



IMMENSELY DIVERSE, UNIQUELY UNIFIED, BLUE AND GREEN, FOR EVERYONE, AND EQUIVALENT;

THE TOLERANT CITY

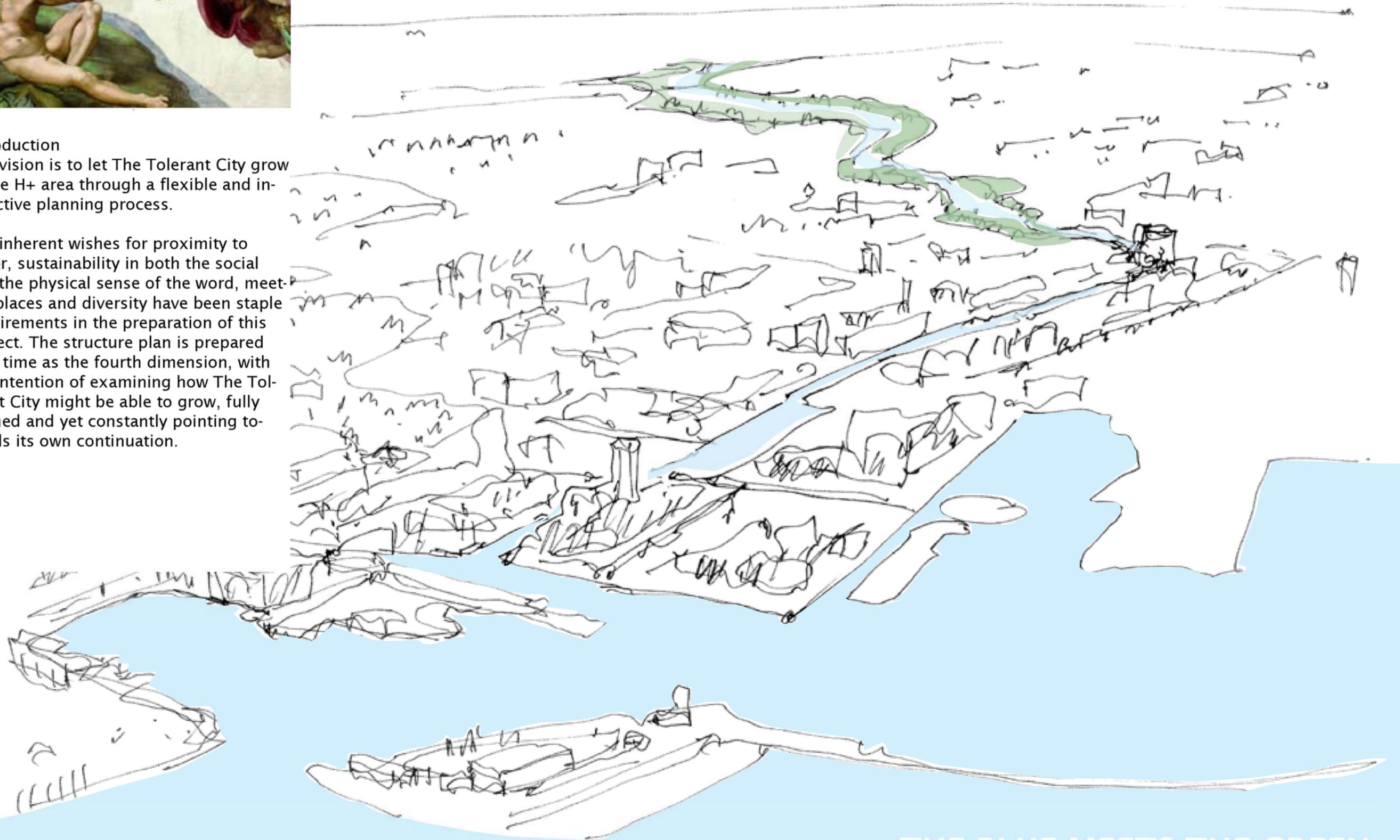
TOOLS FOR DEVELOPING THE H+ AREA



Introduction

The vision is to let The Tolerant City grow in the H+ area through a flexible and instructive planning process.

The inherent wishes for proximity to water, sustainability in both the social and the physical sense of the word, meeting places and diversity have been staple requirements in the preparation of this project. The structure plan is prepared with time as the fourth dimension, with the intention of examining how The Tolerant City might be able to grow, fully formed and yet constantly pointing towards its own continuation.

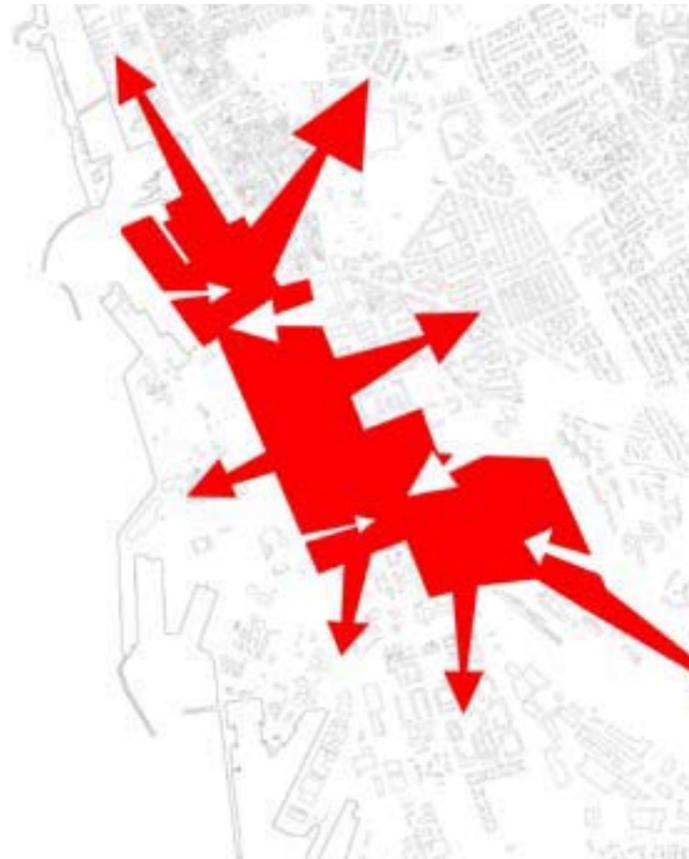


THE BLUE MEETS THE GREEN

H+ DREAM - THE IDEA



Blue meets green



Integration



Diversity

THE TOLERANT CITY

IT ORIENTS ITSELF TOWARDS THE WATERFRONT AND ATTEMPTS TO CREATE EXPERIENTIAL, PROGRAMMATIC AND SPATIAL RELATIONS AND EXCHANGES.

ATMOSPHERE

In this city there are jobs for the innovative trades and industries, with sea view,

berths for private boats, and fast connections to both digital and physical infrastructures.

Researchers, scholars and students will find residences, peaceful work environments and free space along the canals for drinking coffee to go. Perhaps the children send messages in bottles down the Gåsebäck or smoke forbidden cigarettes on the viaduct, a remnant from the time when cars dominated city life.

The motor mechanics, the skaters, the designers and the clandestine lovers also belong in The Tolerant City, where low rent, little workshops, commerce without invoices, and experimental reuse of buildings create growth areas and nonconformist milieus.

LIVE PLANNING

The dream of The Tolerant City is not just about how life in the city will be, but also about how a live planning may lead

us there. What makes the dream viable is that it is feasible and open to other dreamers. We have no intention of constructing a fixed and inflexible image, but rather a dynamic and adaptable planning tool with long-term usability.

As the backbone of this proposal, the blue meets the green in a life-giving landscape structure

THE BLUE & GREEN CONCEPT

In order to lead water back into the area, a fusion of the blue and the green finger is fashioned and a soft thoroughfare is established centrally in the area. From the north, seawater is drawn into the area through a city canal. From the south, the Gåsebäck Stream is extended into a brook through a green park zone.





I. ANALYSIS

A strategy that allows many different population segments and cultures to thrive in the region....

ANALYSIS - ORESUND REGION

THE ORESUND REGION

THE ORESUND REGION WILL IN THE YEARS TO COME INCREASINGLY ASSUME THE ROLE OF A FUNCTIONAL REGION, WITH ESCALATED INTERACTION BETWEEN ALL PARTS OF THE REGION. THIS WILL HAPPEN DUE TO BOTH LOCAL NEEDS, CAUSED BY NATURALLY INCREASED POPULATION, REGIONAL MIGRATION, AND A CERTAIN RISE IN AREA REQUIREMENTS.



Green structures



Settlements



Traffic

An aerial photograph of a coastal region, likely the Oresund region. The image shows a complex network of dark, winding waterways (fjords or inlets) that cut through a landscape of vibrant green vegetation. The water appears deep and dark, contrasting sharply with the bright green of the land. The land is densely packed with trees and shrubs, with some areas showing a mix of green and brown, possibly indicating different types of vegetation or perhaps some urban or developed areas. The overall scene is one of a rugged, natural coastal environment.

The Oresund Region must follow a multi-stringed strategy: it must create an image of a sustainable region and a competitive region appealing conditions for habitation, education, research and culture – a region of superior quality of life. It is necessary to overcome the potential contrast between the agendas of sustainability and of globalisation, and be able to unite them in what might be termed a green strategy – a strategy that permits high mobility and international connections, while at the same time precluding excessive energy consumption. A strategy that allows many different population segments and cultures to thrive in the region and its cities, while creating space for interaction between them.

ANALYSIS - HELSINGBORG

HELSINGBORG

Helsingborg is a unique city. It has an amazing ability to reconcile the discrepancy between our need for nature and space, and our pursuit of technological and industrial advancement. The Helsingborg of today, and of the future, is a city in which the natural and the man-made converge and coexist. A contemporary city. The true tolerant city.

Helsingborg is a city of dualities: natural vs industrial, medieval vs modern, water vs land, blue vs green

ANALYSIS - HELSINGBORG



Green structure and important sightlines



Blue structure

LANDSCAPE

The topography of the city is striated, built up through layers from the plateau, forest, and ravines, to the historical and medieval centre with its narrow cobbled streets that open out onto large boulevards, the functioning harbour and industrial landscape, and the sea.

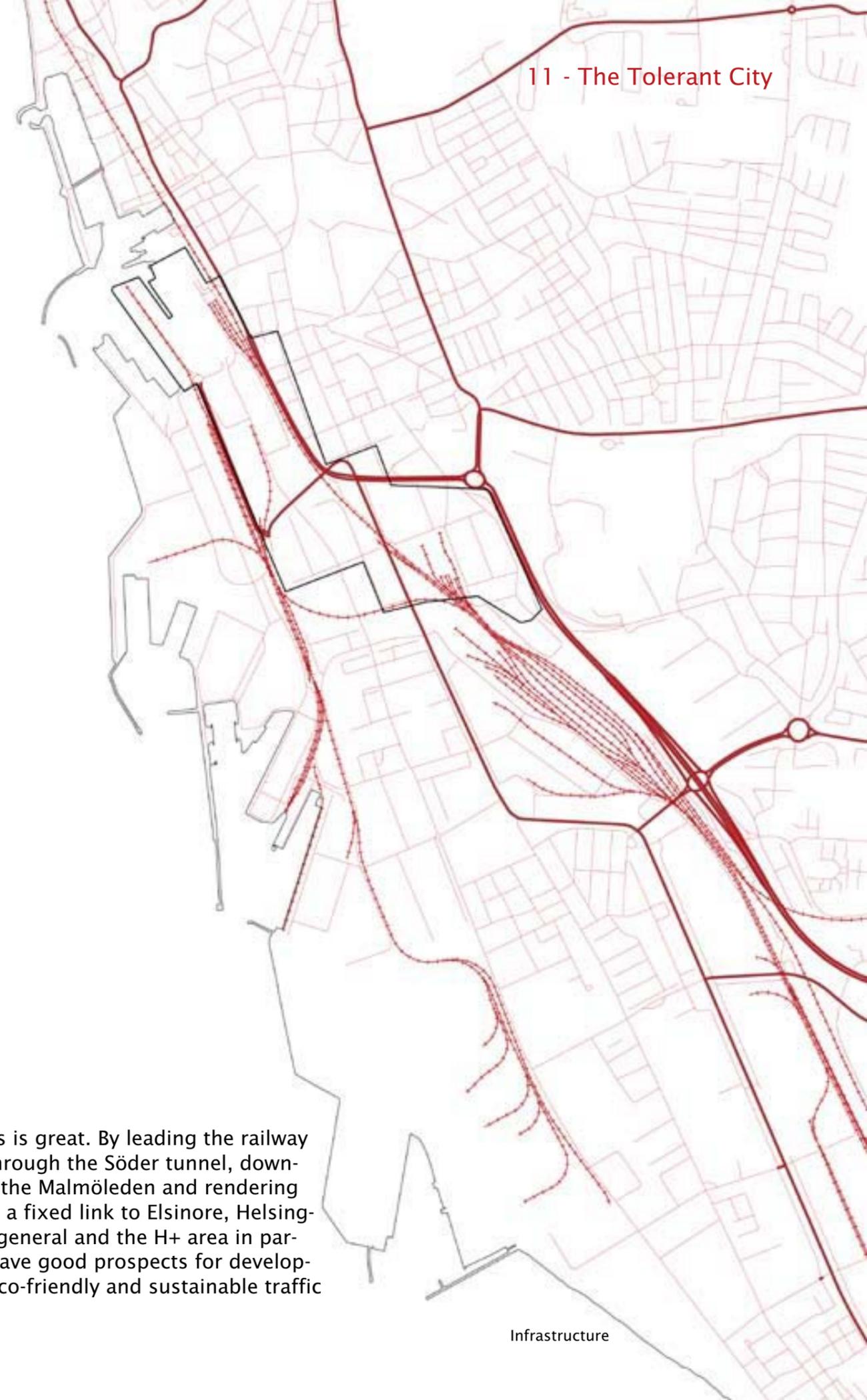
This engagement with the landscape, and especially with the sea, forms a major part of Helsingborg's character, history

and future. The functional elements of Helsingborg create a mesmerising, alternative skyline to the city.

THE TRAFFIC SITUATION

The extant traffic structure in Helsingborg is to a high degree based on car transport. Conditions for pedestrians and bicyclists are difficult, and too large a percentage of short trips are made by car. The potential for amending this state

of affairs is great. By leading the railway traffic through the Söder tunnel, downgrading the Malmöleden and rendering possible a fixed link to Elsinore, Helsingborg in general and the H+ area in particular have good prospects for developing an eco-friendly and sustainable traffic system.



11 - The Tolerant City

Infrastructure

RESIDENTIAL, HISTORICAL CITY AND INDUSTRY

The distribution of residential and industrial programs creates a barrier on the H+ site. The site is cut of from the historical city and does not link the adjacent areas.

- LEGEND**
- Industry
 - Historical buildings
 - Housing



VALUES AND POTENTIAL

The qualities of the area have been mapped and presented via an architectural, historical and functional value map, the map shows which elements, districts and aspects that are worth preserving and perhaps to award protected status; which areas that may be transformed and developed, and which areas that have no appreciable value.

1. KNUTPUNKTEN

This traffic junction is functionally speaking a building of great value to the area.

2. THE SUGAR FACTORY

Ikea occupies the old sugar factory, which is an indication of the area's productivity.

3. CAMPUS

The Campus building with its efficient utility is an important motor in the area.

4. CITY ARCHIVES

The Helsingborg city archives are placed in a distinctive and narrative building, well suited to its functional content and purpose: the safeguarding of the city's historical past.

5. THE FIRE STATION

Both the building and its function appear well-run and worthy of preservation.

6. SÖDERGATSVIADUKTEN

The viaduct appears as a basic elevated railway of forceful disposition.

7. THE HUSSARREGEMENT

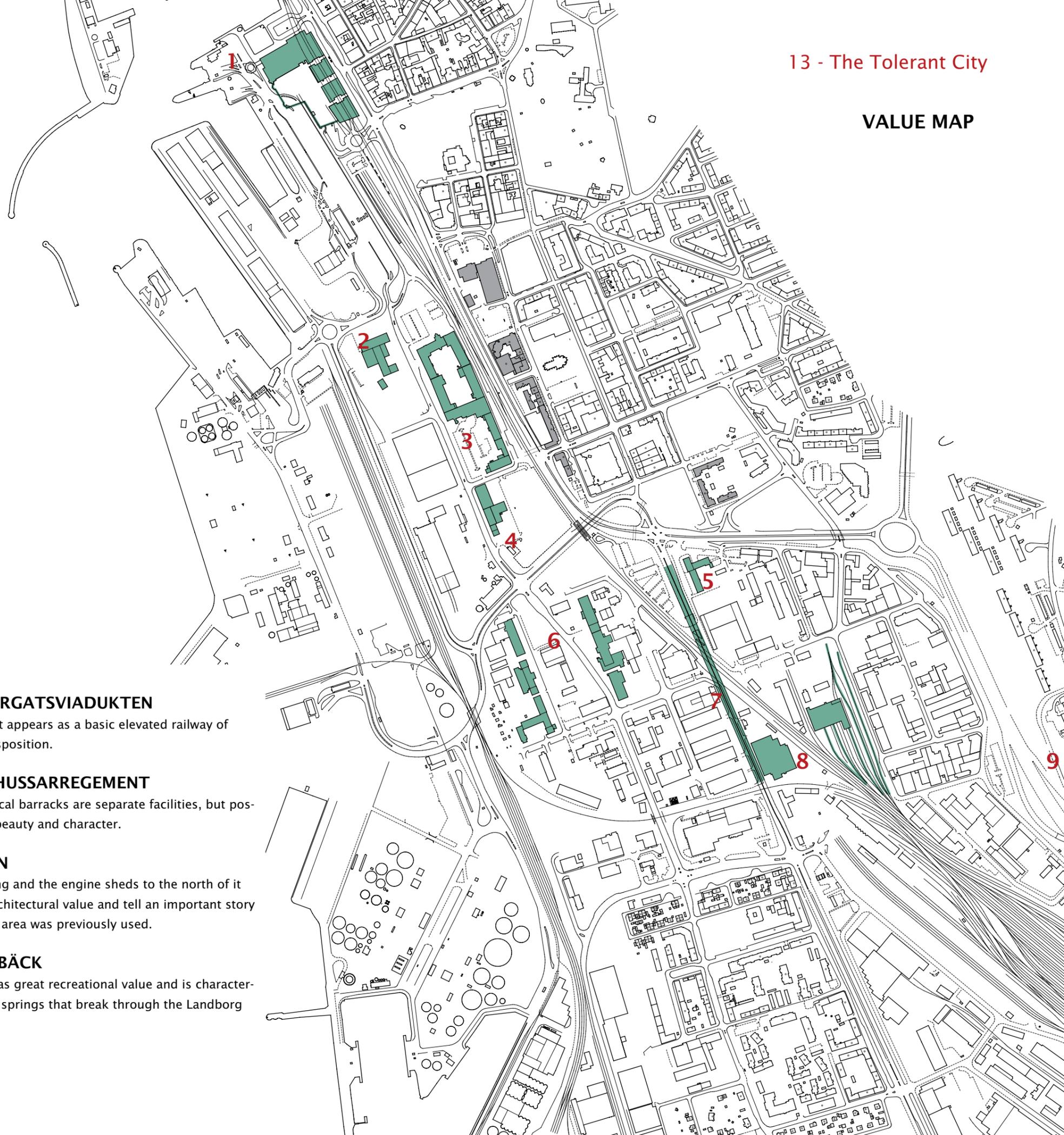
The historical barracks are separate facilities, but possessed of beauty and character.

