottninggatan and Järnvägsgatan. In 1932, the concert hall (11), designed by Sven Markelius, which was Sweden's first monumental functional building, was inaugurated. Helsingborg has a city centre ("centrum") that is high and densely built, with an urban character. The city has a low proportion of green areas within and adjacent to the urban area, twenty percent of the land area. Only two cities in the country, Lund and Malmö, on the flatlands of Skåne, have a lower proportion, less than 20 percent. The more spacious and more extensive harbour has previously been characterised by sea and industry.

Following a southward relocation of parts of the port operations — the overbuilding of the city's northern train tracks, and heavy train and truck transports now taking the Öresund bridge route over the strait — the city has transformed the former port to integrate with parts of the city with retained maritime and harbour character. Examples of this are Gröningen, which was previously a switching area for Swedish Railways (SJ). Today, Gröningen is a popular green area that stretches several hundred metres along the sea with well-frequented beaches. Another large area was built for the H99 housing exhibition in what was formerly the north harbour.

As Helsingborg began to grow in the second half of the nineteenth century, areas began to emerge outside of the old city centre, which has remained relatively unchanged since the late Middle Ages. The establishment of the port and the railway to the south meant that many industries established themselves here, and several tied cottages (employee housing units) were built in close proximity. Consequentially, Helsingborg became very segregated; working-class parts to south and more well-to-do parts in the north.



Helsingborg Concert Hall, photo: Anders Ebefeldt



Gröningen



North port harbour, Dunkers Kulturhus



Magasin 405, Helsingborgstegel (local "Helsingborg brick" in facade)



Magasin 405

Trädgårdsgatan at Stadsparken (12) has long been perceived as the “border” that runs between the two areas Norr and Söder. These structures still remain in part to this day. In the southern areas, unemployment is high and the level of education is low, while the north is home to many well-educated, high-income residents.

The cultural node that the city wishes to create in Magasin 405 lies in the revamped old harbour — midway between the two districts — and its contents is intended to complement both Norr and Söder. Magasin 405’s function and location in between the districts should serve to link the city together and strengthen it as a whole. From this perspective, it is important that its content has functions complementary to that already existing in the rest of the city.

Directly adjacent to Knutpunkten and the ferry crossing lies the vehicle marshalling area (13), the large landing at the harbour terminal used by vehicles boarding and disembarking the ferries. The ferry route to Denmark is one of the world’s busiest, with departures every 15 minutes. There are plans for building a tunnel under the strait.

The city’s history has been greatly influenced by its appointed consuls. They were local entrepreneurs, municipal officials and Members of Parliament. Two leading figures were Petter Olsson and Nils Persson. Consul Olsson began his career in the grain trade and Consul Persson in fertilisers. They both came to run a variety of businesses, with brick-building as the common denominator. Olsson’s yellow brick and Persson’s maroon are seen in many of the city’s buildings and suburbs dominated by single-family detached homes. Consul Persson’s maroon “Helsingborgstegel” was used in Magasin 405’s façades. Petter Olsson has contributed to the port’s expansion by co-financing and promoting the construction of the railway between Hässleholm and Helsingborg.

Another important entrepreneur was Henry

Dunker. He ran a rubber factory which later became Tretorn. He was once Sweden’s richest man, and bequeathed his fortune to a charitable donation fund and a foundation. The funds are used to promote Helsingborg’s cultural life and have made several constructions possible, including the city theatre “Stadsteatern”, Kulturmagasinet at Fredriksdal, attendance stands at the Olympic Stadium (“Olympia”) and Dunkers Kulturhus (14). The first building to be financed by the fund was the city’s concert hall. The new arena next to Olympia, which was opened in 2012, is also supported by this fund. The forthcoming plan preparation for Oceanhamnen will include another building, Oceanbadet (‘The Ocean Pool’), with foundational grants from Dunker’s endowment.

A remaining building of significance in the port area is the former sugar mill (15) which produced sugar from locally grown beets. Today, the yellow brick building houses IKEA’s IT department. Not far away is Campus Helsingborg (16), a part of Lund University, where education and research take place in close collaboration with companies and organisations in the region. Famous brands from Helsingborg include Zoéga’s Coffee, Ramlösa mineral water, and the aforementioned rubber manufacturer and sports brand Tretorn. Today, the service sector is the area’s fastest growing sector.

Väla shopping centre is located a few kilometres north-east of Helsingborg’s city centre, at the E4/E6 northbound entry sliproad. It is a large shopping centre with 200 stores. In terms of turnover, it is Sweden’s fourth largest. When it opened in 1974, it was the largest shopping centre complex in the Nordic region. Väla features an array of large grocery and interior design stores, fashion, sports and electronics shops and more. Outlets of brand IKEA, Systembolaget (the nationwide chain of state run off-licenses) and hardware store chain Clas Ohlson further contribute to the high offering of retail stores which exist in close proximity to the city centre.