8. JUTAN

The building and the engine sheds to the north of it possess architectural value and tell an important story of how the area was previously used.

9. GÅSEBÄCK

The area has great recreational value and is characteristic of the springs that break through the Landborg plateau.



ANALYSIS - H+ AREA

....engaging in a process of change, of learning to love what was once unloved.....

DIVERSITY

The H+ area is already a creative landscape of cultural production, and socially and culturally diverse from northern Helsingborg. H+ is at the heart of the city's dualities, where so many elements, identities and characteristics of the city come together; the industrial and the residential, views of Helsingborg's old town and views out across to Elsinore, communication hubs of high-speed networks and slow, contemplative harbour-side walks, history and heritage and the new gen-

eration on Campus. Reconfiguring the existing to create potential new properties, engaging in a process of change, of learning to love what was once unloved, discounted or disconnected.

POTENTIALS AND RISKS FROM A FINANCIAL POINT OF VIEW

The strength of the area is the coastal situation with a view of Oresund towards Elsinore, Kronborg, etc, but also its position as a "gateway to the Baltic".

In addition to this, the area benefits from relatively short distances to beautiful, peaceful and idyllic locations in Scandinavia, while still being close to a metropolis with great possibilities for shopping and amusement. The risk is a lack of momen-

tum; a protracted building process, permanent building site disadvantages and heavy traffic through the area will influence the appeal of the area in a negative direction. With a time frame of more than 25 years, a lot of both known and unknown risk factors may manifest themselves. The strategic planning and execution of the project must to the greatest possible extent take this into account.

II. STRUCTURE PLAN

STRATEGY AND FLEXIBILITY

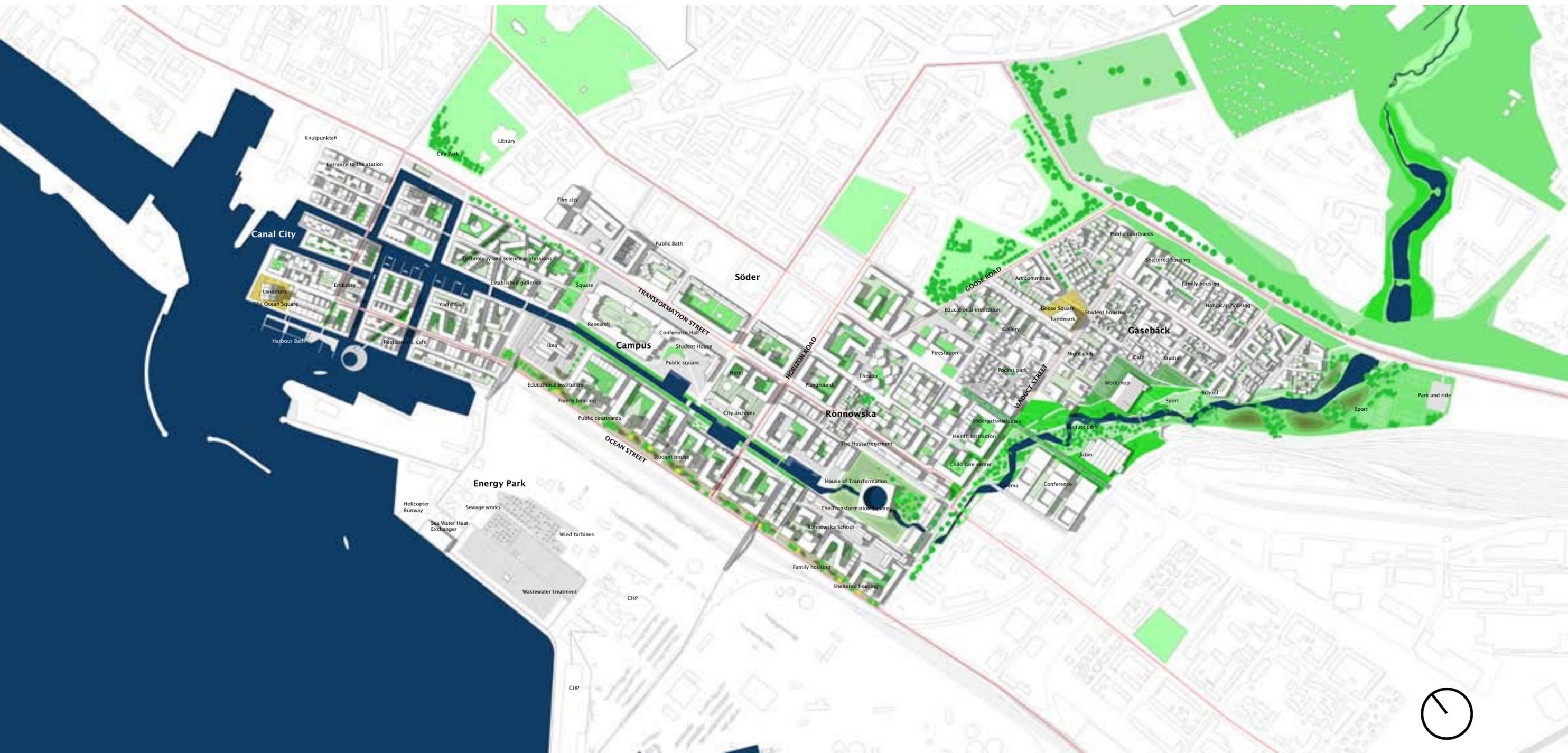
The situation, size and contrast-filled potential of the H+ area require plans with a high degree of flexibility and strategic thinking.

STRUCTUREPLAN

We perceive it as crucial that the H+ area is made to contain a number of sub-areas comprising the basis for a great variety of social and cultural settings, thereby making a unified contribution to the multiplicity of Helsingborg and the general objective of creating The Tolerant City.

Development of sub-areas with high-quality housing and offices should be given a high priority. Other sub-areas that should be encouraged include sub-areas

with conditions suited for research and learning, sub-areas for creative industries and alternative cultural activities in low-rent premises, and sub-areas containing a mix of sport activities and other urban functions. It is impossible to determine a chronological order for the establishment of these sub-areas. The order will be dependent on the conditions on the property market and the investment possibilities of the city.

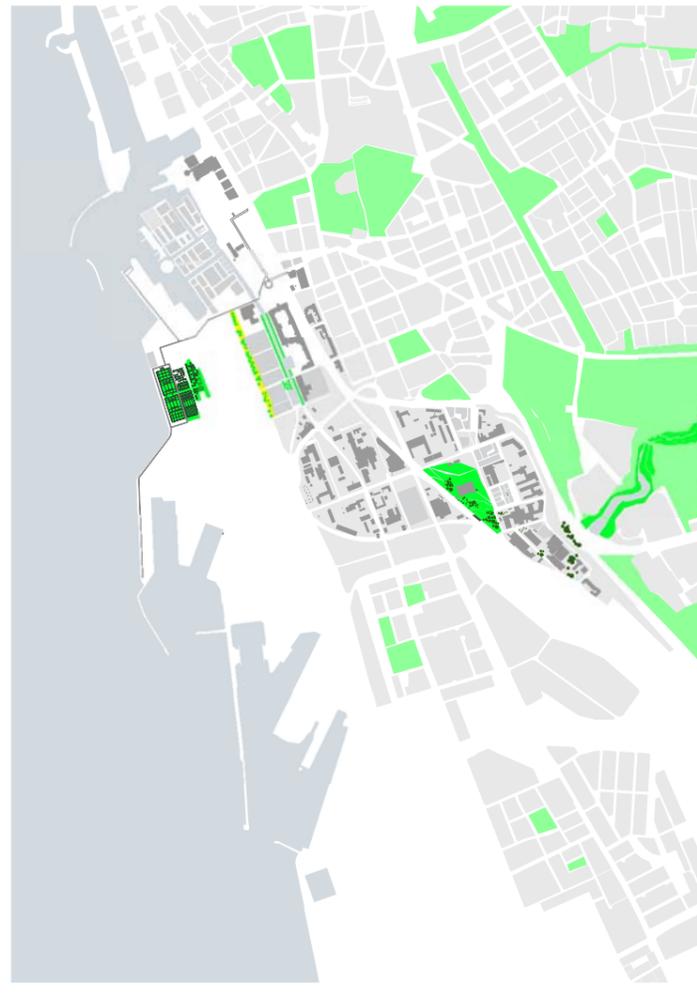


POSSIBLE STRUCTURE PHASE 1



BUILDINGS

In the first phase a total of 320.000m² is built. Mainly on the Ocean Pier and around the Campus.



LANDSCAPE

The first part of Ocean Street is created together with a park surrounding the old train depot in Gåsebäck. New canals are dug in the Ocean pier to create new and more intimate waterspaces with islands and bridges. A new energy park is created around the wastewater tanks by the harbour.



TRAFFIC

Massgodsleden is connected to the Sydhamngaten by a temporary connection leading the heavy traffic to the ferry around the H+ area. The infrastructure inside the H+ site is kept as it is today.

POSSIBLE STRUCTURE PHASE 2



BUILDINGS

In the second phase a total of 216.000m² is built. Mainly in the Rönnowska area. Small settlements are built in Gåsebäck between the old industrial sites and small commercial buildings.



LANDSCAPE

A square between the the old Hussarregiment building is created as fixpoint in the H+ development. The park around the old train depot is connected to the vegetation around the Gåsebäck Stream. The park by Ocean Street is finished.



TRAFFIC

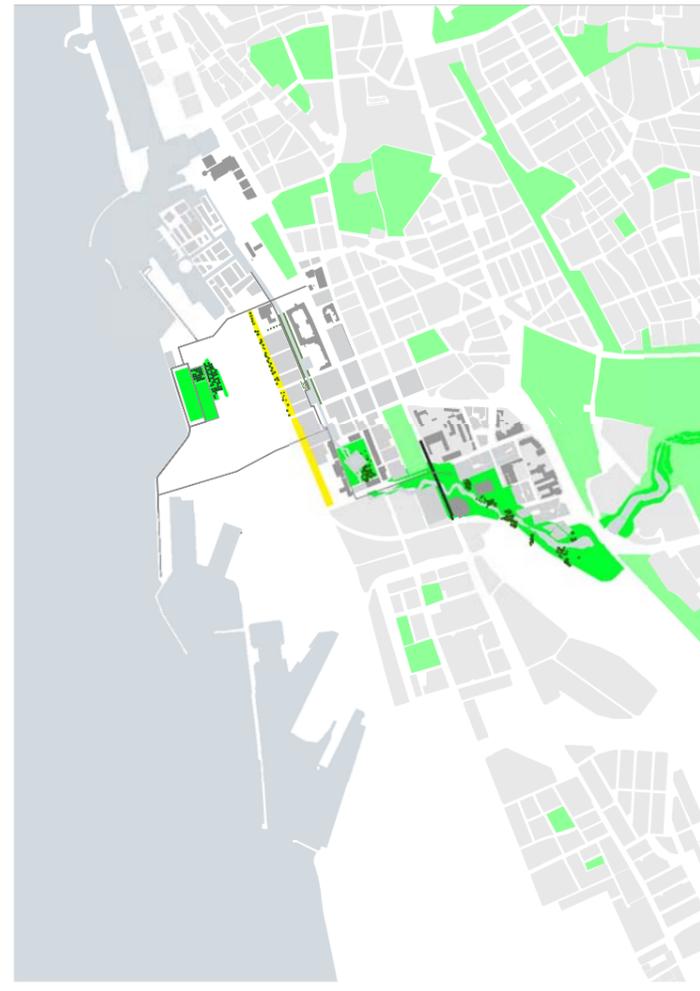
The new train tunnel is created and new internal streets are constructed around the new build areas. The temporary connection between Massgodsleden and Sydhamngaten is replaced by the new Ocean Street.

POSSIBLE STRUCTURE PHASE 3



BUILDINGS

In the third phase a total of 89.000 m² is built connecting Söder with the area around the Campus.



LANDSCAPE

The park around the train depot is connected to the transformation square in Rönovska completing the green and blue connection. A temporary green area is replacing the old train yard.



TRAFFIC

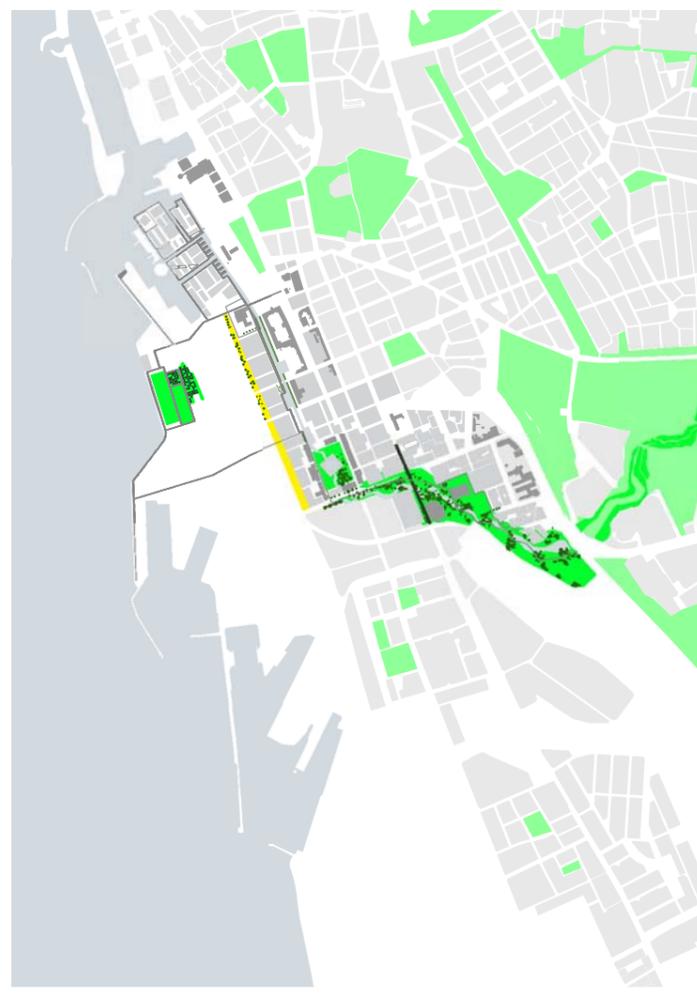
Malmöleden is reestablished as a new two lane street partly closed as a bus street and redirecting the traffic to the new Ocean Street and Gasverksgaten. The train platform by Knutpunkten is opened up and extended.

POSSIBLE STRUCTURE PHASE 4



BUILDINGS

In the fourth phase a total of 100.000 m² is build on top of the old train tracks and around the fire station in Gäsebäck.



LANDSCAPE

The old Södergatan bridge is recreated as a new elevated park on top of the new Viaduct Park.



TRAFFIC

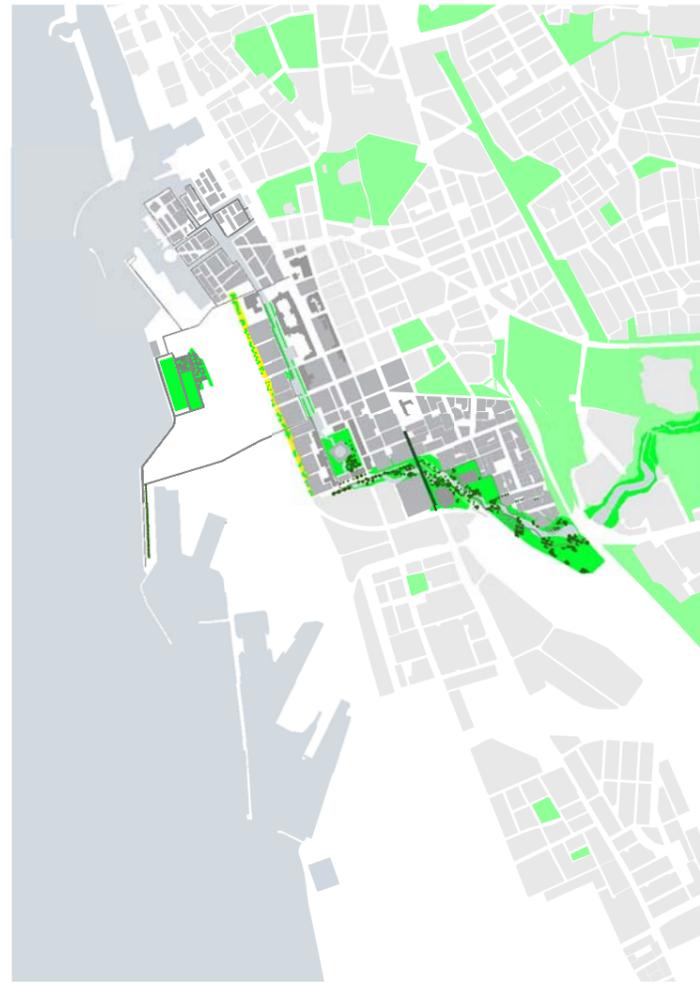
New local streets mainly for pedestrians and bikes are created around the new developments.

POSSIBLE STRUCTURE PHASE 5



BUILDINGS

In the fifth phase a total of 216.000 m² is built finishing the Canal City by the ferry terminal connecting this part to the historical Helsingborg. The redirecting of Malmöleden leaves room for developing the remaining areas in Gåsebäck.



LANDSCAPE

New recreational green routes are made. Connecting the H+ area with the parks and green sites in and around Helsingborg.



TRAFFIC

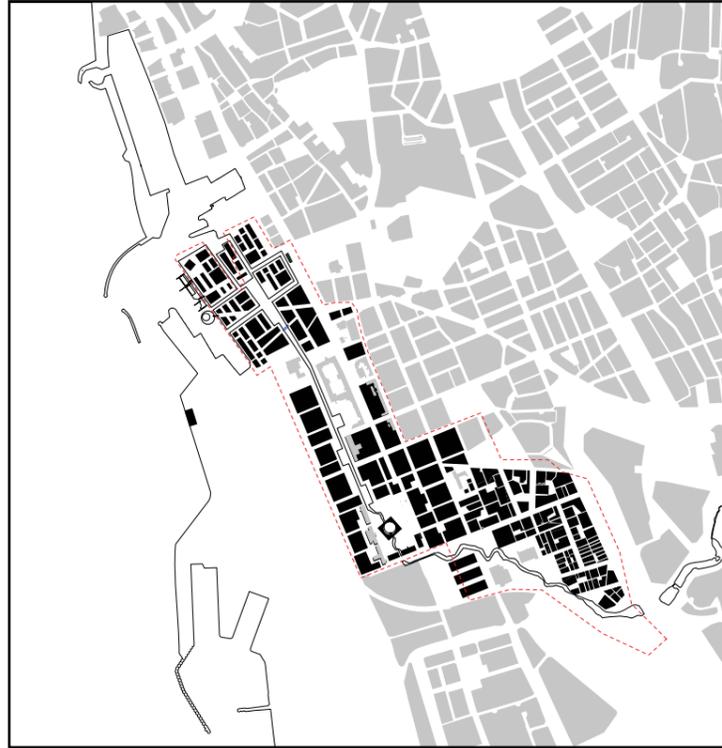
A tunnel connection to Elsinore is built south of Helsingborg minimising the amount of heavy traffic inside the H+ site. The Ocean Street is therefore changed into a two lane street.

THE PRINCIPAL FEATURES OF THE STRATEGY ARE AS FOLLOWS:

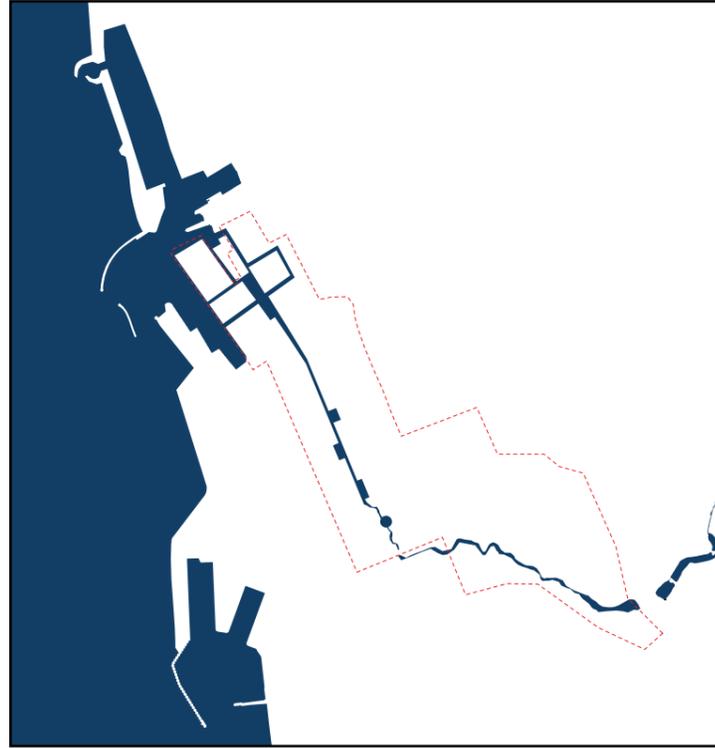
1. A new Ocean Street is made to handle the traffic along the harbour and to and from the ferries. Because of its size and architectural quality it also creates a new kind of promenade, enabling citizens to get close to the activity and drama of the harbour.
2. An inner, cohesive stretch of blue and green spaces is gradually established, spaces making allowance for the smaller scales and creating an amiable and inviting space for pedestrians and recreational sojourns.
3. Depending on market conditions and investment possibilities, a number of development areas or nodes are set up.



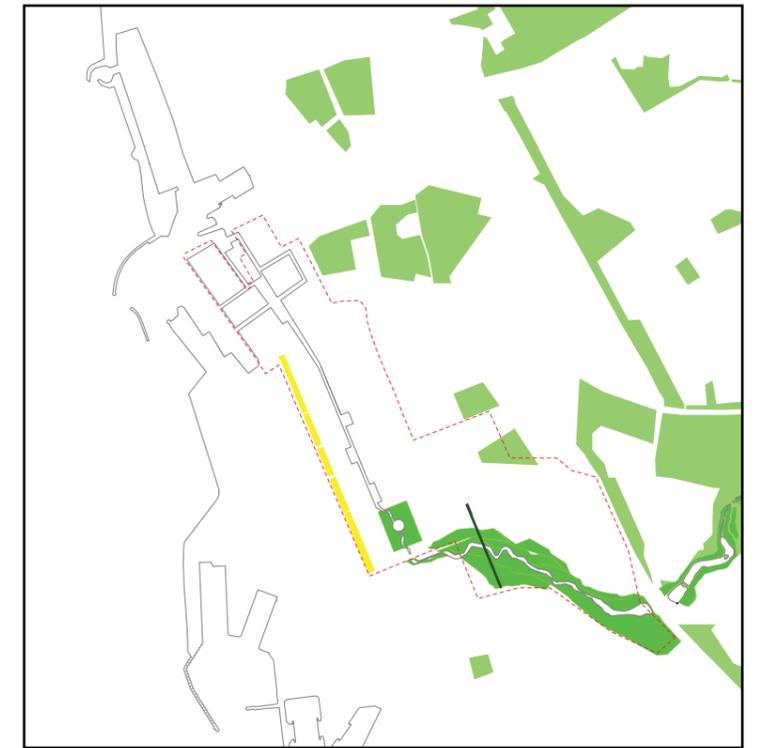
STRUCTURAL LAYERS



Building plots



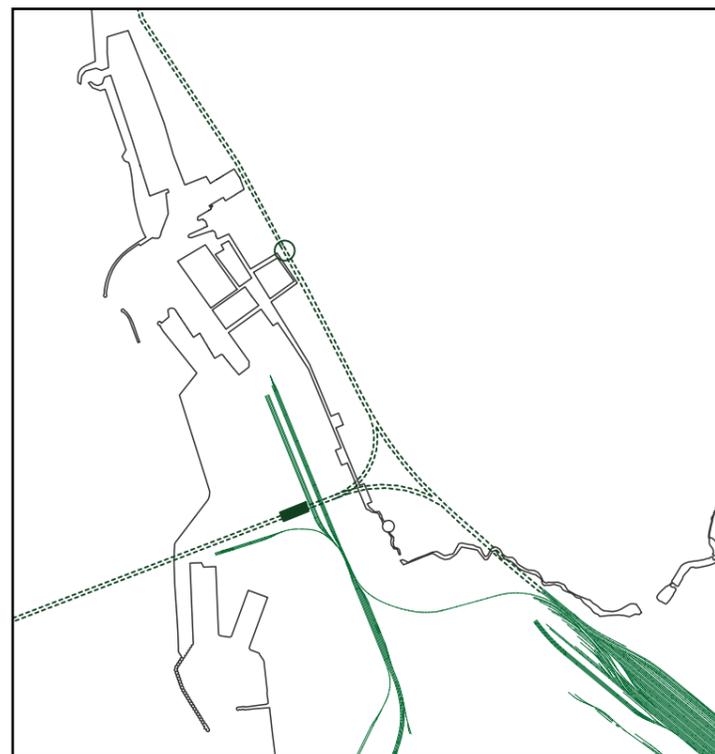
Water



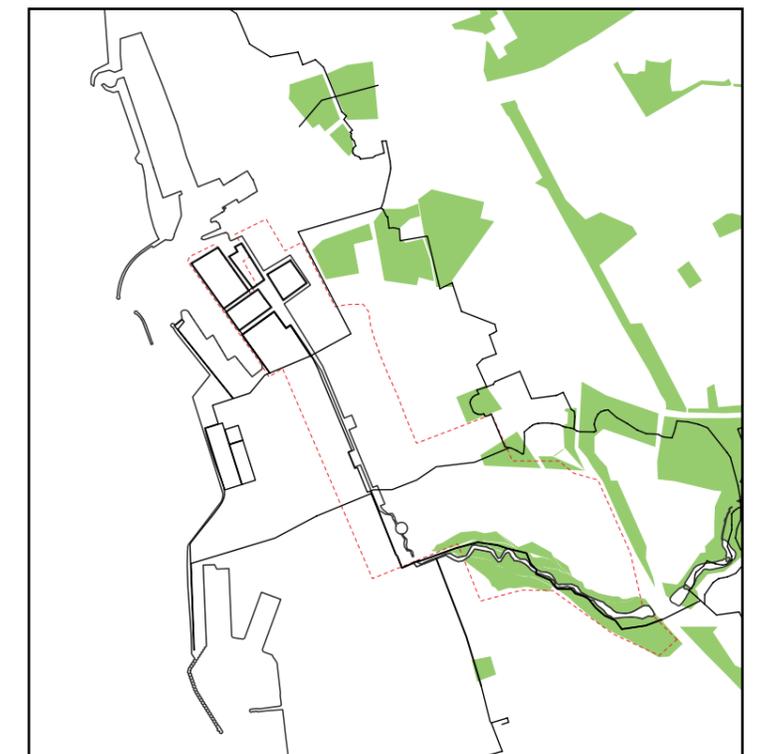
Landscape



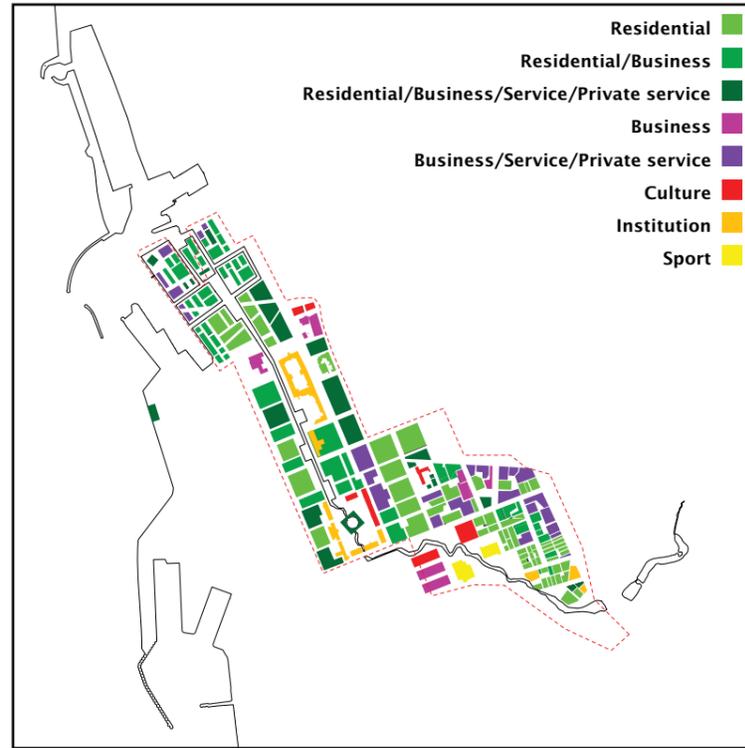
Car traffic



Train connection (possible Elsinore connection)



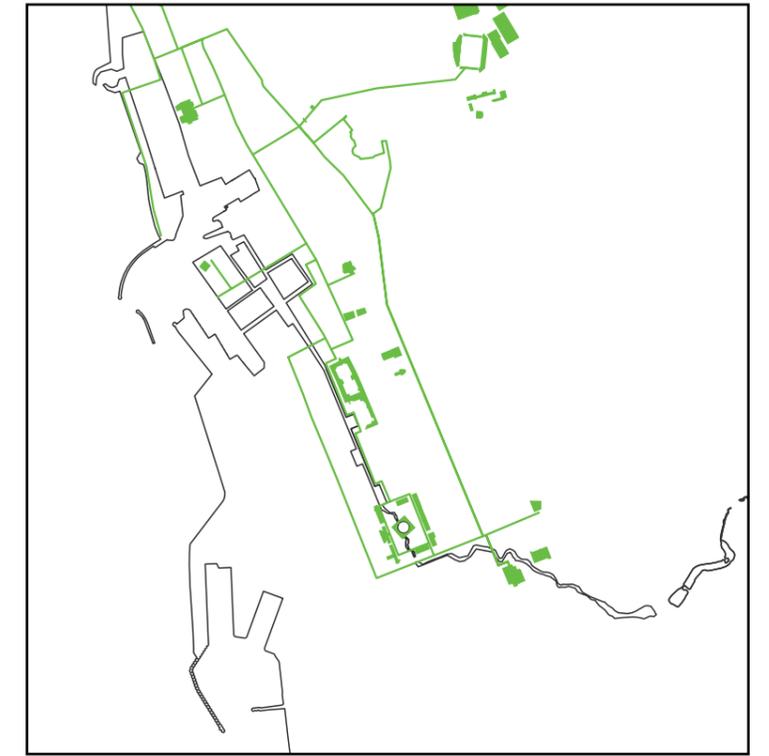
Recreational routes/bike and pedestrian



Functions



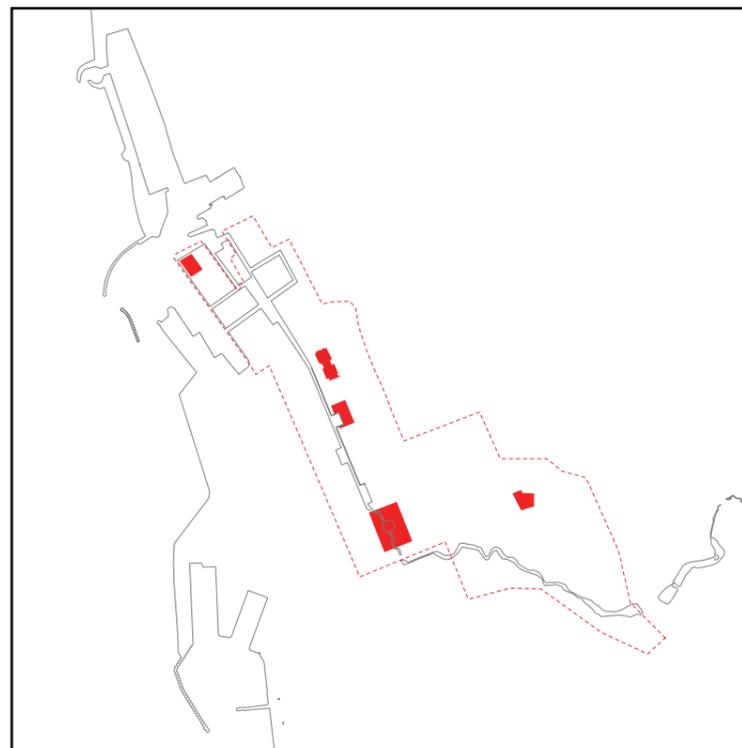
Public transport



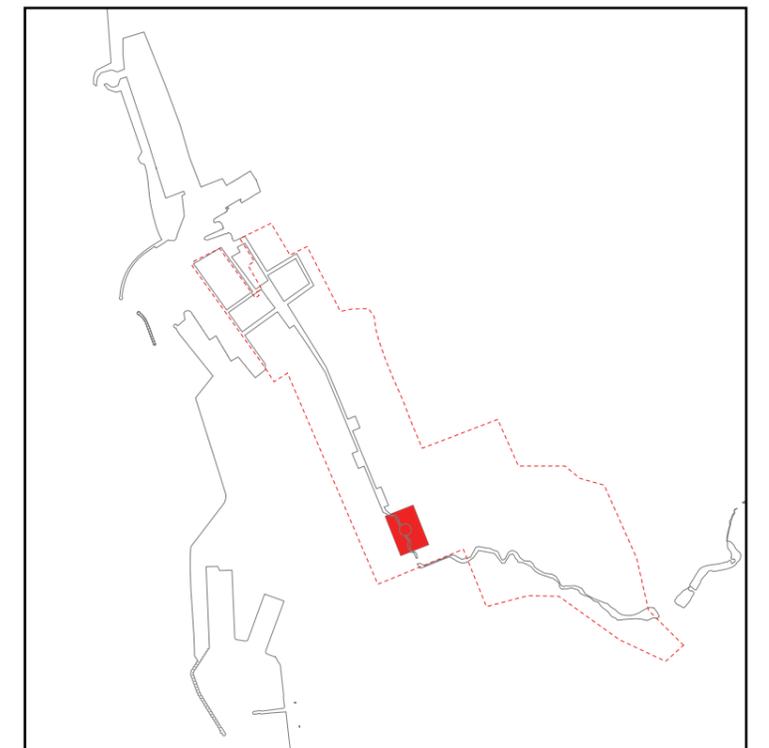
Cultural walkway



Public spaces/pocket spaces



Neighbourhood square



Area square

OTHER SCENARIOS



FERRY ACTIVITY AS TODAY

Another future in the H+ area imagines the ferry infrastructure left as it is today. In this scenario, the Canal City will mainly be developed at the Ocean pier. The areas near Knutpunkten will be developed in close relation to the Stadsparken and the existing city leaving an area in between this new development and the Canal City for the ferry infrastructure. In this scenario, the flexibility of the structureplan generates a more mixed urban landscape

where heavy traffic, marina, public spaces and new development create a vibrant and dynamic urban environment.



A DEVELOPED OUTER PIER

A future scenario developing the outer pier is highly potential in a long term perspective. The location directly at Oresund and near the city centre and the Ocean pier provides attractive qualities of the outer pier. The Helsingborg image, when arriving from Oresund, is mainly characterized by the industrial piers and the Landborgen plateau. The development at the pier should therefore be built on to the premises of the pier as it is today:

A development with amazing views and sandy beaches neighboring the energy park, Harbour baths and the Ocean Street rambla. The coming buildings could furthermore act as a wind barrier at the front row of the Canal City creating calm public spaces.



III. STRATEGY

FLEXIBILITY + SUSTAINABILITY
With H+ Helsingborg has the perfect opportunity to make it easy for people to lead healthy and sustainable lives in an environment that will inspire them to do so beyond what's demanded by law.

FLEXIBILITY AND CULTURE
The culture we are proposing for the H+ site is a culture of tolerance. Tolerance may be understood in many ways; an acceptance of difference, an openness to understanding the other, an attitude or condition of balance, the degree to which one can bear a load, and above all, physical and psychological flexibility.

STRATEGY - FLEXIBLE PLANNING

DEVELOPMENT ZONES

The volume of the project makes it reasonable to divide it into development zones, each preferably with its own individual characteristics. Within these zones it may be relevant to divide further into geographical stages depending on market developments. The division into zones and stages makes it easier to operate with price differentiation in connection with sale of land and plots.

It is estimated that the greatest profit can be achieved by maintaining a preponderance of residential space in the harbour district (Söderhamnen), because waterfront residences generally are in great demand and much appreciated.

POTENTIAL INVESTORS

Potential investors will most likely be found among institutional investors (life insurance companies and pension funds) both nationally and internationally, but larger private investment funds with a long-term investment span might also be interested.

MARKETING

The size and time frame of the development area make it relevant to initiate marketing to potential circles of investors at a relatively early stage in order to make it possible for these to incorporate investments in their long-term strategy.

DEVELOPMENT STRATEGY DIAGRAM

The development strategy strives towards creating an area of qualities from the early phases. - By introducing not only high profit development but also other types of investments. This strategy activates large parts of the site in the early phases.

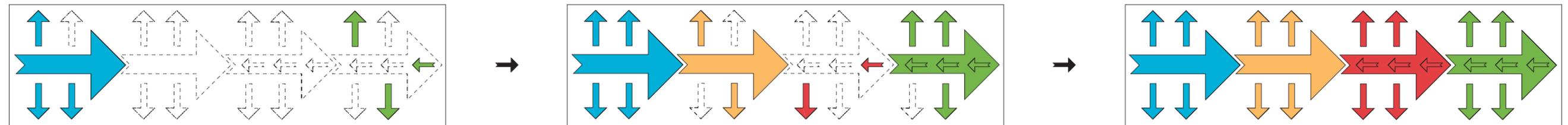
From the Canal City towards Gäsebäck

From Gäsebäck towards the Canal City

From the Campus area towards Gäsebäck

From Gäsebäck towards Rönnowska

From Rönnowska towards Gäsebäck



From the Canal City towards the City center and the harbour

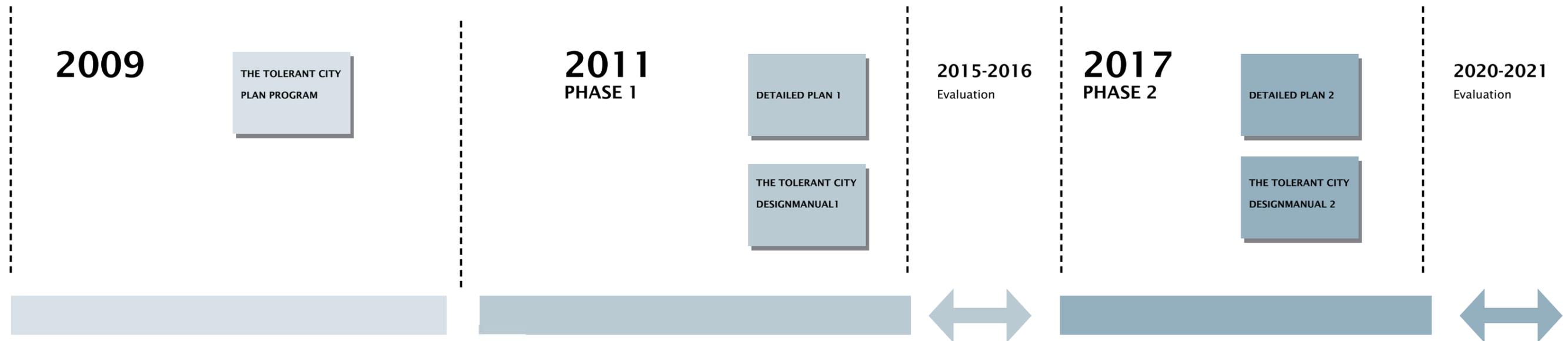
From the Gäsebäck towards Söder

From the Campus area towards Söder and the harbour

From Gäsebäck towards Rönnowska and Planteringen



STRATEGY - POSSIBLE PROCESS



THE TOLERANT CITY

VISION AND GENERAL PLAN

As soon as the H+ selection is made, the process should be transferred to municipal management by producing a General Plan (GP).