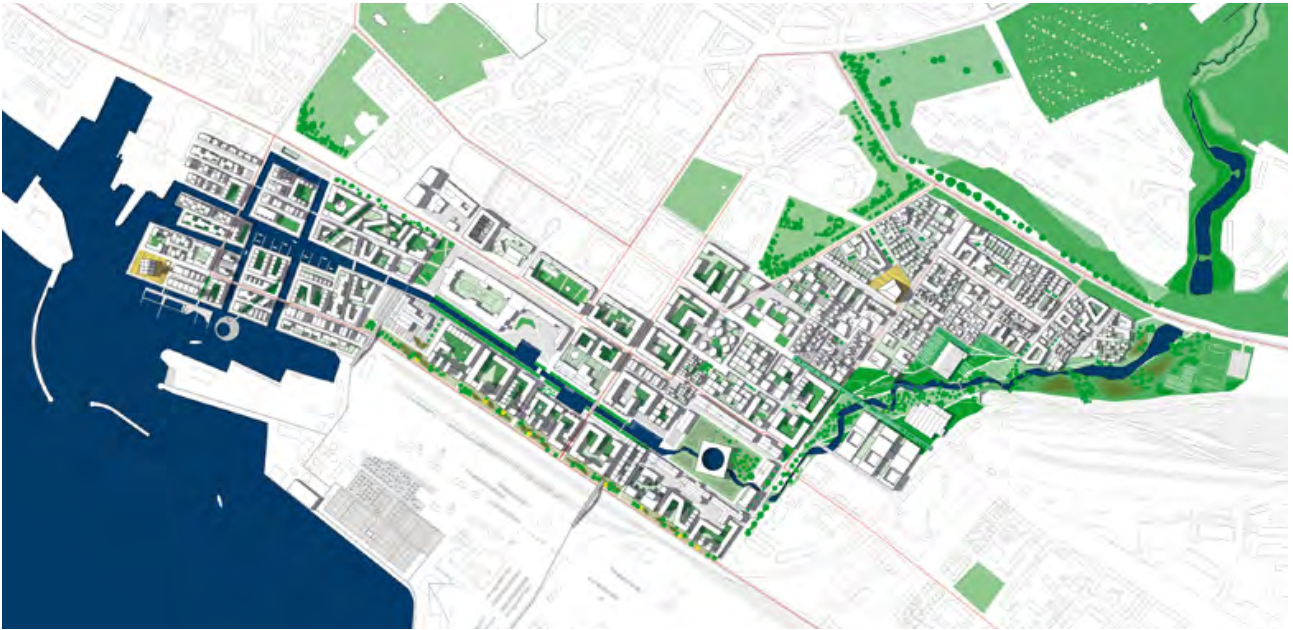
Green structure

Helsingborg has less green space and publicly available land compared to other cities in Sweden and Skåne. As the city develops, it faces the need growth aligned to green values. The project site is located in the former port, and so has long consisted of primarily hard surface areas. The green values can be said to actually be primarily blue — influenced by the area's proximity to the sea. In the expansion of Oceanhamnen, the municipality is overhauling the infrastructure for pedestrian and cycle accessibility. Included is the plan for a new pedestrian and cycle bridge from Oceanhamnen, adjacent to the ferry terminal at Knutpunkten, which will link the area to one of the city's important green spaces, Stadsparken. A park, Varvsparken, is being constructed at the site of the old dry dock in Oceanhamnen. There is a need to create a sense of connection between Varvsparken and Stadsparken, which are situated on opposite ends of the vehicle marshalling area. Also next to Varvsparken is the 'blue-green stretch', a winning competition proposal from the larger urban transformation project H+. (See the section on the city's development.) The blue-green stretch will become a recreational path, where one should be able to move along a green corridor between Jordbodalen and Öresund. The green stretch will feature aquatic elements in recreational as well as stormwater management functions.

Helsingborg's canyons, valleys, ridge, beaches, parks, city trees and forest groves make the city more attractive, healthier and more sustainable. Views, wide quays and beach walks mean that the sea is ever-present as part of the city's identity.

Several of Helsingborg's parks lie like a wreath, encircling the city's central parts, where the very first parks were established in the late 1800s. The densification of the city and the addition of many new industries made the need for green areas, for purposes of relaxation and recreation, increasingly evident. Many of the city's parks are former gardens, which wealthy owners have since donated to the city. The city's main parks are the historical gardens Sofiero and Fredriksdal, as well as Stadsparken adjacent to the port harbour area. The former Swedish king Gustaf VI Adolf (1882–1973) had his summer residence at Sofiero Castle in Helsingborg's northern outskirts. After the king's death, the castle was donated to the city, which keeps it open to the public. Sofiero has what is considered to be one of the most beautiful gardens in Sweden, widely known for its rhododendron floriculture. Fredriksdal is an open-air museum and botanical garden.

Stadsparken, where Norr and Söder meet, was planned for housing developments during the nineteenth century as the southern district began to grow. However, a donation made to the city came to safeguard the use of the area as a park. Helsingborg has several beaches within walking distance from the city centre. Tropical Beach is the most central, located on the breakwater Parapet, featuring duckboards, sunbeds and transplanted palm trees. A little further north, Gröningen features a large green area and a wooden deck with docksjetties. Farther out from the city, to both north and south, beaches follow like a string of pearls along the coast.



The winning competition proposal for H+

The city's development

Helsingborg currently has a population of 145,000. By 2035 the city is estimated to have grown by 40,000 new residents — to meet demands, 1,000 new housing units are being planned annually. The growth should inspire and allow for more people to develop their ideas here, and the goal is an attractive and sustainable place for creativity and competence.

At present, harbour activities at the Helsingborg port are entirely ferry-related. The industrial port with its cargo ships has relocated farther south in the city. This has freed up large parts of the former harbour area. When Helsingborg grows, a large part of the future developments will be allocated within the old harbour.

Helsingborg's largest development area is currently H+, which means that the old harbour and industrial area, around the south port harbour basin and southwards along the railway, develops as a mixed city. City districts within H+ include Oceanhamnen, Universitetsområdet ('The University Area'), Husarområdet ('The Husar Area') and Gåsebäck which are all to be linked together with the city centre and surrounding districts.

In the area, a blue-green stretch is planned to tie together the districts and create areas for recreation and meetings. By 2035, the four districts are planned to accommodate 5,000 homes, office premises, schools and other municipal services, retail and restaurants, and a number of interior indoor and exterior outdoor meeting places. It should be appealing, comfortable and smart to live within a short distance of everyday services. The proximity to the central station Knutpunkten in the

north and Ramlösa station in the south, coupled with good pedestrian and cycling routes, provides many residents with an opportunity to prioritise sustainable travel. One of the ambitions is to connect the Söder district with the centre as well as the new districts of Oceanhamnen and Universitetsområdet.

A former starting point of the winning competition proposal for H+ has been transposing the southbound railway tracks underground — similar to what was previously done for the northbound tracks in connection with the construction of the Knutpunkten in 1991. This question has been deferred for some time, but in connection with assessments into digging more tracks underground, northbound from Knutpunkten, and a possible train tunnel to Denmark — the question of digging the southbound tracks underground has once again become relevant.

Oceanhamnen, where the project site for European 15 is located, is the first district in H+ to be built. Oceanhamnen is to be an urban archipelago. The water and the city will be in notable proximity, and the new district, within the existing piers' expanse, will interact with the existing port harbour operations.

THE PRODUCTIVE CITY

The preceding competition edition, Europan 14, was also themed “the productive city”. The central question was how a multi-faceted city could interweave productive elements — cultural, commercial and knowledge-based activities — beyond housing to include workplaces, industry and other places of production as important components. Europan 14 thus studied the link between production, housing and urban life.

A mixed city that provides job opportunities has many positive outcomes. Reducing the distance between housing, production and commercial opportunities thereby reduces transport requirements, as well as strengthening local conditions. When elements find their functional contexts in greater proximity to one other, it affects the urban life and culture. A mixed urban environment can potentialise a socially diverse city, counter-acting segregation.

The current competition edition of Europan 15 will continue to explore “the productive city” as an important feature of the city’s development, while seeking to delve deeper into the issue and broaden its perspective. What types of synergies can be created, or are deemed necessary, for a city featuring natural modes of production? Broadly speaking, what are the types of infrastructure or interfaces needed to facilitate and optimise the city’s productive features?

Europan has identified three core concepts: resources, mobility and equity. These constitute important aspects of holistic and sustainable thinking, and serve as an interface for the discussion and actualisation of productivity in the city. All three concepts can be divided into a variety of special cases and factors, which of course are not all relevant to each individual plot. Still, an overview of these can prove valuable in a thorough consideration of all possible opportunities within the project.

Resources

How do we best utilise the city’s land? This may involve renewing or broadening the areas of use for plots that have been unilaterally developed, or for unused industrial land. This would include the re-purposing of older buildings, as well as the restoration of developments and places at the site. Another issue is the management and possible accentuation of stormwater, water and sewage issues; the activation of natural resources on the plot or nearby areas; as well as the realisation of energy production opportunities.

Mobility

How do we best design city nexuses? Are there more, new or untapped forms of transport communications via which the city can be reached? How can communications be planned in networks? How can city communication systems become more ‘urban’ so that traffic routes and tracks facilitate transfers, decreased speeding, and become bridges rather than barriers, creating continuous areas? The design of street sections needs studying. Meeting points — such as stations, bus stops, commuter parking and parking lots — also need designing. The same thing applies on a different scale to pedestrian and park trails, passages and meeting points.