The project is revised to a planning programme. Summer 2009.

Consultation on the planning proposal. September-November 2009.

A planning proposal is prepared on the basis of the consultation. Winter 2009.

The planning proposal is completed. March-May 2010.

Any necessary changes are made. Summer 2010.

The plan is accepted by municipal officials. September-October 2010.

(GP): not binding, but merely a signal of intent. It is more than likely that a Description of environmental consequences (DEC) is required as an appendix to the plan.



PHASE 1

2011 Detail plans and designmanual for the areas forming part of this phase, 1-1.5 years. For every detail plan, an DEC may be required.

Environmental permits under the Environmental Code of water activity on canals and filling in the harbour area, approx 2 years. DEC required

The planning for the Söder tunnel according the Railway Building Act is initiated.

Preliminary study and Railway plan, approx. 3 years. DEC required for railway plan.

2013 Field work begun.

2014 Work in water areas begun.

2015-16 Evaluation and revision.



PHASE 2

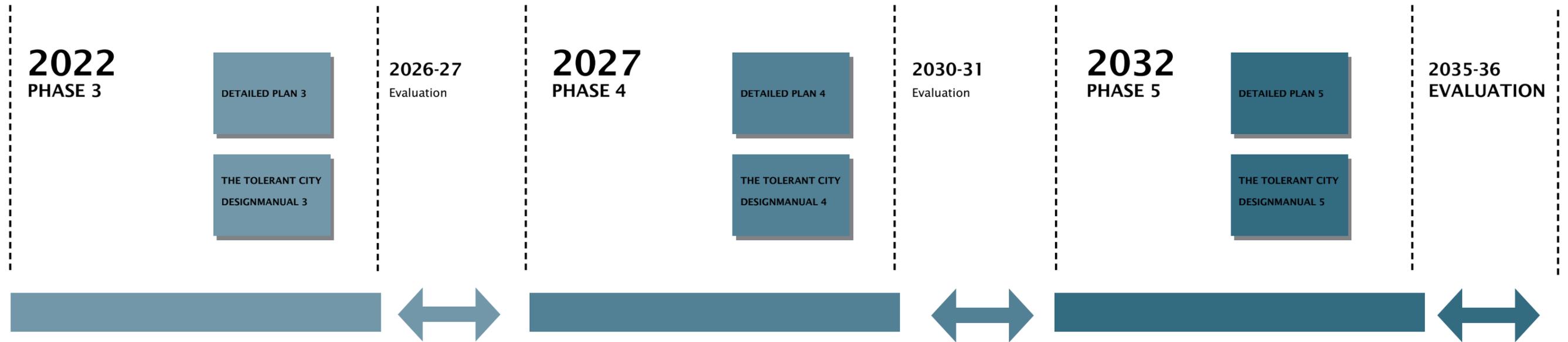
2017 Detail planning and designmanual for the next areas, 1-1.5 years.

Environmental permits under the Environmental Code of water activity on the southern part of the canal, approx 1-1.5 years. DEC required.

Preliminary study in accordance with the Road Act for the Malmö Road initiated.

The Söder tunnel.

2020-21 Evaluation and revision.



PHASE 3

2022 Detail planning and designmanual for the next areas, 1-1.5 years.

2022 The H22 housing exhibition.

2023 Building commencement for the areas to be developed during this phase.

Preliminary study and railway study for the tunnels to Denmark initiated.

2026-27 Evaluation and revision.



PHASE 4

2027 Detail planning and designmanual for the next areas, 1-1.5 years.

2028 Building commencement for the areas to be developed during this phase.

Environmental permits under the Environmental Code of water activity on the channel at the terminal area, approx 1-1.5 years. DEC required.

2030-31 Evaluation and revision.



PHASE 5

2032 Detail planning and designmanual for the next areas, 1-1.5 years.

2033 Building commencement for the areas to be developed during this phase.

2035-36 Evaluation and revision.

CULTURAL STRATEGY

“Tolerance is respect, acceptance and appreciation of the rich diversity of our world’s cultures, our forms of expression and ways of being human. Tolerance is harmony in difference.” *UNESCO*

The cultural strategy will be developed through a flexible framework, building on existing characteristics and the notion of tolerance, and will form an on-going programme through all phases of development.



Illustrative Projects: Towards a Tolerant City

FESTIVAL OF TOLERANCE

The cultural programme will build to a "Festival of Tolerance", the next phase of the H55 and H99 festivals. It will be a series of events, installations, pavilions and performances that will celebrate and communicate the values of tolerance nationally and internationally.

1. # THE POWER OR CAPACITY OF AN ORGANISM TO TOLERATE UNFAVOURABLE ENVIRONMENTAL CONDITIONS

IDEAS; SPAS, GARDENS, BOTANICALS, TEA GARDENS BY THE SEA



Learning Site, Walking City, Japan, 2004



Swing Image



Natalie Jeremijenko, One Tree



Mel Chin, Revival Field



Play and rewind



Yarnbombing

Illustrative Projects: Towards a Tolerant City

2. # PERMISSIVENESS: A DISPOSITION TO ALLOW FREEDOM OF CHOICE AND BEHAVIOUR
IDEAS; FUN, IRREVERANT PLAY, PLEASURE GARDENS, ACTIVATION, ATTRACTORS, SPONTANEITY, REAPPRAISAL, TEMPORARY INTERVENTIONS

3. # THE ACT OF TOLERATING SOMETHING
IDEAS; FESTIVAL OF TOLERANCE, REVISIONING, UNDERSTANDING EXISTING, REAPPRAISING, REEVALUATING

4 # WILLINGNESS TO RECOGNIZE AND RESPECT THE BELIEFS OR PRACTICES OF OTHERS
IDEAS; FESTIVAL OF TOLERANCE, EMBRACING DIFFERENCE, ACCEPTING THINGS WILL CHANGE.

5 # ALLOWANCE: A PERMISSIBLE DIFFERENCE; ALLOWING SOME FREEDOM TO MOVE WITHIN LIMITS
IDEAS; PHYSICAL INTERVENTIONS, FUN SPATIAL EXPLORATION, STRETCHING EXPERIENCE, BALANCE



Freemobile



Invisible Zagreb



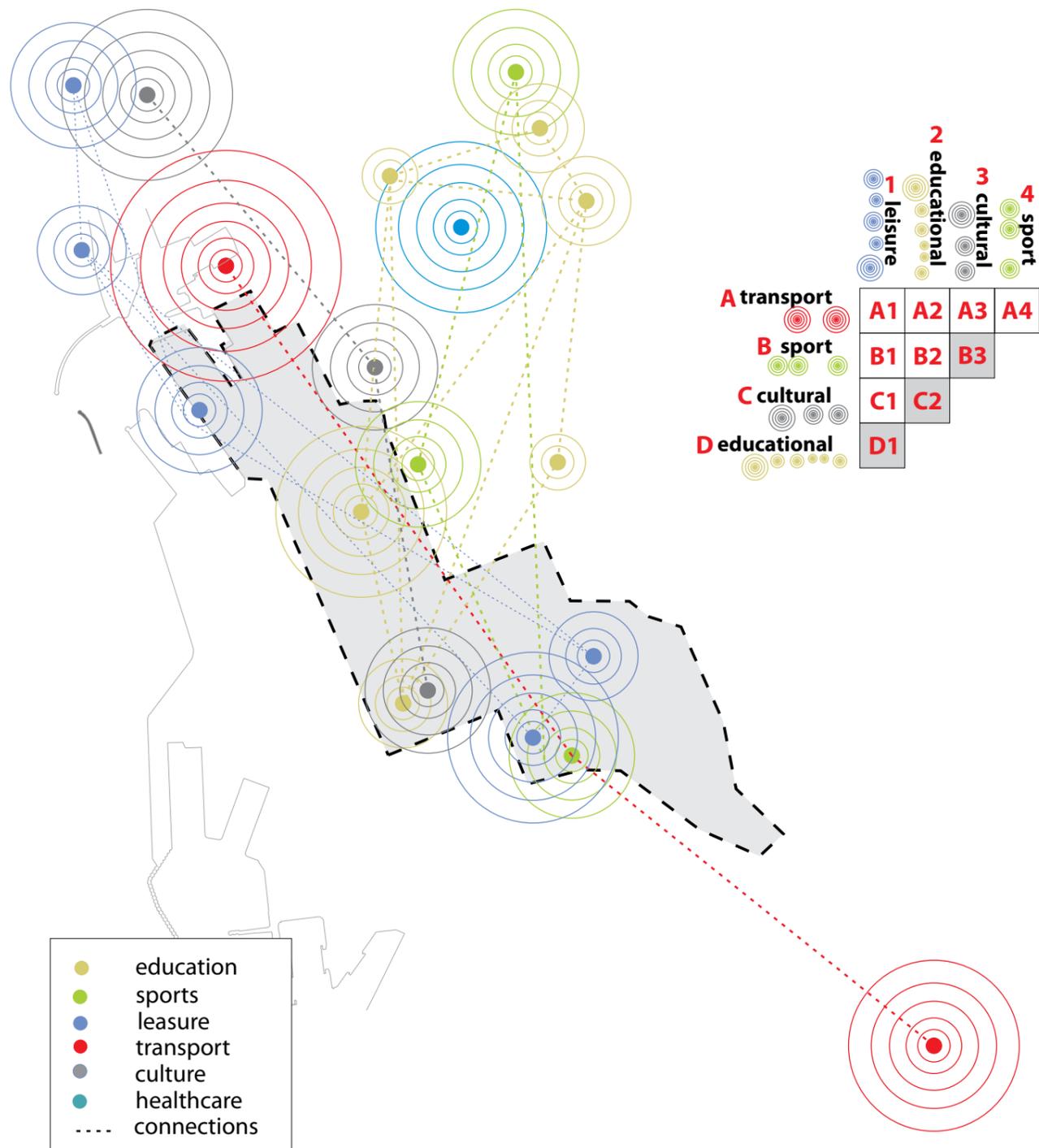
Kissing conversation chair



Red Dive

CULTURAL STRATEGY - NETWORKS

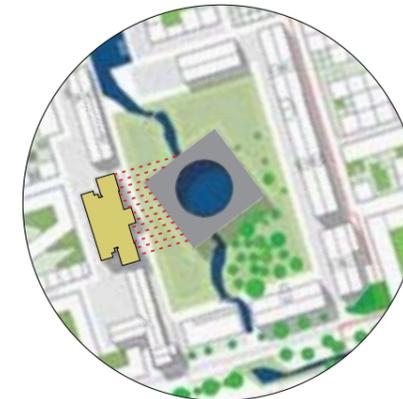
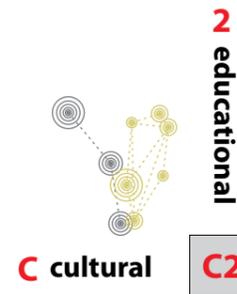
The H+ area is potentially a network of opportunities. This potential could link the area to the rest of the city and even has value on a regional scope. By analysing existing values - hotspots - and connecting them to programs within the H+ we lay the ground for new and interesting encounters.



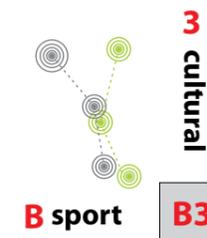
Making public what happens in educational centres.

In the campus area a space is prepared for exhibitions, outdoor lectures and concerts.

Events can take place here.



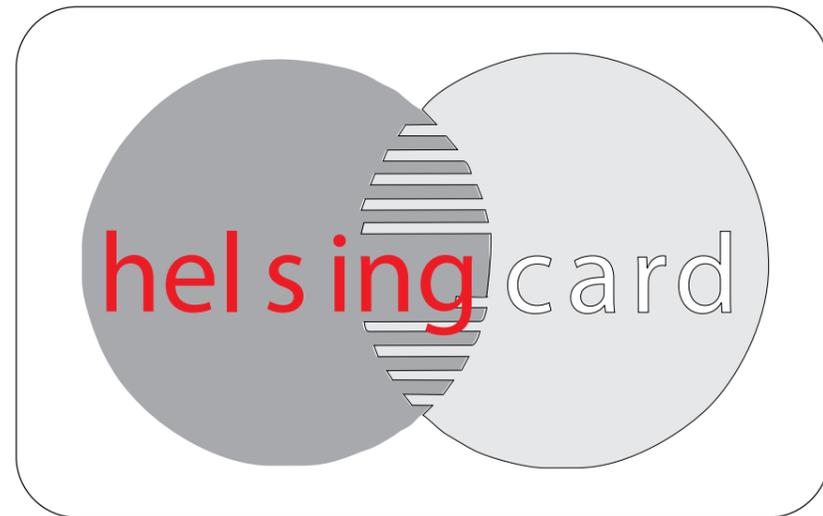
The House of Transformation as an extension of the school and vice versa.



Skatepark as a generator of urban art.

Urban art towards the park.

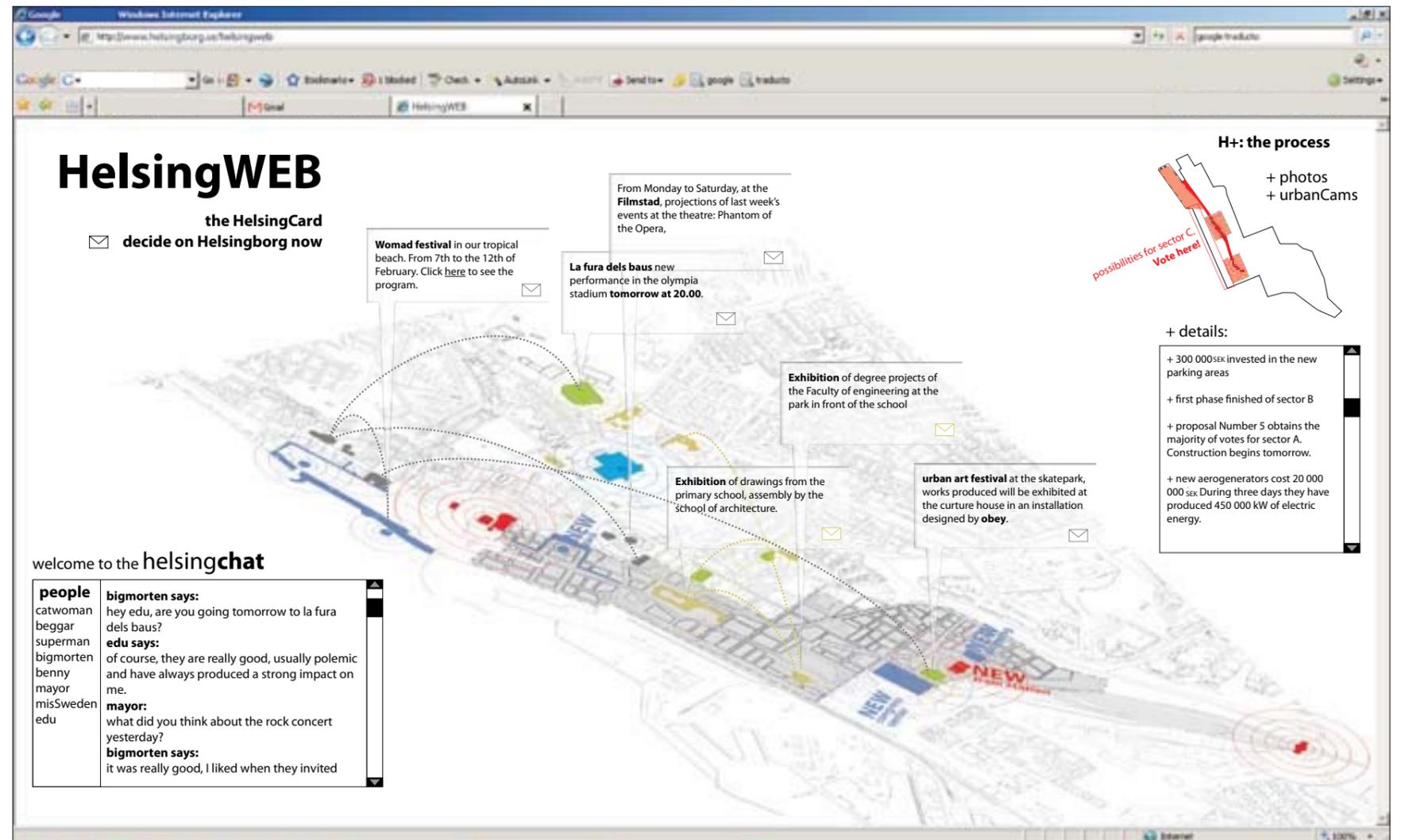
HELSINGCARD



To make the planning and development process transparent we introduce the 'Helsing web'. Online it is possible to follow, comment and share information about the plans, the temporary programs, events and more.

The Helsing card is part of the same 'mindset'. It promotes the use of leisure, sport, transport and culture facilities of entire Helsingborg. Potentially the card can help breaking down barriers of the city.

HELSINGWEB



CULTURAL STRATEGY - AREAS



FROM GÅSEBÄCK TO RÖNNOWSKA...

FROM RÖNNOWSKA TO CANAL CITY...

STRATEGY - PUBLIC SPACES

PUBLIC CITY SPACES

HUMANS AND PRIVACY

In The Tolerant City, human beings are where everything begins and ends. People occupy private spaces, dwellings in which they have free reins. These spaces may consist of a residence, a back garden or a roof terrace, according to population density of the city and where in the city we are.

THE MEETING PLACE

The back yard or the roof terrace may contain zones in which the H+ citizen can be semi-private and step out into a space where chance encounters take place, on a bench, under a tree, through play.

POCKET SPACES

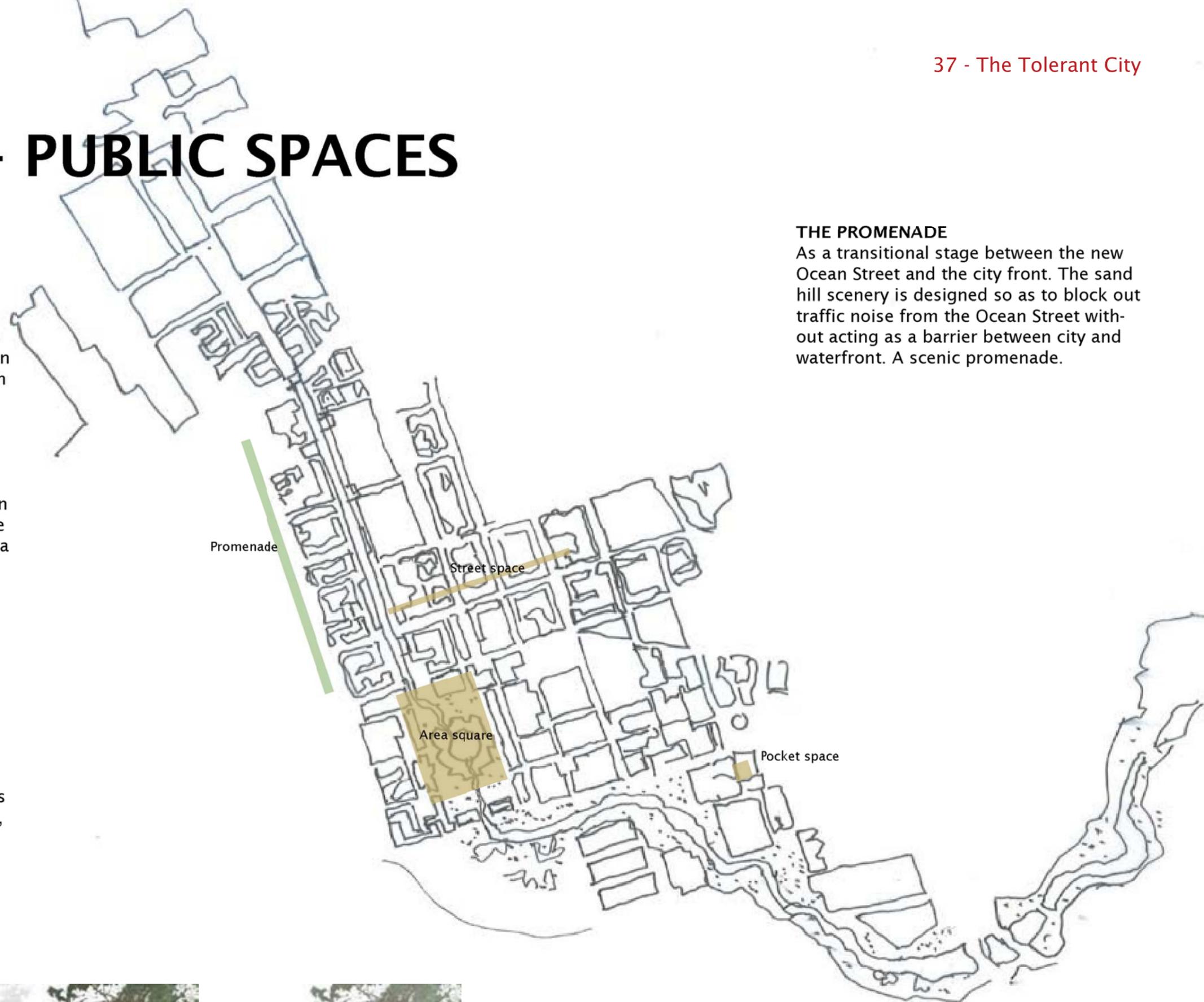
Every area in the H+ city has 'pocket spaces'. These are the small, intimate meeting places scattered throughout the individual quarters.

THE AREA SQUARE

The Area Square is the largest square in the area. It is encircled by buildings offering opportunities for larger gatherings – associations, societies, film screenings, public lectures and parties.

STREET SPACE

To move around in the city is to live in the city. The city streets will be adventures in their own right.



THE PROMENADE

As a transitional stage between the new Ocean Street and the city front. The sand hill scenery is designed so as to block out traffic noise from the Ocean Street without acting as a barrier between city and waterfront. A scenic promenade.



STRATEGY - NEIGHBOURHOOD

THE CANAL CITY
HIGH END DWELLINGS AND BUSINESS

THE CAMPUS AREA
CONTINUATION OF SÖDER TRADITIONAL
URBAN TYPOLOGIES

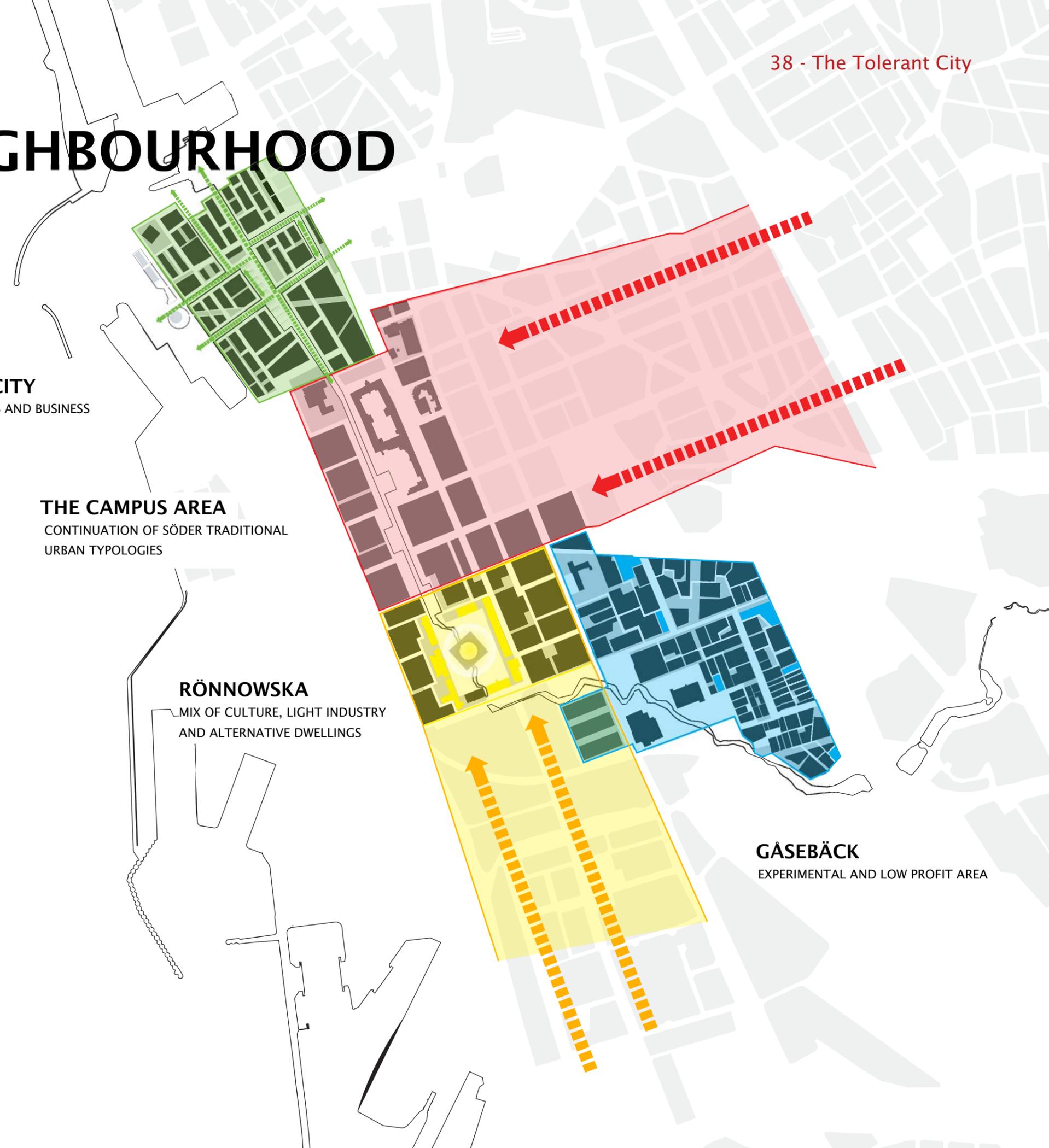
RÖNNOWSKA
MIX OF CULTURE, LIGHT INDUSTRY
AND ALTERNATIVE DWELLINGS

GÅSEBÄCK
EXPERIMENTAL AND LOW PROFIT AREA

CONTEXTUALLY BASED APPROACH

The disintegration of existing barriers and the resulting new and efficient cohesion of H+ and the rest of Helsingborg are incredibly important parameters for the creation of a successful future city. That is why the new city and its architecture are being developed in close correlation with the existing urban merits and building qualities.

Based on this approach the Canal City transforms the qualities of the existing industrial piers: The closeness to and the view over the ocean - and the closeness to the historical city center. The Campus area extends 'Söder' onto the site. In the Rönnowska area existing preservable buildings help define the structure. In the Gåsebäck area the small scale character of the built environment is used to create smaller plot sizes that also define small scale spaces in-between the plots.



GUIDELINES:

THE CANAL CITY

Centrality, exclusivity and closeness to water

30 % business, 70 % housing
 Area: 194.000 m²
 Plot footprint: 62.000 m²
 Average stories: 5
 New built m²: 310.000 m²
 Preserved m²: 0 m²
 Plot ratio: 1,61

Landmark: a landmark is placed at the north-western tip, as a creator of identity for the Canal City.

Historical values: wharfs and harbour ambience.

Business categories: knowledge and technological industries; creative industries such as design industry and innovative businesses; fashionable restaurants and cafés; fashion industry and galleries.

Types of housing: the residences will predominantly be highly modern and with a great variety of sizes in order to attract an eclectic assortment of residents.

Public/shared programmes: a sailing club creates vivacity and offers aquatic recreation in the Canal City. Representative public functions.

Meeting places and public city spaces: a new square by Knutpunkten. Promenades, vantage point and sojourns by the quay, sailing club and the Area Square furthest to the north-west.

Building typology: Highrises, points, dense rowhouses, slabs, open blocks.

Landscape and city space typology: wharfs, bridges and quays.

THE CAMPUS AREA

Knowledge, international orientation and progress

40 % business, 60 % housing
 Area: 273.000 m²
 Plot footprint: 54.000 m²
 Average stories: 4
 New built m²: 216.000 m²
 Preserved m²: 108.000 m²
 Plot ratio: 1,20

Landmark: Campus.

Historical values: the old sugar factory, Campus.

Business categories: research and knowledge based. Private tutoring. Conference and hotel.

Types of housing: guest residences, colleges, student flats, family residences.

Public/shared programmes: educational facilities, sport facilities, youth-oriented administrations, centres, etc., libraries, harbour views.

Meeting places and public city spaces: the canal with its small-scale creation of space constitutes the principal public space. A square by the campus. Publically accessible courtyards.

Building typology: blocks, open blocks, 'low' high-rises.

Landscape and city space typology: wharfs, islands and spaces along the canal. Accessible courtyards. Coastal landscape in the zone bordering on Ocean Street.

RÖNNOWSKA

Modern family life, everyday life, health

40 % business, 60 % housing
 Area: 163.000 m²
 Plot footprint: 55.000 m²
 Average stories: 4
 New built m²: 220.000 m²
 Preserved m²: 20.000 m²
 Plot ratio: 1,47

Landmark: The Hussarregement .

Historical values: the Hussarregement buildings, the fire station.

Business categories: small businesses, theatre and cinema.

Types of housing: family residences, sheltered housing, student flats, housing for the disabled.

Public/shared programmes: educational facilities, sport facilities, child care centres, health care facilities, community centre.

Meeting places and public city spaces: the Transformation square with House of Transformation. The canal and its spaces. Coastal landscape in the zone bordering on Ocean street. Creation of small spaces in the city. Publically accessible courtyards. Playgrounds. Fishing by the harbour.

Building typology: alternative dwelling types (connected villas, 3D-villas, stacked rowhouses, hybrids of villas and slabs), rowhouses, low slabs, points.

Landscape and city space typology: wharfs, islands and spaces along the canal. Accessible courtyards. Coastal landscape in the zone bordering on Ocean Street.

GÅSEBÄCK

Creativity, experimentation and transformation

50% business, 50 % housing
 Area: 343.000 m²
 Plot footprint: 78.000 m²
 Average stories: 2,5
 New built m²: 195.000 m²
 Preserved m²: 13.000 m²
 Plot ratio: 0,61

Landmark: a new growth centre.

Historical values: the engine sheds. The viaduct as recreational element.

Business categories: incubation businesses. Design, art and innovation. Small-scale production. Nightlife and clubs.

Types of housing: family lofts, communes, single residences, multi-family houses, studio flats and sheltered housing.

Public/shared programmes: creative growth centres. Development facilities. Art councils. Possibilities for temporary use of public buildings.

Meeting places and public city spaces: inner active and publically accessible courtyards with galleries, cafés and shops. Goose Square. Gåsebäck Stream with park.

Building typology: villa village (sharing common gardens), galleries, lofts, SoHo (live and work apartments) parking + creative business facilities, rowhouse communities (introverted gardens), row blocks.

Landscape and city space typology: park. Fresh water biotopes in connection with the Gåsebäck. Intimate courtyard spaces with outdoor service. Pocket parks.

H+ AREA

Total:

40 % business, 60 % housing

H+ area: 973.000 m²

Plot footprint: 249.000 m²

Average stories: 3,5

New built m²: 941.000 m²

[Canal City: 310.000 m²]

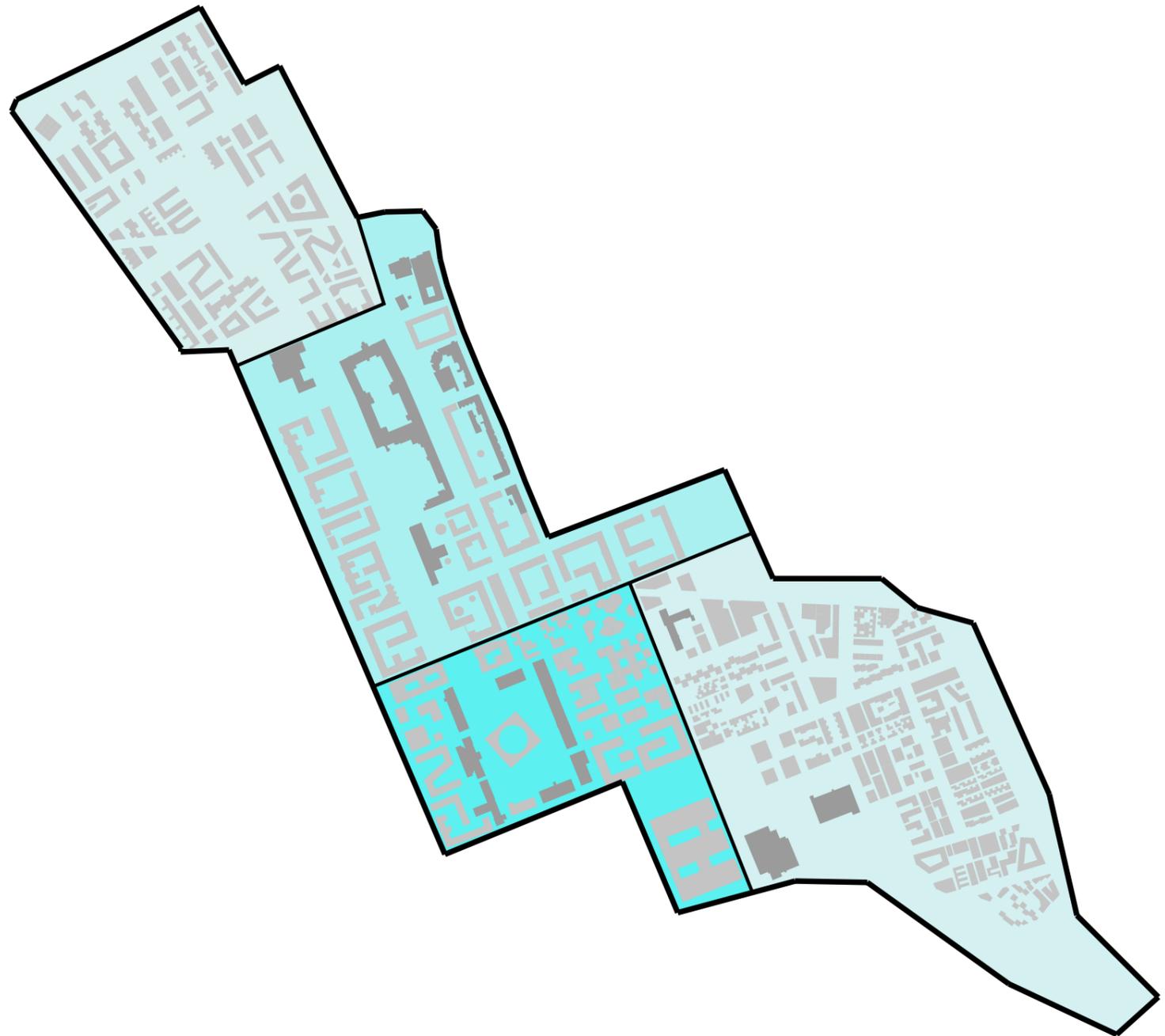
[Campus area: 216.000 m²]

[Rönnowska: 220.000 m²]

[Gåsebäck: 195.000 m²]

Preserved m²: 141.000 m²

Plot ratio: 0,97



STRATEGY - NEIGHBOURHOOD

THE CANAL CITY

70 % business, 30 % housing
Area: 194.000 m²
Plot footprint: 62.000 m²
Average stories: 5
New built m²: 310.000 m²
Preserved m²: 0 m²
Plot ratio: 1,61

RÖNNOWSKA

40 % business, 60 % housing
Area: 163.000 m²
Plot footprint: 55.000 m²
Average stories: 4
New built m²: 220.000 m²
Preserved m²: 20.000 m²
Plot ratio: 1,47

FOUR NEW DISTRICTS IN THE TOLERANT CITY

As previously mentioned, the structure plan is expected to constitute the framework within which four new city districts may flourish in the H+ area.

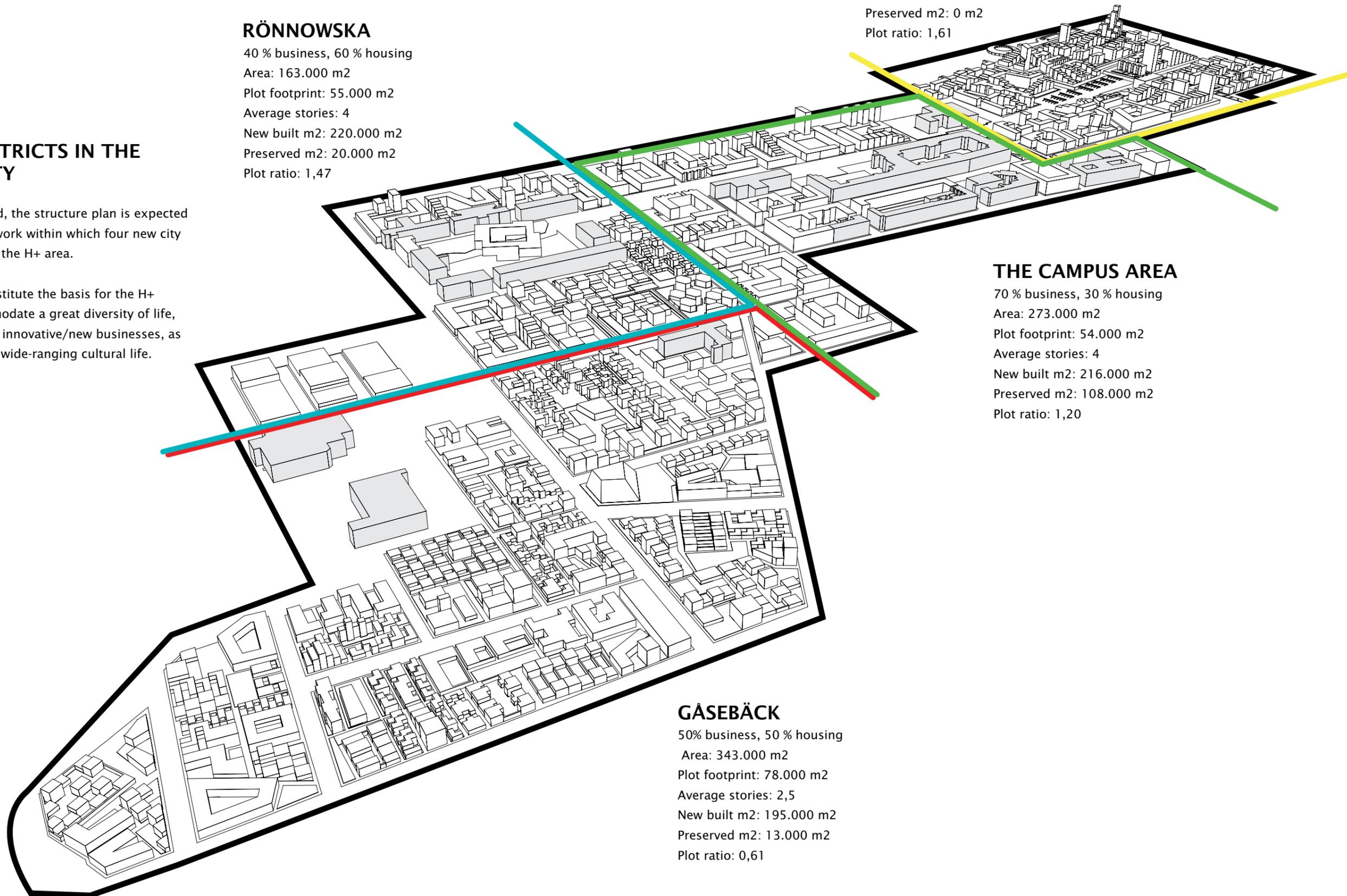
The four districts constitute the basis for the H+ area's ability to accommodate a great diversity of life, people, established and innovative/new businesses, as well as an ebullient and wide-ranging cultural life.