Equity

How can everyone participate in the city on equal terms, and how can this lead to positive benefits for all? The idea that spatial equity leads to social equity can be instrumental in counteracting segregation and furthering the city’s economic development. With regard to such spatial measures, revitalisation of peripheral or segregated areas could be considered, for example by facilitating new residents of a broader demographic, motivated by a range of workplaces, community services, production and transport options. It may involve opening up segregated areas to the surrounding city and other economies. Or it could involve promoting diversity in an area by expanding the range of businesses so as to provide proximity between housing and work, expanding such options to include a broader demographic. Another aspect to consider is how the function of public places become accessible for all and how such “micro-urban” places or environments can be generated.



Winning proposal “Water walk with me” by Cyril Pavlu and Katerina Vondrova, for Trelleborg, Europan 14, themed “The Productive City”

THE PRODUCTIVE HELSINGBORG

Helsingborg's business community has long been characterised by its large industries and port operations. It is Sweden's second largest port in terms of size, next after to Gothenburg, and ferry traffic to Denmark is significant. Many important local industries were founded by the aforementioned businessmen Dunker, Olsson and Persson. The city is also home to established branches of other large companies like IKEA. Among the most well-known brands hailing from Helsingborg are Ramlösa, coffee roaster Zoégas and the rubber manufacturer and sports brand Tretorn. Second to retail, the manufacturing industry has the largest annual turnover in Helsingborg. The city's communications and distribution channels are a major driver of productivity.

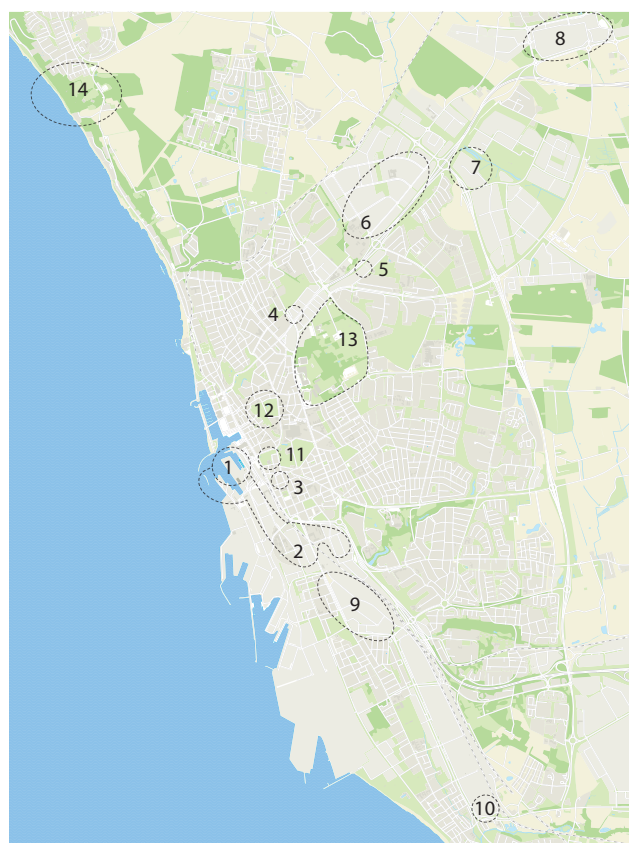
Magasin 405's has a lot to tell about the port and industry's content and activities. The port warehouse was mainly used for freight handling of imported and exported naval goods. The type of goods that used to be handled in the warehouse include copper bullions for the copper wire manufacturer Elektrokoppar and other Swedish industries; rolls of paper, various general goods; boxes and bales of all kinds. Fruits were imported, such as oranges from Israel and clementines from Morocco. Whenever Christmas approached, the warehouse would smell of the dates, figs, raisins, almonds and nuts packed in boxes and bags. Delicate cargo like tomatoes from the Canary Islands were handled with care by the stewards aboard the vessels. Apples, pears and grapes would arrive from the American west coast and South America. Helsingborg has long been an important fruit port and is still the largest import arrival port in Sweden for fresh fruit. Many goods have passed through Magasin 405 in sacks, in particular coffee destined for local roasteries such as Zoégas. The coffee was also trans-shipped to other roasteries in Sweden. Trans-shipments were usually made directly to railway wagons. During its last ten years in use, Magasin 405, served as a depository for metals.

Today, the Southern Port Harbour with Oceanpiren is no longer a vibrant cargo port as only ferry traffic operates here. Since Magasin 405 is the only warehouse preserved from the time when cargo ships docked and reloaded in the area, it is important that the building remains and is revitalised with new content — as a complement to the new residential area as well as to the nearby existing districts of Norr and Söder.

For being one of Sweden's larger expansive cities, Helsingborg is a relatively small town surfacearea-wise, where everything lies in proximity. The local geographical conditions, with ridge Landborgen and the sea close by, a metropolitan assortment exists within easy reach. Within walking distance

from Magasin 405 and the emerging Oceanhamnen lies the city library in Stadsparken, the arts centre Dunkers Kulturhus, and the city concert hall, as well as restaurants, small shops and cafés in the north part (Norr). In the south (Söder) are supermarkets such as Hemköp and ICA. Over a larger radius are building suppliers, wholesalers and discount supermarket chain Willys lie to the south-east; the new sports arena to the north-east; and Väla's entire offering — all within just a few kilometres.

An important aspect of the old port site is its direct proximity to Campus Helsingborg which in addition to education and research also houses a startup accelerator and co-working spaces used for entrepreneurs and organisations.



- | | |
|---------------------------------------|---|
| 1. Oceanpiren | 8. Väla |
| 2. H+ | 9. Building suppliers, wholesalers, grocers |
| 3. Söder, Hemköp, ICA | 10. Maxi |
| 4. Hemköp, | 11. Stadsparken |
| 5. Maxi, City Gross | 12. Kärnan-slottshagen |
| 6. Building suppliers, retail outlets | 13. Fredriksdal |
| 7. Building suppliers | 14. Sofiero |

STUDY SITE (MARKED IN RED)

Site description

Most of the study area consists of what is planned to become the Oceanhamnen and was previously mainly been used predominantly for port operations and shipbuilding. It is located by Öresund, next to Helsingborg city centre and Knutpunkten (A) and is owned by the City of Helsingborg. A number of older port warehouses and smaller brick buildings in the area have been demolished in recent years. The quays are in great need of refurbishment. There are currently no businesses active within Oceanhamnen.

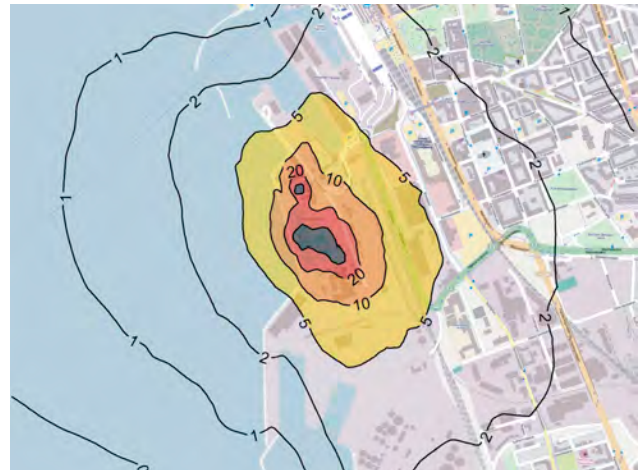
South of what becomes Oceanhamnen, along the waterline, lies a sewage treatment plant (B). The treatment plant will remain but will be serviced by diverting the air through a 120-metre high existing chimney to minimise the unpleasant odour which the plant currently releases into the surroundings. The quay in front of the plant is to be opened up and a few basins will be overbuilt. However, the area will continue to be part of the sewage treatment area, which will mean that public access will be restricted.