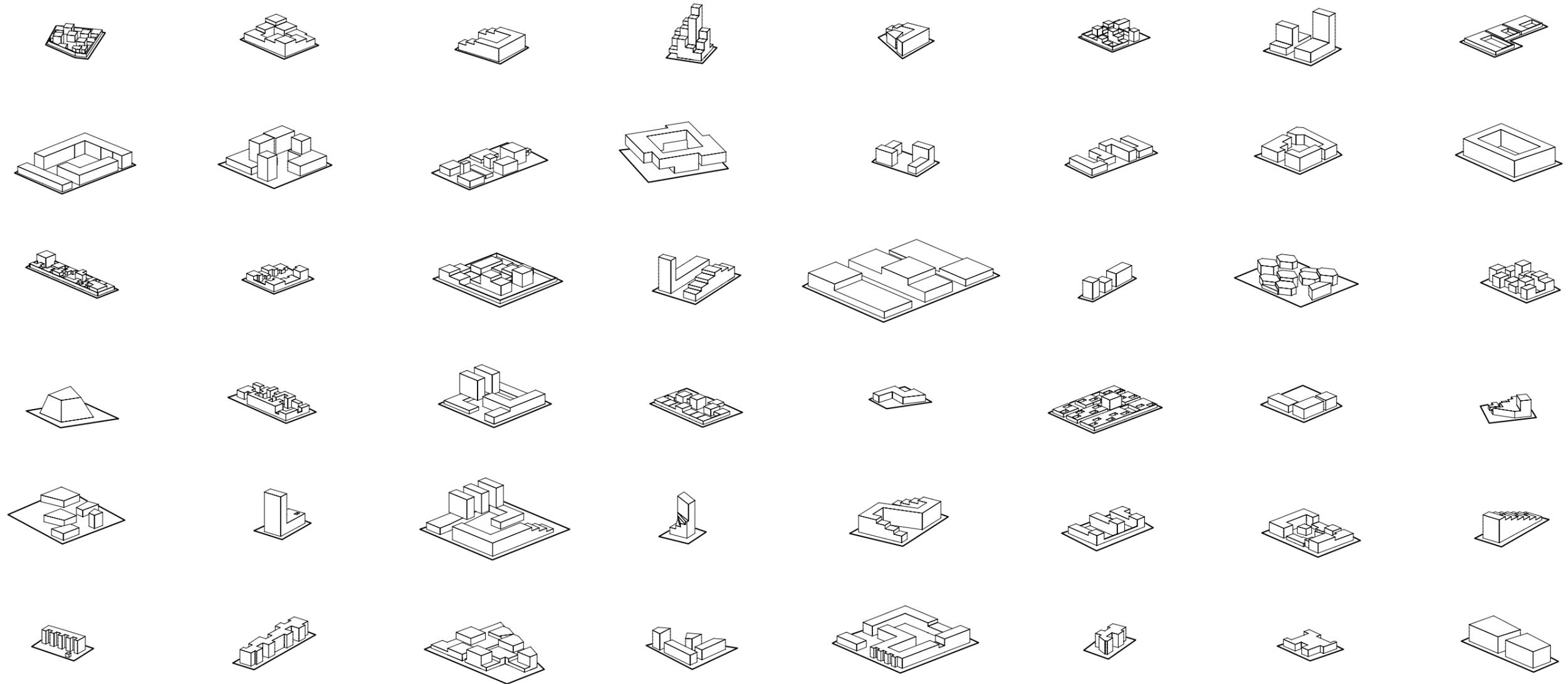
THE CAMPUS AREA

70 % business, 30 % housing
Area: 273.000 m²
Plot footprint: 54.000 m²
Average stories: 4
New built m²: 216.000 m²
Preserved m²: 108.000 m²
Plot ratio: 1,20

GÅSEBÄCK

50% business, 50 % housing
Area: 343.000 m²
Plot footprint: 78.000 m²
Average stories: 2,5
New built m²: 195.000 m²
Preserved m²: 13.000 m²
Plot ratio: 0,61





DIVERSITY

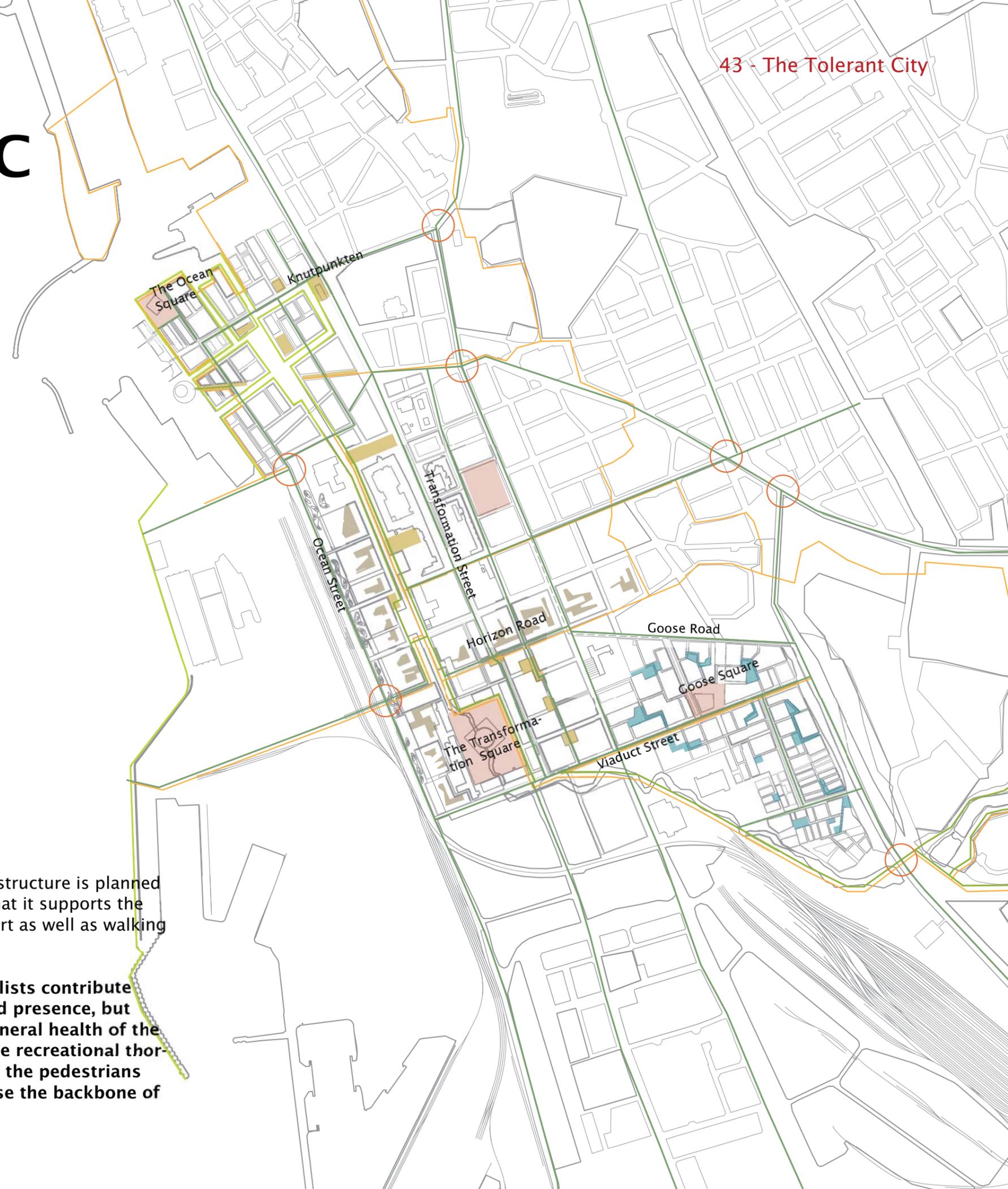
Each city district will in the future comprise the settings for a fruitful and productive life for its citizens. In order to avoid uniform and monotonous urban structures, it is important to develop each area with emphasis on multiplicity and diversity in terms of building typology, the heights of the buildings, choice of building materials and content, as well as development speed and profit adaption.

STRATEGY - TRAFFIC

BY FOOT AND BICYCLE

LEGEND

- Pathway system
-  A - Main pathway
 -  B - Recreational pathway
 -  C - Local pathways
 -  D - Scenic routes
 -  E - Traffic lights or roundabout



IDEA

Transport and movement are essential elements of public city space as well as a daily activity for a lot of people.

The transport options must be accessible and safe for everybody. At the same time, it is of vital importance for the public space that traffic becomes a positive contribution rather than a dangerous and dividing factor. As opposed to car traffic, pedestrians and bicyclists create an amicable vivacity, human presence and eye contact in the city's spaces.

The idea is that infrastructure is planned and worked out so that it supports the use of public transport as well as walking and bicycling.

Pedestrians and cyclists contribute not only vivacity and presence, but also improve the general health of the population. Both "the recreational thoroughfare" itself and the pedestrians and cyclists comprise the backbone of the area.

STRATEGY - TRAFFIC

BY PUBLIC TRANSPORT

LEGEND

- Public transport**
-  A - Regional busses and city busses
 -  B - Regional and city bus stop (with 400 m radius illustrated)
 -  C - City busses
 -  D - Bus lanes
 -  E - City bus stop (some with 200 m radius illustrated)



PUBLIC TRANSPORT

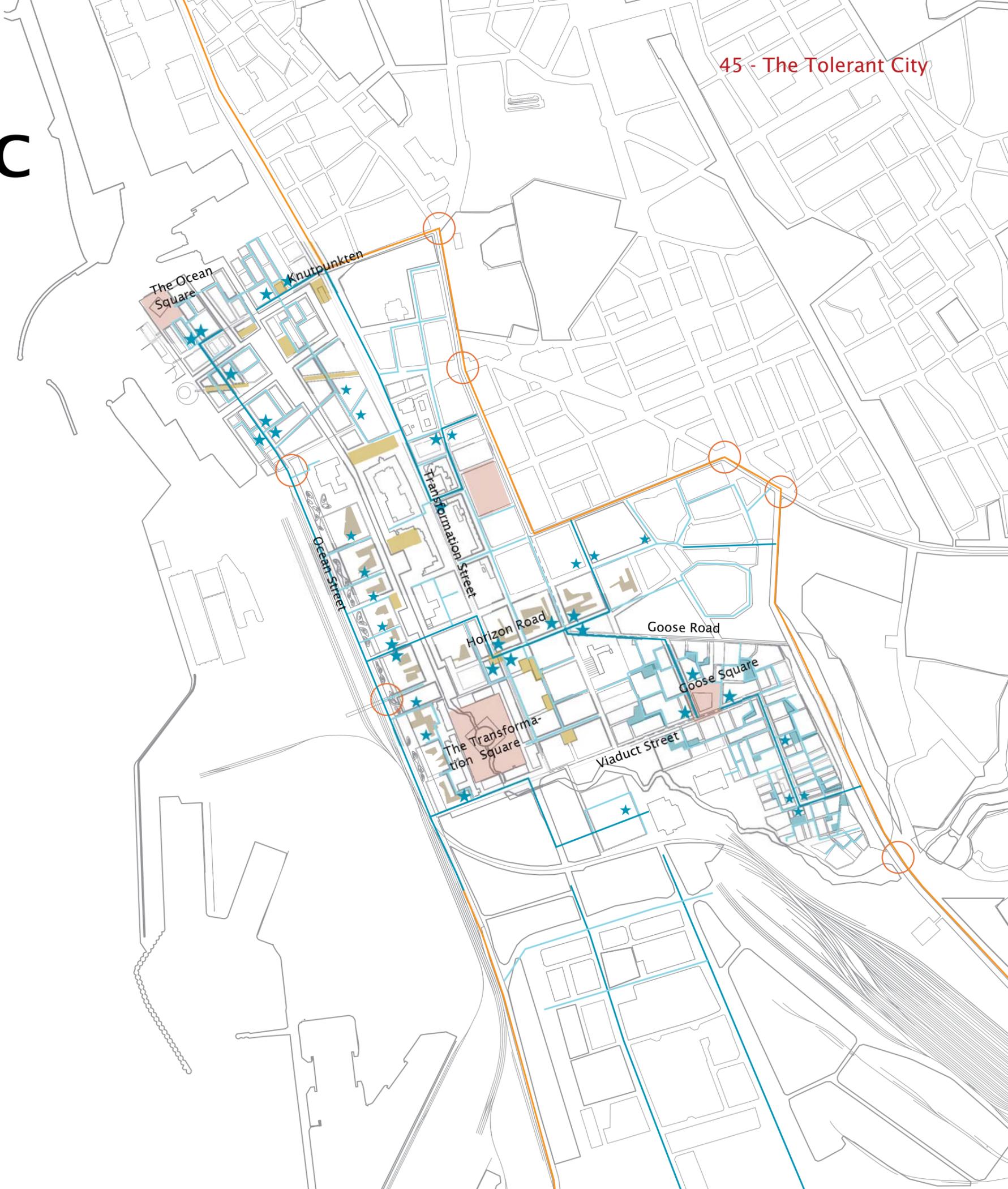
Public transport must be inviting and efficient, and constitute an eventful city space. Bus stops, stations and stretches of road must be designed to harmonize with other programs and physical settings of superior quality, so that the end result is to make public transport the natural choice for everybody.

STRATEGY - TRAFFIC

BY PRIVATE CAR

LEGEND

- Traffic structure**
- A - Traffic roads, 70-80 km/h
 - B - Traffic roads, 60 km/h
 - C - Distribution roads, 40 km/h
 - D - Local roads, 15-30 km/h
- Parking**
- A - Parking house, large
 - C - Parking house, small
 - B - Park and ride facilities



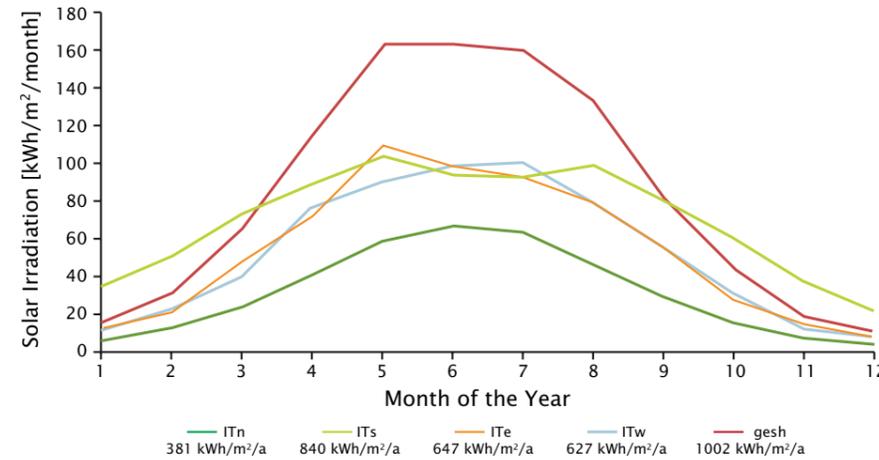
CARS AND PARKING

The crucial and privileged role of cars will be significantly diminished as the development of the area progresses. This will be an instructive and conduct altering process, which will have great influence on people's everyday lives and our shared city spaces.

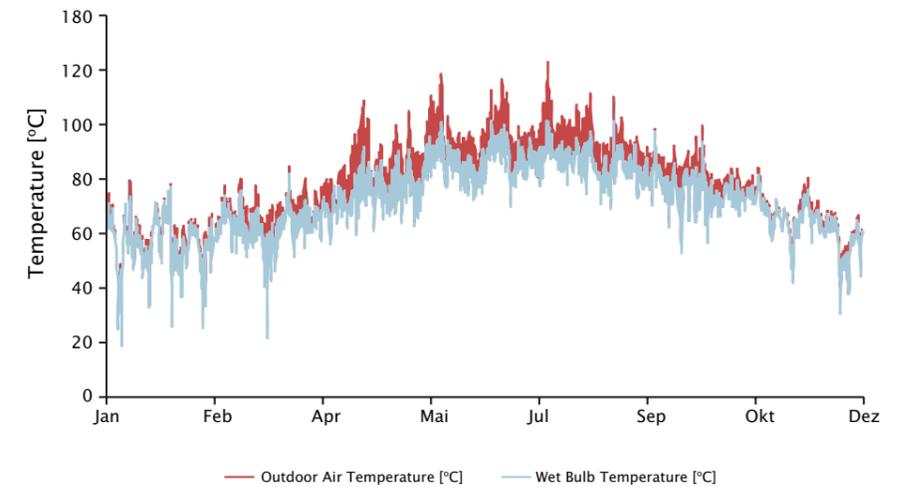
STRATEGY - SUSTAINABILITY

WEATHER ANALYSIS

The weather conditions at H+ location are characterized by its close position to the seaside. Wind has a huge impact to this location and offers opportunities to be used in means of energy production by wind turbines. Also in regards to buildings it offers possibilities for natural ventilation or also night flushing, if the outside air temperature and humidity level is appropriate. By these methods reductions of required cooling capacities for the new H+ area can be achieved.