Beyond the sewage treatment plant to the southwest, Västhamnspiren ('the West Harbor Pier') extends out into the strait. A sports fishing association has its base on the pier; this is the port harbour area's fishing spot.

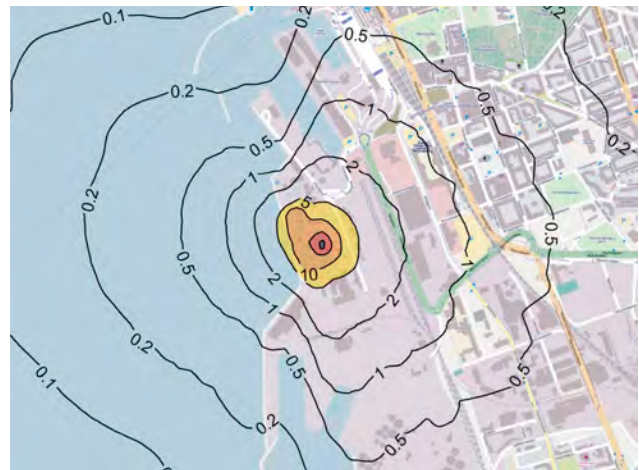
At Oslopiren, west of Oceanhamnen, the temporary initiative "#pixlapiren" is located. The pier is divided into 10 x 10-metre squares. The idea is to allow the community to borrow a box, or a "pixel", for an activity. The locals fill #pixlapiren with content, and just like the city, the place changes and generates a mix of events, stories and developments. The #pixlapiren project has had a wide appeal to students, skaters, electric car constructors and picnickers from neighbouring Söder, as well from other areas in the city.

In the study area, the ferries depart from Helsingborg to Helsingör (D), with the vehicle marshalling area (E) acting as a barrier between the upcoming Oceanhamnen and the city. The barrier is also enhanced by the southbound train track area. An important future connection between Oceanhamnen and the centre will be the planned pedestrian and cycle bridge (F) that lands right next to the ferry berth behind Knutpunkten. The pedestrian connection to Söder will run via the existing bridge over Malmöleden (G) which ends up adjoining to Campus Helsingborg (H). The plans for Oceanhamnen include a pedestrian and cycle path that will be built north of the Terminalrondellen (I) ('The Terminal Roundabout') and further up towards Oceanhamnen, past the warehouse. Today there is no clear orientation for pedestrians in the area, which is for the most part a construction site.

Currently, the area around the ferry berth and the



Odour emission, sewage treatment plant - current situation



Odour emission, sewage treatment plant - diversion via 120-metre high chimney

vehicle marshalling area is of great importance to Helsingborg, but a future tunnel over to Denmark may affect the area's significance. The vicinal impact of the ferries, with regards to noise and exhaust fumes generated, has been reduced significantly following a transfer to alternative electric fuelling; the climate around the ferries is much better today.

The proximity to the sea presents, beyond the view, difficult wind conditions and the need for adaptation to future sea level elevations. New construction is planned to a spot height of +3.5 metres above sea level. The quay around the warehouse will be raised to this level, but the building's existing ground floor is 1.5 meters below this. The area lacks a park that adheres to the definition of a 'nearby park' ("närpark") stipulated by the city's Green Structure Programme ("Grönstrukturprogram"). A 'nearby park' should constitute one hectare at the least. Varvsparken in the old dock will be 0.4 hectares. 'Nearby parks' provide residents with a safe place to meet and socialise, play, organise activities or walk dogs — and these need to exist within 300 meters walking distance. Quay paths and residential yards will be areas of importance to the neighbourhood.



A. Knutpunkten ('The Node')
 B. Sewage treatment plant
 C. Oslopiren

D. Ferry berth
 E. Vehicle Marshalling Area
 F. New pedestrian and cycle bridge

G. Existing bridge
 H. Campus Helsingborg
 I. Terminalrondellen ('The Terminal Roundabout')
 J. New channel

K. Marina
 L. Redaregatan
 M. New pre-school
 N. New sports facility
 O. Kiosk

Upcoming phase:

P. Varvsparken
 Q. See page 16
 R. See page 16
 S. See page 16
 T. Proposed new island

The city's vision and strategic goals for the area

Oceanhamnen includes several different plan areas where the detailed planning work differs in terms of progress phase.

FIRST PHASE

The large pier, which is closest to the vehicle marshalling area and the city centre, will be divided by a new channel (J) traversing the pier, turning half of the pier into an island. The new channel makes a new marina (K) possible in the southern harbour basin by creating access to it. The small boats cannot reach the harbour basin by passing the ferry berth used by the Danish boats. The built-up area on the current pier will be of a quarter grid plan structure, mainly consisting of housing units and three slightly larger office buildings at the far end of the ferry terminal, towards the quay below Knutpunkten. The taller office buildings shield against the noise of the ferry berth. The attractive location can be assumed to appeal to offices of more exclusive kind; World Trade Center and a hotel are among entities to be established within the office complex. This part of the quay is reinforced against collision.

Smaller shopping complexes housed on the ground-levels of the forthcoming residential quarters will complement urban life on streets and quays. In these locations, public activities such as trade, service and restaurants are encouraged.

A central city street, Redaregatan (L), connects Oceanhamnen with the city's traffic network. The same street also forms a spine from which the storm water is led in two directions to the quays, potentially via smaller purification surfaces along Redaregatan, to then be led out into the water. Parking is arranged underground in a parking garage with waterproof walls. The quays will be drivable, but motor traffic will mainly be confined to Redaregatan.

In the first quarter south of the new canal, there is a residential block with a small shopping centre on its ground floor, to the western edge of the quay. A park in the extension of the southern harbour basin marks the beginning of the so-called blue-green stretch (see Green Structure p. 10). Also being built south of the canal is a three-storey independent pre-school (M) and, closest to the vehicle marshalling area, a sports facility (N). Near the quay, in the innermost part of the southern harbour basin, will be a pavilion for a café, restaurant or kiosk (O).

The old dry dock in the area's eastern part must be preserved and protected as a cultural-historical monument. The dry dock, used to load ships onto a dry platform for maintenance and repair, is an important carrier of history, providing an understanding of how the area was used previously. After having been partly rebuilt and filled up with soil, the dock will be used as a park, Varvsparken (P). The dock's concrete structure must be visible within

at least a quarter of its length. The seawater should be able to enter the outer part of the dock towards its outfall. The remaining sides of the dock should be decipherable from ground within the park area. Next to the dry dock, the area's only preserved crane should stand on the trolley tracks found on the piers by the dock. Re-purposing this crane is part of the competition task.

The detailed development plans for the area north and south of the canal and the park at the dry dock have gained legal force and will be the first areas to be built within Oceanhamnen.

MAGASIN 405

Central to Oceanhamnen is the project site featuring the preserved old warehouse. The decision to let Magasin 405 remain within Oceanhamnen has affected what is being developed on site. This is not least visible in the design of the residential area directly north of the warehouse.