Solar irradiation on different orientations

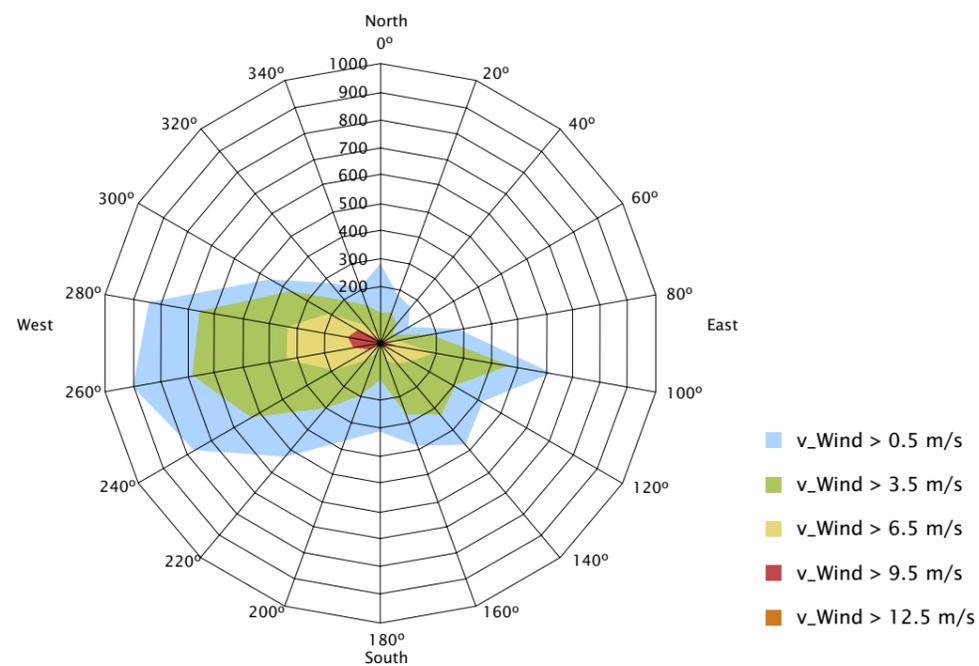


Outdoor air temperature and wet bulb temperature

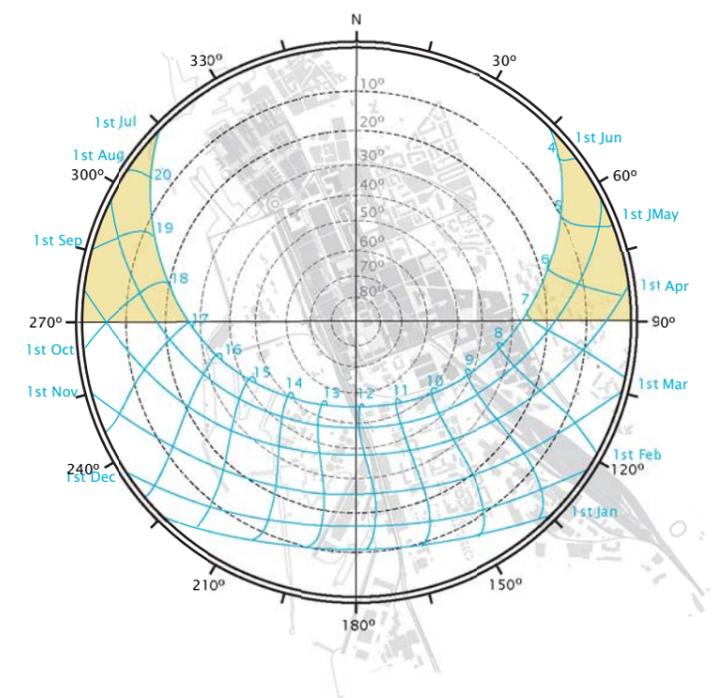
SUSTAINABLE DESIGN

We base our sustainable design on five important parameters:

- a. Energy efficiency
- b. Water conservation
- c. Quality of the built outdoor environment
- d. Quality of the built indoor environment
- e. Flexibility for a future change in use

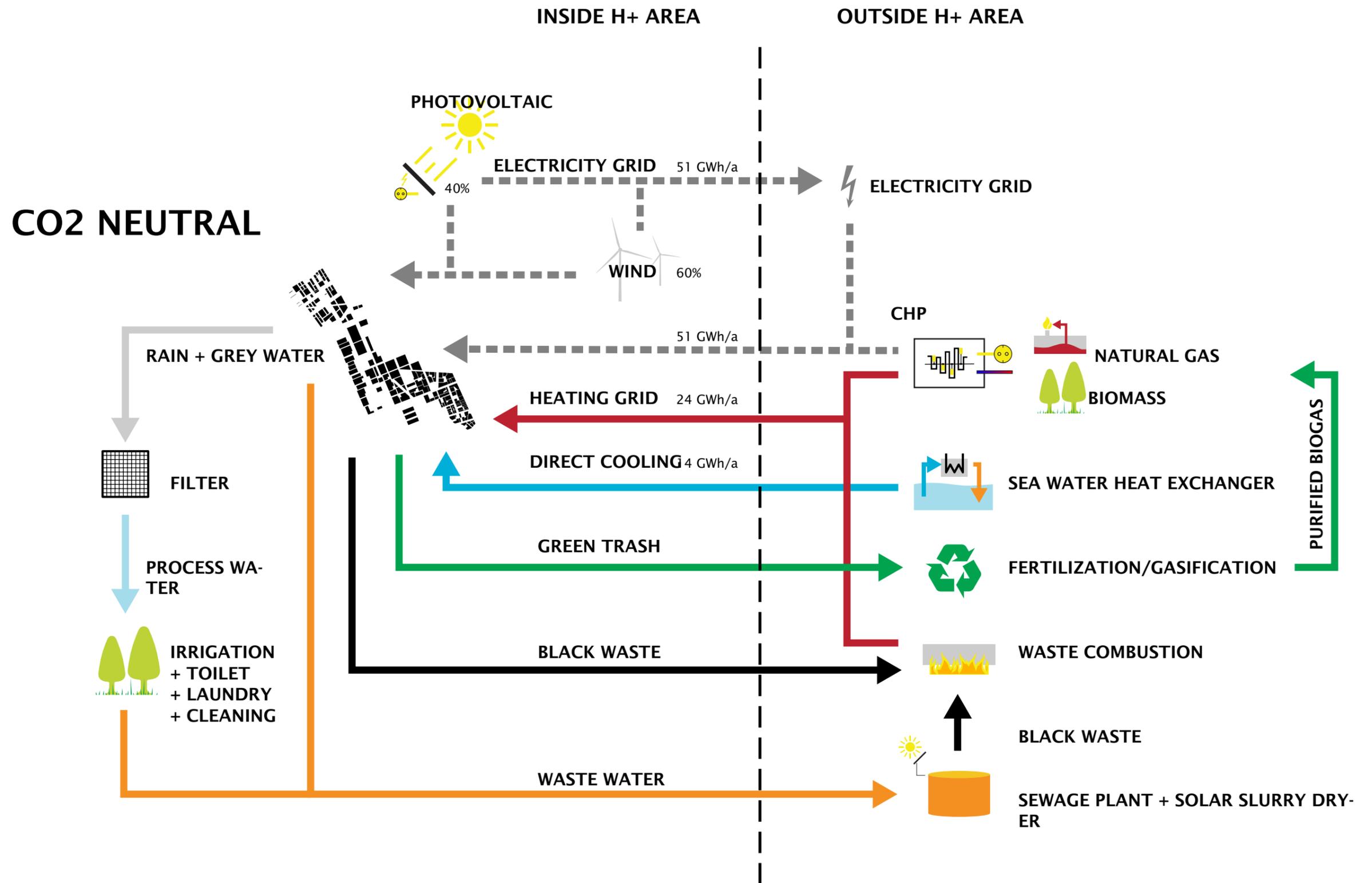


Wind speed and direction

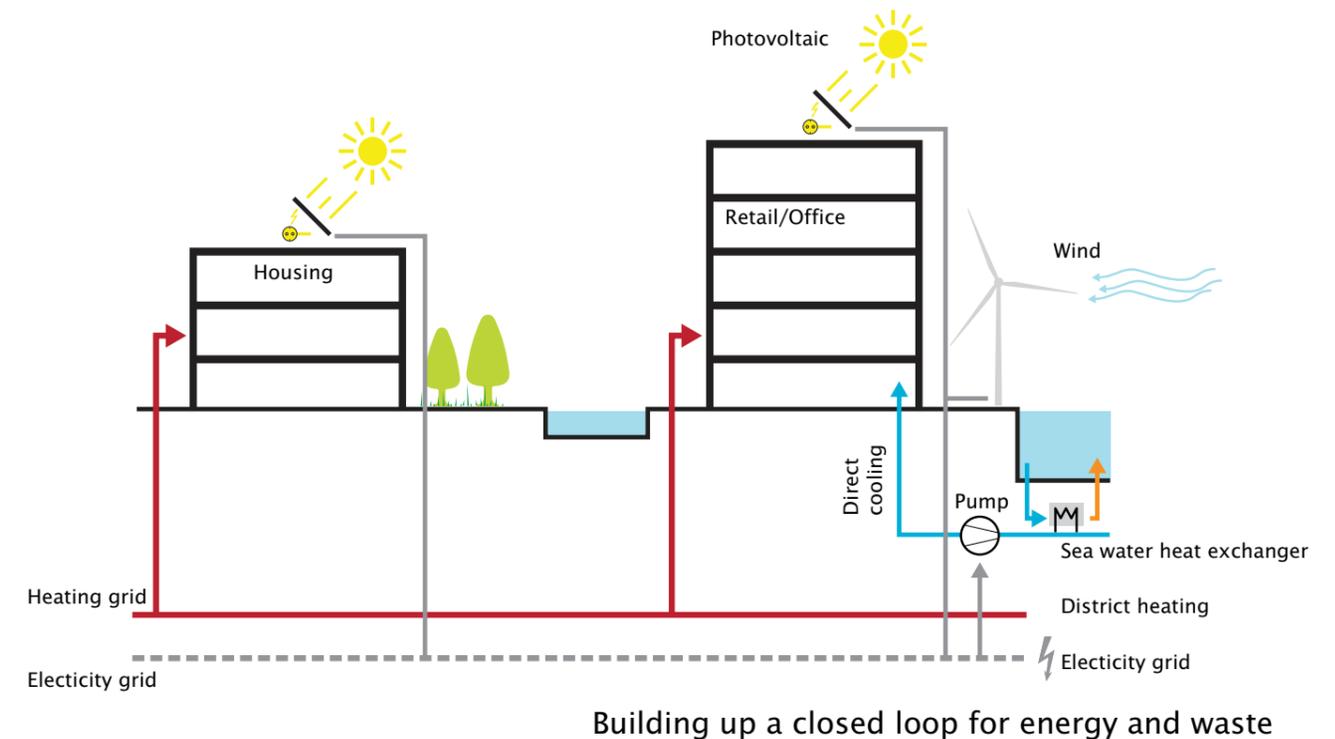
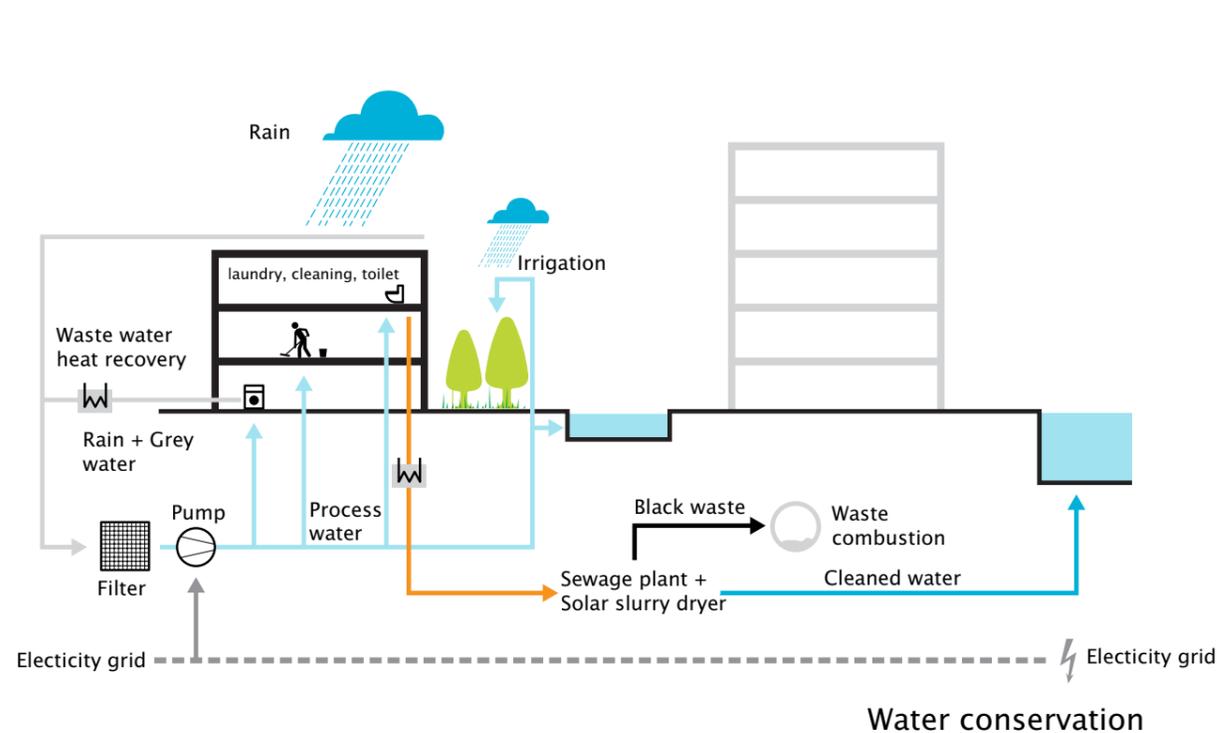


Sun path diagram

STRATEGY - H+ AS CO2 NEUTRAL CITY



STRATEGY - WATER, ENERGY AND WASTE



A. ENERGY EFFICIENCY

The aim of the energy concept is to achieve optimal environmental conditions with a minimized energy demand.

B. WATER CONSERVATION

In H+ area measures to minimize water consumption are :

- Grey water reuse
- Irrigation-free landscaping and green roofs
- Waterless or low-flow sanitary fixtures
- Rain water for outdoor water features
- Grey/rain water for remaining irrigation purposes

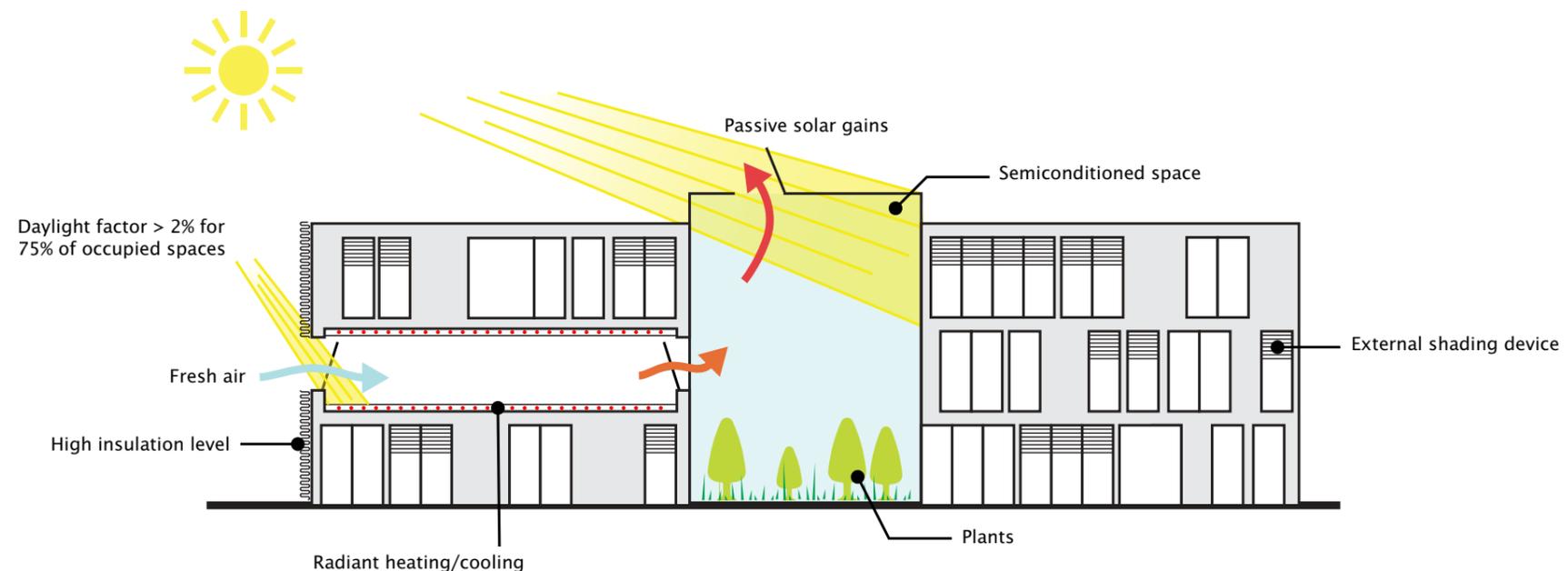
C. QUALITY OF THE BUILT OUTDOOR ENVIRONMENT

It is aimed that green spaces and squares allow ample sunlight at ground level in the middle of the day. In summer, cool breezes and shading cool the human-scale climate.

D. QUALITY OF THE BUILT INDOOR ENVIRONMENT

It is the purpose of the buildings to provide a vital human environment. In service of this, certain technical qualities are essential:

- level and brightness distribution of natural light
- thermal comfort
- indoor air quality
- acoustical comfort







IV. ZOOMING IN V. DAYS IN THE AREA



ZOOMING IN - CANAL CITY

CENTRALITY, EXCLUSIVITY AND CLOSENESS TO WATER

THE CANAL CITY

The Canal City with its landmark bids you welcome to Helsingborg and benefits from its close proximity to the sea. Well-consolidated enterprises in logistics, IT and creative industries occupy the most prominent addresses, with views of the sunset and the sea, and, not least, closeness to a well-developed infrastructure and the city centre.