The area north of the competition site is planned to be finalised by 2022. There are plans for a new city fair and expo, H22, as an extension of the city's previous exhibitions H55 and H99. Magasin 405 will be a central building during the exhibition, but this is only a sub-goal, or rather, one part of the development process. The name H22 alludes to the city's previous exhibitions H55 and H99.

FORTHCOMING PHASES

In the neighbourhood south of Magasin 405, there are plans for housing units and a parking garage with grocery retail (Q). Also planned is an upper secondary school, alternatively an office building (R) and a bath house (S) at Redaregatans approach route to the area. In this area, the detailed development planning work has been initiated.

The western pier, Oslopiren, and the new proposed island (T) between the two piers come later in the detailed planning work, but the point of departure remains the same here too — with raised quays, residential buildings with enclosed green courtyards and a channel through the pier.



Residential quarters with Magasin 405 illustrated as a white volume to the right. Illustration: Veidekke Bostad with Kjellander Sjöberg architects



Aerial view of the study and project sites with illustrated volumes for the first construction phase in Oceanhamnen



Future quays, illustration Krook and Tjäder

PROJECT SITE (MARKED IN YELLOW)

Magasin 405, which was designed by Professor HJ Granholm and built in 1945, is the only building preserved from the old port operations on the pier. It differs from the other demolished warehouses, being larger and several storeys high. Its maroon, local "Helsingborg brick" was integral to its preservation status. The warehouse was previously used as a storeroom. All of the goods arriving to the port harbour that required storage was loaded here. All balconies are loading docks, and previously there existed a quay at the rear of the building, one metre above ground. Contaminations have been found in the ground underneath the building.

The area is subject to noise from the port operations to the south of the plan area and from the vehicle marshalling area in the east. Tall buildings that become potentially unshielded at the project site would become exposed to noise — this factor should be taken into account by competition entrants.

The old preserved crane next to the dry dock is also included project site. Together, the warehouse and crane constitute historic traces of port buildings in the area and of the previously vibrant activity on the quays, when ships were loaded and unloaded. The warehouse and the crane tell a story of the area and will continue to carry the legacy throughout the area's transformation. One should be able to feel that the harbour environment is familiar. The re-use of what can be preserved is of great importance.

Planning work is underway for the block within Oceanhamnen where Magasin 405 is located. On the eastern side of the neighbourhood, towards Redaregatan and its two perpendicular streets, the plot should preferably be used for housing developments — read more about this under the section "Competition task". Previously there have been illustrated plans for townhouses with narrow gardens on this plot. Building four-storey housing units is also a possibility. Content and the number of floors are considered undetermined by the city, these elements are to be assessed in the competition proposal for European 15. Likewise, the use of the warehouse as an office has been studied, but it does not necessarily have to constitute the point of departure in this competition.



The crane



Magasin 405



Magasin 405



Aerial photo with the competition area highlighted in yellow



Aerial photo with the competition area highlighted in yellow

Noise

Noise simulations showing the sound environment at the project site have been produced to show traffic and industrial noise (see diagrams A and B as well as appendices 1 and 2). The simulations are based on the existing warehouse as a volume, with a fictitious added volume on top of the southern section. In the eastern part of the neighbourhood facing Redaregatan, the simulation is based on a fictitious volume for a residential block.

NOISE FROM ROADS AND RAILWAYS

Simulations of traffic noise have been calculated on forecast traffic within the area and the rail traffic on Väst kustbanan ('West Coast Line') year 2040, together with the maximum level of traffic permitted in the vehicle marshalling area.

The noise from traffic in the area is within acceptable levels. By the residential quarter's façade towards Redaregatan, the average sound level is between 56–58 dBA, with the highest levels estimated at the lower floors. Towards the crossroads, the average sound level is 52–55 dBA. The average sound level at the warehouse's façades facing the crossroads measures between 50–52 dBA, while the sound level at the façade of the fictitious added volume, on top of the southern part of the warehouse, is just under 50 dBA. The maximum noise levels at the residential quarter's façade is 78–84 dBA along Redaregatan, and between 74–78 dBA along the crossroads. At the façade of the warehouse facing the crossroads, the maximum sound levels are between 69–77 dBA, and at the façades of a theoretical extension measure 65–67 dBA.

Regulation on traffic noise at residential buildings stipulates that at least half of rooms in housing units, where traffic noise level exceeds 60 dBA average at the façade, should face a quieter side where 55 dBA average sound level is not exceeded at the façade; and where 70 dBA maximum sound level is not exceeded at night, e.g. facing a residential courtyard with surrounding structures. For a housing unit 35 sqm and under, the equivalent sound level at the façade should not exceed 65 dBA. At a patio adjacent to a building, the sound level should not exceed 50 dBA average level and 70 dBA maximum level respectively.

INDUSTRIAL NOISE - NOISE FROM PORT OPERATIONS

The plan area is located in direct proximity to the port of Helsingborg, which produces various noise pollution. The port operations are defined as industry, respectively port and ferry operation noise is classified as industrial noise (Swedish: "industribuller"). However, the noise from the vehicle marshalling area falls under 'traffic noise' ("trafikbuller").

Of the directly port-related operations, Kombiterminalen is closest to Oceanhamnen. The activity within Kombiterminalen primarily

involves the transfer of containers, causing mainly momentary sounds. In terms of noise, ferry operations are classified as "Soft Port" and Västhamnen and Kombiterminalen as "Hard Port". The simulation of noise from the port operations shows that the residential development facing Redaregatan can mainly withstand an acceptable noise level without adaptations to the built-up area.

At the top floors of the residential building, however, the maximum sound level is between 56–58 dBA on both façades; this may require construction engineering solutions. At the warehouse façades to the west, the average sound level is slightly elevated at night, between 46–47 dBA, and at the western façade of a possible added volume, the equivalent sound level is 48 dBA in the evening. At night, the maximum sound levels are between 56–59 dBA at the western façade of an annex to the warehouse, where the highest value is estimated at the added fourth and top floor. Subsequently, housing units in this location must be designed so that at least half of the rooms have access to a silent/sound-proofed side, possibly using constructional engineering measures.

According to guidelines on industrial and other business-related noise levels from Boverket, the National Board of Housing, Building and Planning, residential developments should be acceptable at average sound levels up to 60 dBA daytime; 55 dBA evening time; and 50 dBA night time, provided that the built-up area has access to a silent/sound-proofed side and that the buildings are adapted using noise-limiting measures. Maximum sound levels above 55 dBA should not be heard at night on the silent/sound-proofed side.

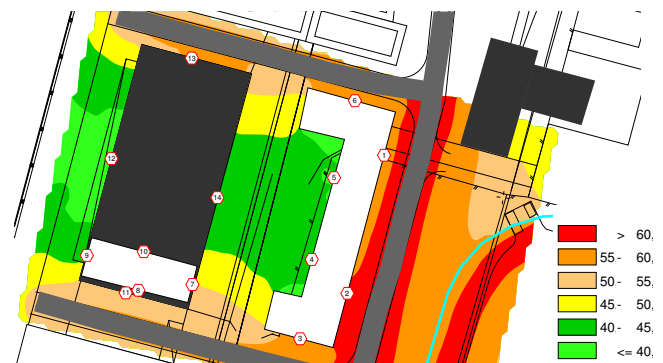


Figure A – Traffic noise from road and rail

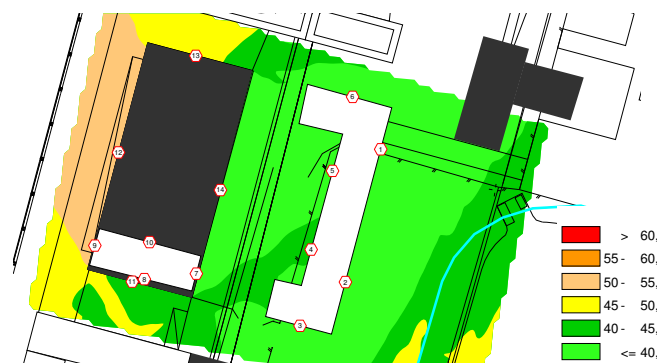


Figure B - Noise from port operations

COMPETITION TASK

The competition proposal should show how the plot can be developed and built and contribute to a vibrant and productive urban environment. The proposal for Magasin 405 should show the building's potential as a basis for ensuring its re-use. The proposal should correspond to a number of identified components and relate to two phases. The first phase: as part of the city exhibition H22, 2022. The second phase: as a final proposal. One fundamental question of the competition asks how the port's heritage — embodied in the form of the warehouse Magasin 405 and the crane — can be re-used and re-designed to generate a creative and egalitarian meeting place for a variety of end users in the city?

The competition proposal should propose a use of the project site as a whole, and of the warehouse and the crane. The proposed use should be a complement Oceanhamnen as well as the city centre with the two neighbouring districts Norr and Söder. The building should bring the neighbourhood, and the city as a whole, something that is not already in place or planned.

The proposal should offer environments that stimulate creativity and generate exciting and unexpected ideas. The proposal should attract people of different backgrounds, ethnicity and age groups, and meet everyday service needs. The environments should also provide conditions for self-starting initiatives, and contribute to a culture of creativity.

The proposal components are to:

- Utilise Magasin 405 and re-design the building for new, proposed content.
- Utilise the crane and re-design it for new, proposed content.
- Add housing units within the project site.
- Provide parking solutions for residents and businesses within the project site.

Magasin 405

The task is to develop Magasin 405 as an attractive meeting place with a public programme that will contribute to a vibrant and productive urban environment. The competition task involves the proposal of a future use of the building through content and design. The existing building can be re-designed, extended, or built upon, but there is a prerequisite demand that the building is not to be completely demolished. The proposal should show the building's potential and clearly manifest its significance as a carrier of history. The existing warehouse should be recognizable in the proposal, but can be adaptable as a volume. In a first phase of the wider process towards finalising the long-term use for the building, the competition proposal should also illustrate its role during the housing exhibition H22.

A requirement stipulated by the city is that the western front of the warehouse's ground floor be public to whatever extent the floor is not used for complementary commercial spaces. The proposal should ensure good lighting conditions in the, presently, deep building volume.

The task is permeated by sustainability considerations and the utilisation of existing resources — not only through the re-purposing of what is currently an abandoned building, but also through its importance in representing the entire



The project site is marked in yellow

TASK

port area's history in general. Magazine 405 is to be created as a public node equally appealing to people from different parts of the city, from different backgrounds and social strata — but the activity there is also expected to shed its light on the area in general.

Ground

The ground beneath the building is contaminated and needs to be remedied or alternatively addressed, in another appropriate solution, by the competition proposal. The foundation is an uninsulated, thin concrete slab on piles. The stormwater in the rest of the area is directed, without much delay, out to sea. Entrants are welcome to present alternative solutions for managing stormwater at this site. The ground must be prepared for being inundated by seawater from flooding or large waves, and should therefore not have any loose parts that risk being washed away.

Noise

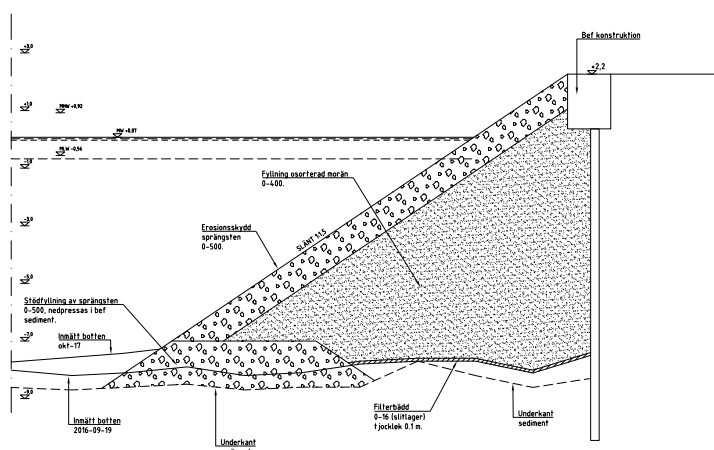
The proposal should take into account noise generated by traffic, rail and port operations. Building heights and locations for each activity and content should be studied based on the noise conditions described.

The quay

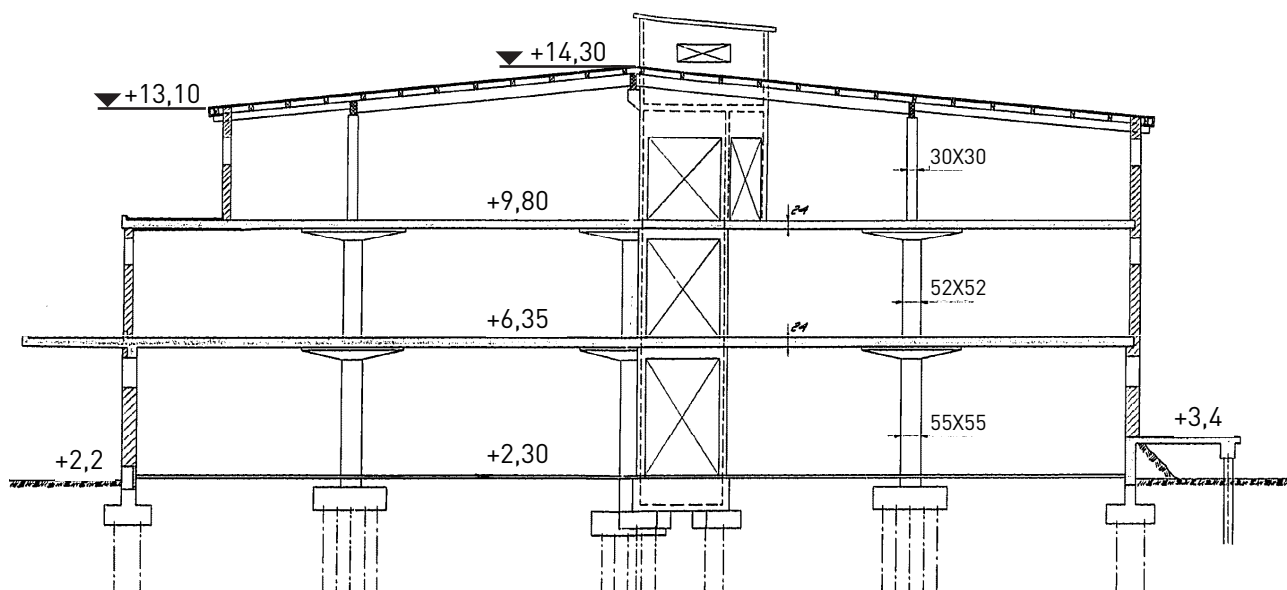
The competition proposal should present its approach to managing the planned raising of the quay, and the existing lower level of the warehouse as a reminder of the time when it served as part of an active cargo port prior to the impact of climate change. The building is located at +2.2 metres above

sea level and the surrounding quays are to be raised to +3.5 metres. The quay in front of the warehouse should be drivable by commercial traffic. The main car traffic is, as in the rest of the area, mostly limited to Redaregatan. The quay in front of the warehouse is now reinforced with a slope out into the water.

This is a measure already implemented and an adaptation to future construction; the idea has been to then cover the slope with a wooden pier along the quay. The competition proposal may suggest alternative ways of tackling the quay but it needs to relate to, and weigh the benefits against the work that has already been done. The quay in front of the warehouse is not yet elevated to the future levels. The area in front of Magasin 405, towards the quay, is suited to public life. The competition proposal should show how the area is made active.



Section through the quay with the reinforced slope



Cross-section Magazine 405

Housing units

The proposal includes studying the current plot conditions to inform a use of the entire marked project site, with, for example, housing units east of the warehouse. Point of access is via Redaregatan and its two crossroads. The number of floors and the location of housing units within the project site is up to entrants to examine. In regards to housing units, the proposal should illustrate the designs, quantity and types of housing; how they relate to the warehouse, to the neighbourhood in general and any other programmes proposed, for example in ground floors.

Parking

For housing units, as well as new businesses located in the warehouse — parking solutions within the competition area must abide to the 'parking norm' ("parkeringsnorm", see Appendix 3). This applies to both bicycle and car parking. Car pools or other measures that influence car ownership, may affect the assessment of parking demand, so that a reduced number of parking spaces can be used. Parking in the neighbourhood may be allocated in basements one level underground. Parking should be provided so that residents can choose to walk, bike or take public transport to their places of work, leaving the car at home. From this perspective, the bicycle is to be a more accessible option than one's privately owned car.

The crane "Kranen"

The proposal should illustrate one way of re-using the crane at the old dock - both on a temporary basis for H22 as well as permanently thereafter. The crane currently stands at the lower existing quay height (+2.2). Once the park in the dock is completed, the crane is to be lifted, to a higher level (+3.5), onto the trolley tracks of the new quay. It is the city's wish that the crane should house public activities, which requires facilitating measures. The proposal should illustrate how the crane is made accessible by elevator. It should also propose possible public activities. On top of the crane's legs is a blue wooden construction. It is the crane's engine room of 33 sqm. The engine room may be emptied so that the entire space can be used, but in the blue shell, only careful changes are to be made so that the historical appearance remains noticeable. The crane is not functional or in use today. Drawings of the crane are not included in the files attached to the competition brief, but proposals should be based on the image material presented.

Expo H22

During the City Fair H22, visitors will be able to explore the new neighbourhood, the urban archipelago Oceanhamnen, and ready-made show flats. H22 becomes a milestone in the wider project of Oceanhamnen, as the area north of Magasin 405 is to be ready for the city fair, work will proceed with the remaining parts, to the south and west of Oceanhamnen. H22 also becomes a milestone for Magasin 405 and the crane. The proposal should illustrate a use for the warehouse and the crane under H22. This can mean an exhibition proposal, a use for them in an alternative way as part of a wider process towards a finalised, sustainable re-use of the buildings.

Using H22, the proposal can describe a process, but the city wants to see concrete ideas of how this is to be embodied with the additions and changes proposed. A process-oriented proposal should still address the question of design and do so in an appealing and interesting way.

General

Competition entrants should describe how the competition proposal relates to the European 15 theme of "the productive city"; how it develops the area's character to this theme, as well as what elements of the proposal are unique or innovative. The proposal should illustrate how it complements nearby emerging neighbourhoods; how it testifies to the port and buildings' history; and how it links the new area to existing neighbourhoods through content and design.

The competition proposal should show overall design and details using relevant presentation techniques, in relevant scales. Above all, the three submitted A1 panels will be used in the assessment, both digitally and printed in original size. It is important that the panels quickly and clearly communicate their content to the assessment team, with a well thought-out structure and readable content.

Suggested materials for the contest proposal: study site plan (site marked out in red); project site plan (site marked out in yellow); view from above based on aerial photo; ground-level perspectives; quay and street sections, an account of the warehouse, the crane and housing types in plans or façades or development axonometry. A brief presentational text to accompany the panels and a separate, in-depth text should be submitted.

GENERAL

Submission requirements

Below are abridged submission guidelines — please visit European Europe's website to read the submission requirements and competition rules in their entirety.

Proposals should consist of panels and a text. The panels should be three in A1 (594 x 841 mm) portrait format. The content should — in drawings, images and text — explain how the proposal relates to the site's needs and to the theme of "The Productive City", and how the proposal's architectural values relate to context and surrounding environment. The content should include a three-dimensional representation of the proposal (for example in perspective, photo montage or model photography). The accompanying text should be a maximum of four A4 pages long and present the proposal ideas, as well as a suggested process of implementation (for example, transforming the plot in a certain order).

JURY

European 15 jury

Members of the competition jury:



- Karin Ahlzén, SE (chairman of jury)
- Project Director for "Fokus Skärholmen", City of Stockholm
- Stockholm, Sweden



- Christer Larsson, SE
- Director of City Planning, City of Malmö
- Malmö, Sweden



- Helena Tallius Myhrman, SE
- City architect of Gävle
- Gävle, Sweden



- Dagur Eggertsson, NO
- Founding architect of Rintala Eggertsson
- Oslo, Norway

Competition timeline and dates of importance:

180318 The competition opens. All competition sites are presented. Registration and download of complete competition documents starts.

Launch event, with lectures and presentations. See European Sweden's website.

190509 Site visit with site representatives (pre-registration to info@europan.se required).

190614 Last date for competition questions.

190628 Last date for answers to competition questions.

190728 Last day for submitting competition entries.

191202 Competition results and winners are published.



- Jenni Reuter, FI
- Professor at Aalto-university
- Helsinki, Finland



- Mia Hägg, SE
- Founding architect of Habiter Autrement
- Ticino, Switzerland



- Erik Wingquist, SE
- 3rd year programme director at KTH
- Stockholm, Sweden

Substitutes:

- Per Kraft,
- Founding architect of 2BK (Earlier running the secretariat for European Sweden)
- Stockholm, Sweden
- Martin Berg
- Winner E14 in Narvik, NO
- Stockholm, Sweden

REFERENCES

About the European competition

European Europe. This includes rules for the the competition:

– <https://www.european-europe.eu>

European Sweden:

– <http://european.se>

Instagram account for European Europe. Lots of previous winners and examples:

– https://www.instagram.com/european_europe/

Instagram account for European Sweden:

– <https://www.instagram.com/europansweden/>

About Helsingborg

Helsingborg municipality:

– <https://helsingborg.se/>

Historical map:

– <https://kartor.eniro.se/?c=56.044743,12.694005&z=14&l=historic&q=%22Helsingborg%22;150;geo>

H+ Helsingborg:

– <https://hplus.helsingborg.se>

Helsingborg Wikipedia:

– <https://sv.wikipedia.org/wiki/Helsingborg>

Öresund region Wikipedia:

– <https://sv.wikipedia.org/wiki/Öresundsregionen>

Helsingborg harbor Wikipedia:

– https://sv.wikipedia.org/wiki/Helsingborgs_hamn

H55 Wikipedia:

– <https://sv.wikipedia.org/wiki/H55-utställningen>

H99 Wikipedia:

– <https://sv.wikipedia.org/wiki/H99>

Helsingborg's city lexicon:

– <https://stadslexikon.helsingborg.se/>

About Helsingborg / Helsingör

Helsingborg – Helsingör HH-leden

<https://sv.wikipedia.org/wiki/HH-leden>

Helsingör Kulturvaerftet

<https://helsbib.dk/bibliotek/kulturvaerftet>

Helsingör Museet for Søfart

<https://mfs.dk/>

Relevant laws and regulations

Accessibility:

– <https://www.boverket.se/sv/byggande/tillganglighet--bostadsutformning/tillganglighet/>

Noise:

– <https://www.boverket.se/sv/PBL-kunskapsbanken/planering/detaljplan/temadelar-detaljplan/buller-vid-detaljplanering/regler-och-riktvar-den-for-buller/>

BBR, the Swedish National Board of Housing, Building and Planning's building regulations:

– https://www.boverket.se/contentassets/a9a584aa-0e564c8998d079d752f6b76d/konsoliderad_bbr_2011-6.pdf

BBR in English:

(from 2016, not the latest version)

– <https://www.boverket.se/globalassets/publikationer/dokument/2016/boverkets-building-regulations--mandatory-provisions-and-general-recommendations-bbr-23.pdf>

Swedish - English Glossary

– <https://www.boverket.se/globalassets/publikationer/dokument/2016/ordlista-glossary-pbl-och-pbf.pdf>

About European

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EUROPAN SWEDEN

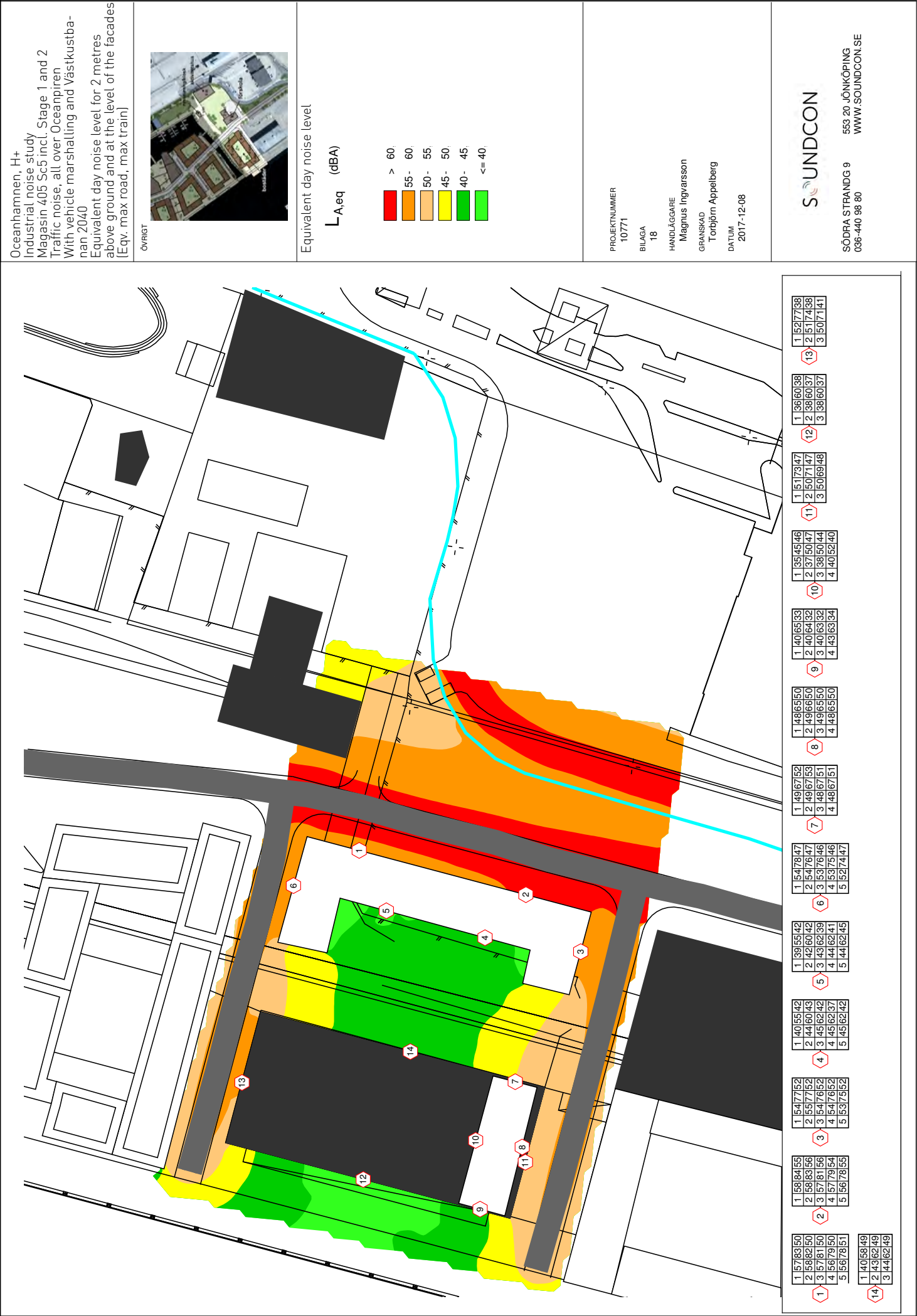


**The Swedish European Secretariat is
run by:**

Carolina Wikström and Frida Öster
through Asante Architecture & Design.
Europan 15 is under the auspices of
Architects Sweden.

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ARCHITECTURE & DESIGN

Sveriges Arkitekter



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APPENDIX 2



HOUSING	Parking standard for bicycles (Amount of bike parking spaces / housing unit)	Parking standard for cars (Amount of parking spaces/ housing unit)	
		Residents	Visitors
One-family houses		2	-
Two- and multi-family house			
max 35 m	1	0,1	-
max 65 m	1,5	0,3	0,1
max 120 m	2	0,6	0,1
> 120 m	2,5	0,75	0,1
Grouped housing * 1-4 "rok"		1,3	-
Grouped housing* 5 "rok"		1,5	-

*town houses

"rok": rooms and kitchen

ACTIVITIES	Parking standard for bicycles (Amount of bike parking spaces/1000m "BTA"*)	Parking standard for cars (Amount of parking spaces / 1000m "BTA"*)	
		Employees	Visitors
Office	20	7	-
Hotel	4	-	0,2/room
Industry/Warehouse	6	3	-
Commerce	-	2,5	19
Preschool	22	3	
Elementary school	30-70	3	
High school	60-80	3	

*"BTA": "bruttoarea" (gross floor
area)