53 - The Tolerant City

Knutpunkten

Library

City Park

Entrance to the station

Film city

Technology and science professions

Established galleries

Square

Landmark

Embassy

Yacht Club

The Ocean Square

Research

Canal City

Harbour Bath

Restaurants, café

Ikea

Campus

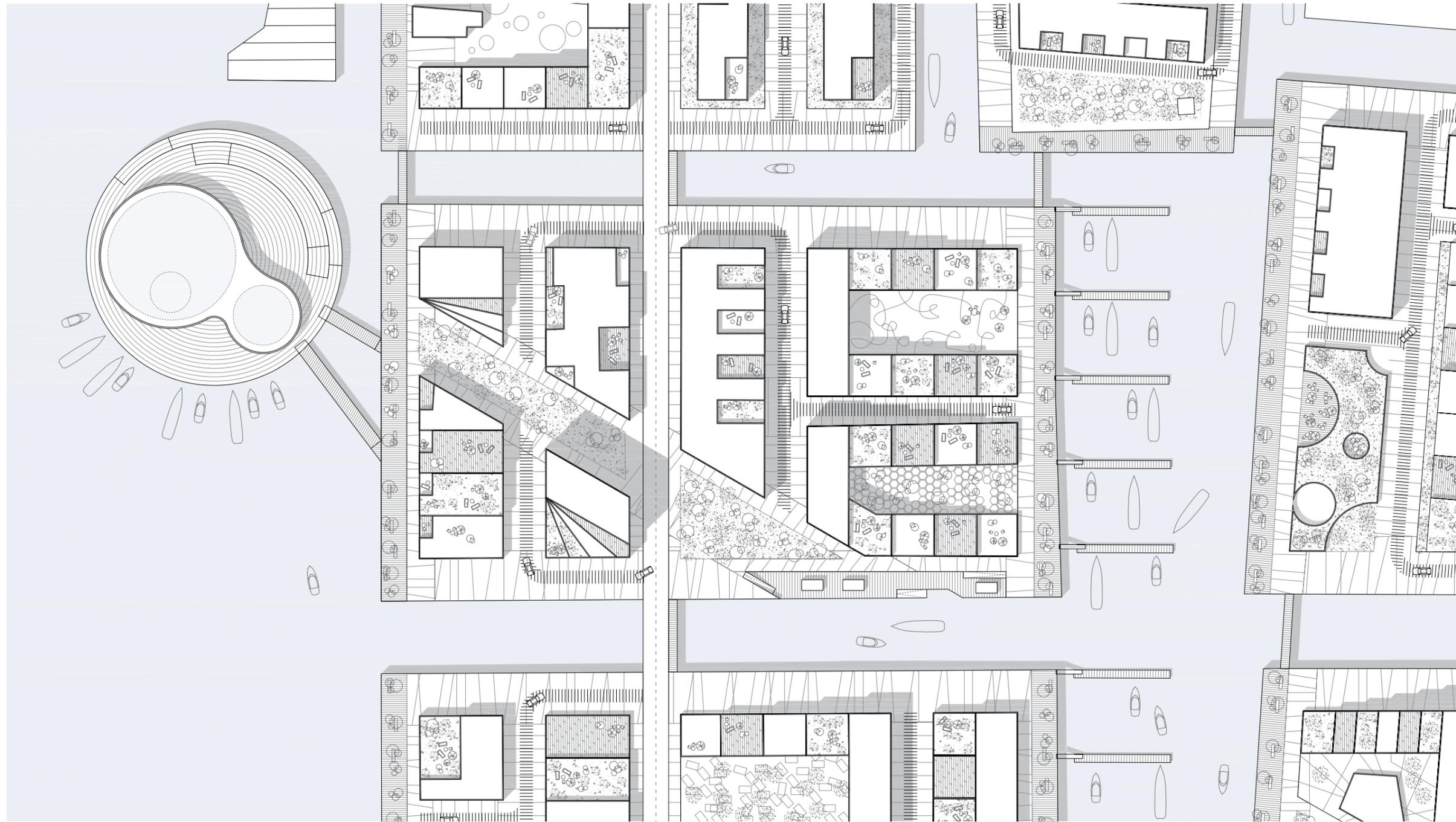
Educational institution

Family housing

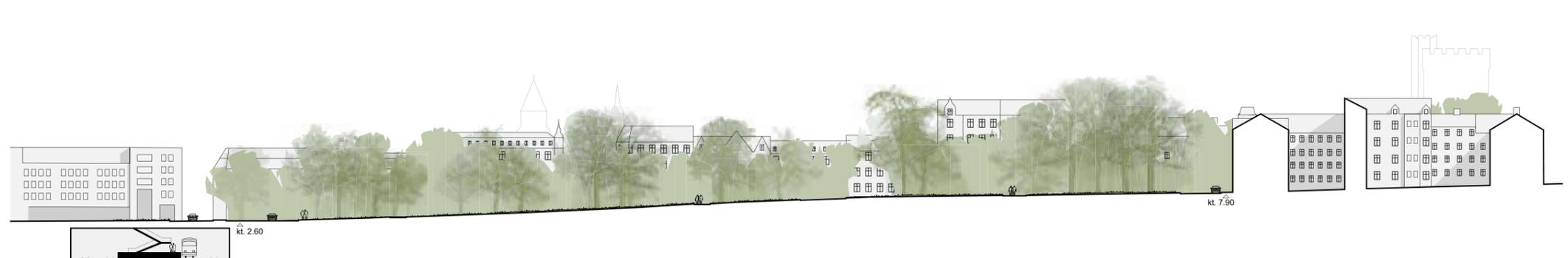
Public courtyards

OCEAN STREET

TRANSFORMA



Plan 1_1000 Canal City



CITY PARK Knutpunkten, new entrance
Section B:B

Stadparken

A DAY IN THE CANAL CITY



Habour Bath

Harbour

CANAL CITY

Section A:A

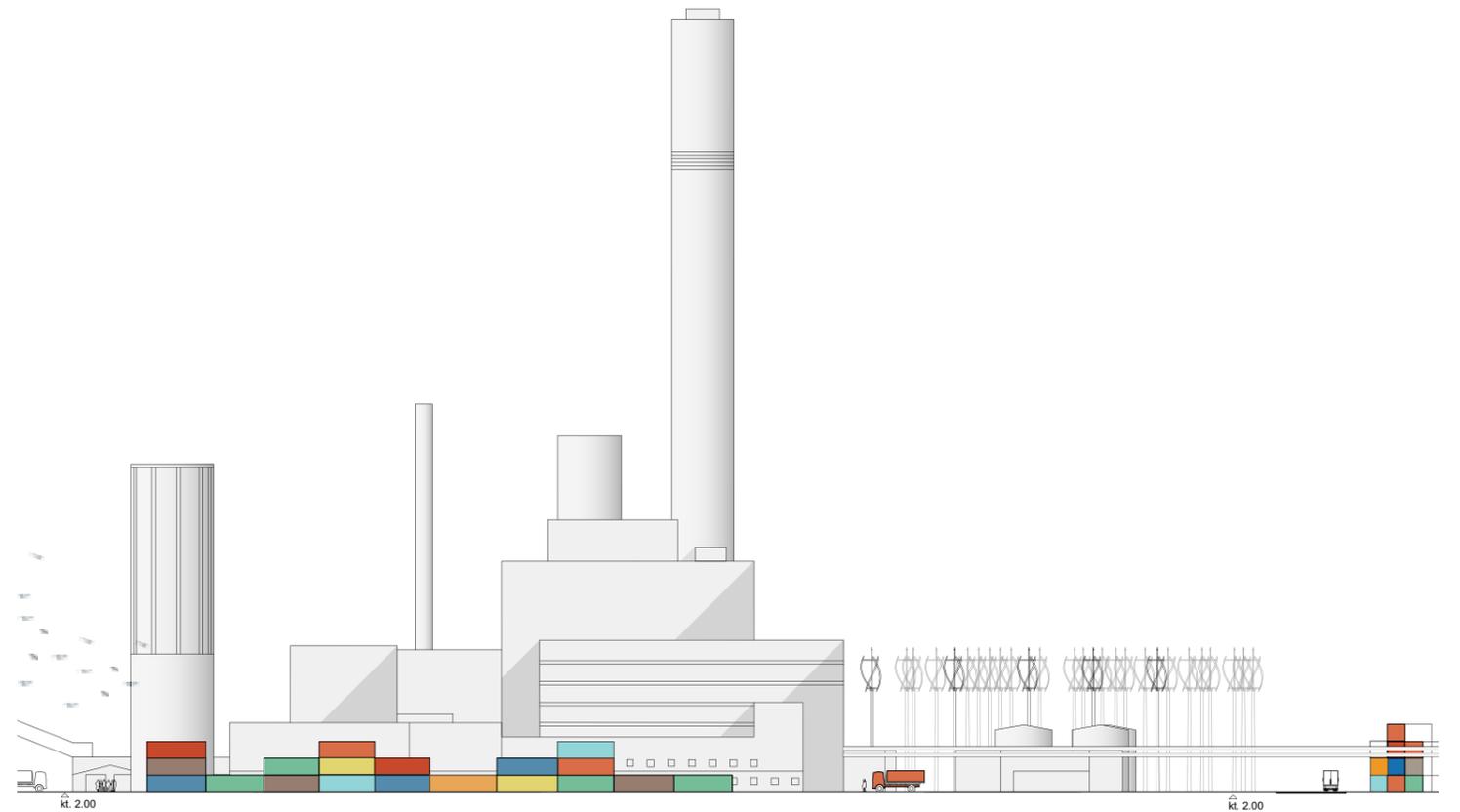


ZOOMING IN AT THE CAMPUS AREA

KNOWLEDGE, INTERNATIONAL ORIENTATION AND PROGRESS

CAMPUS AREA

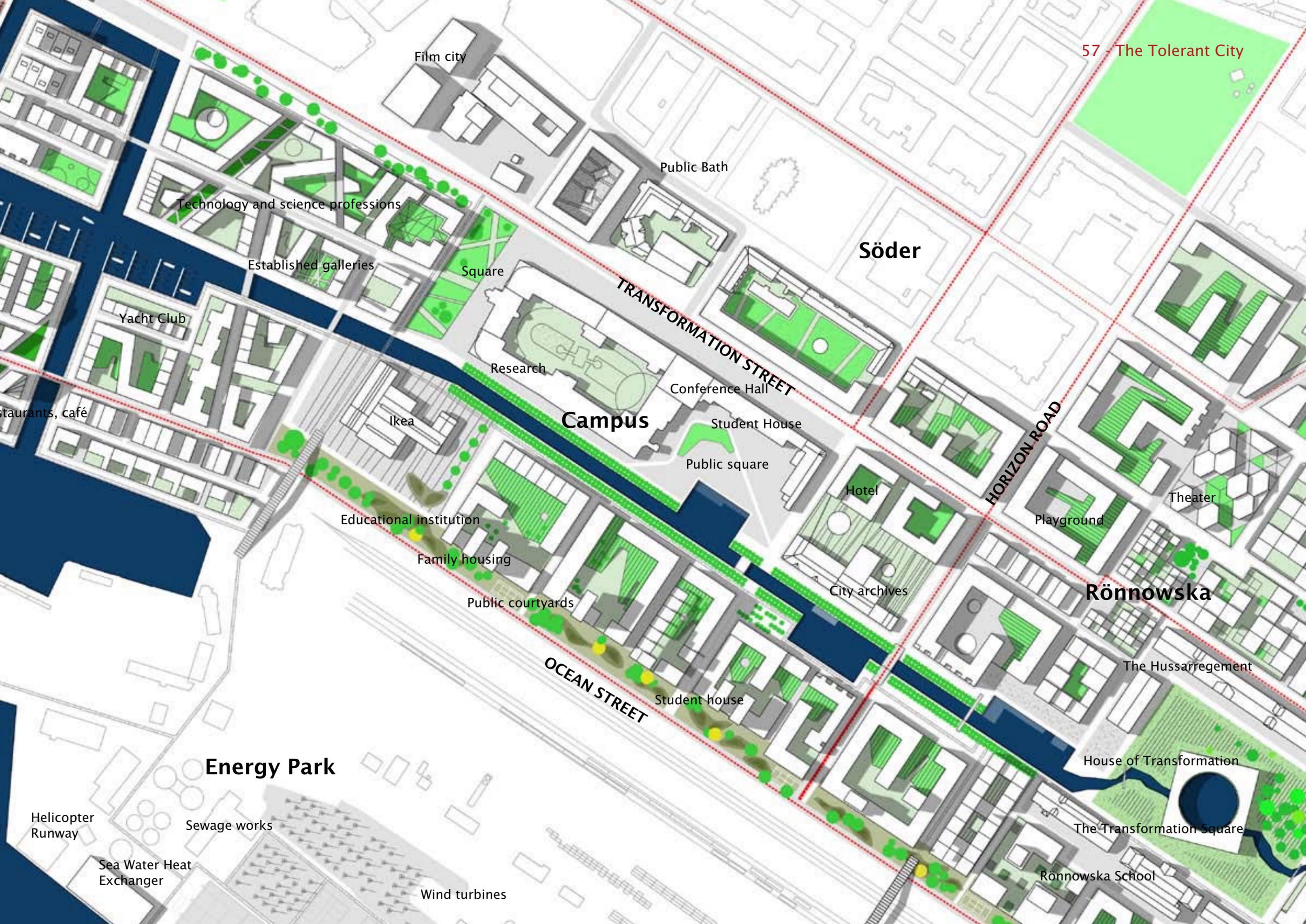
With the university as its heart, the Campus area displays a dynamic life characterised by students, teachers and researchers from all over the world. Knowledge, learning and curiosity draw the area together, programmatically in connection with teaching environments, the Energy Park by the harbour, knowledge and research based trades, as well as colleges, guest residences for researchers and small flats for students. The canal sequence merges all kinds of trades, nationalities and age groups in an urban space where meeting places of different scales invite to stopovers.



ENERGY PARK

Section A:A

Wind turbines



57 - The Tolerant City

Film city

Public Bath

Söder

Technology and science professions

Established galleries

Square

TRANSFORMATION STREET

Research

Conference Hall

Student House

Campus

Public square

Ikea

Hotel

HORIZON ROAD

Theater

Playground

Restaurants, café

Yacht Club

Educational institution

Family housing

City archives

Rönnowska

Public courtyards

OCEAN STREET

Student house

The Hussarregement

Energy Park

House of Transformation

The Transformation Square

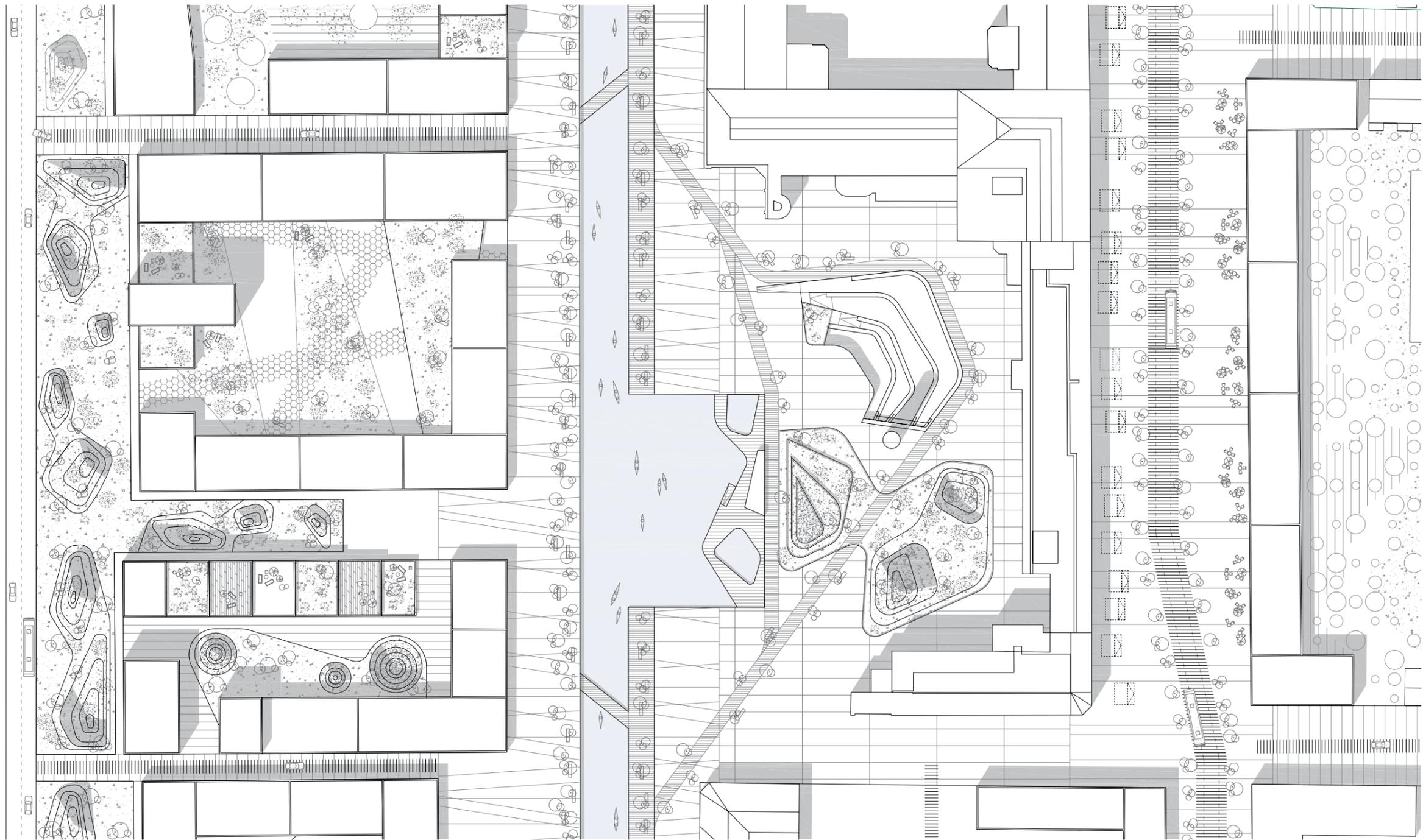
Helicopter Runway

Sewage works

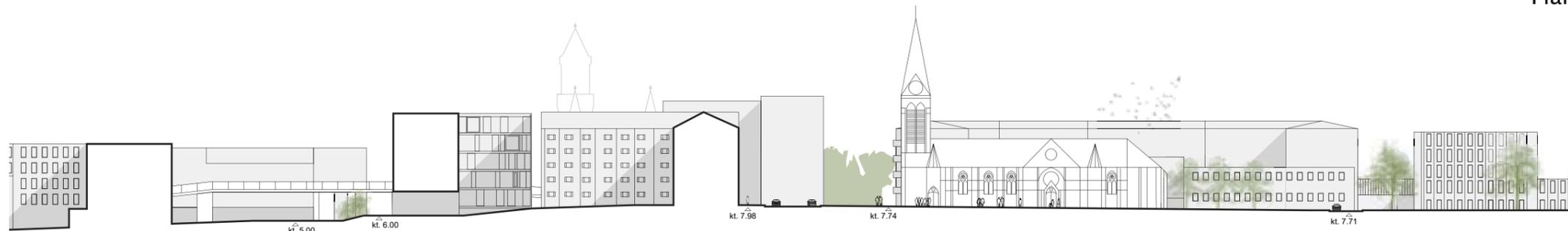
Sea Water Heat Exchanger

Wind turbines

Rönnowska School



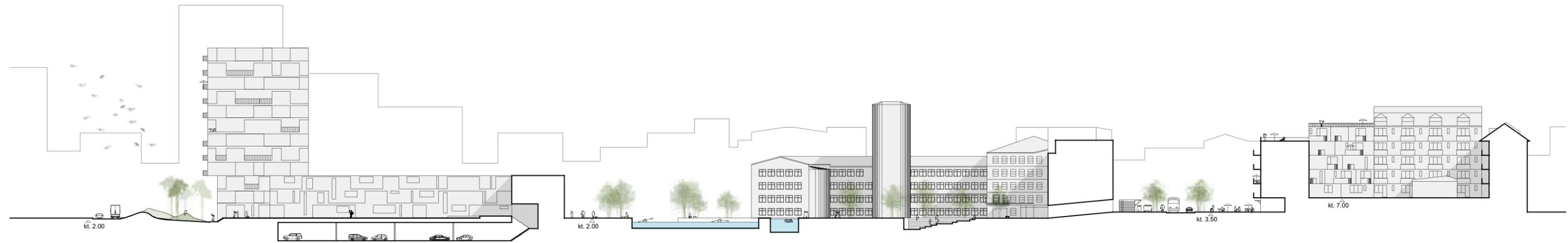
Plan Campus



Gustaf Adolfs Church



A NIGHT IN THE CAMPUS AREA



CAMPUS
Section B:B
Ocean Street

The canal

Public square

Transformation Street



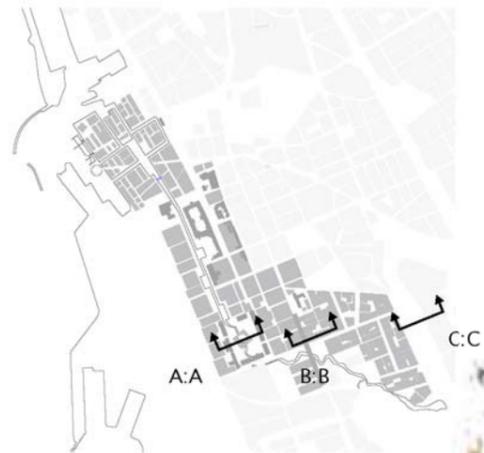
ZOOMING IN AT RÖNNOWSKA

MODERN FAMILY LIFE, EVERYDAY LIFE, HEALTH

RÖNNOWSKA

The border between Rönnowska and Söder has been erased in favour of a coherent and active everyday city for families, small businesses and facilities and institutions for children and young people.

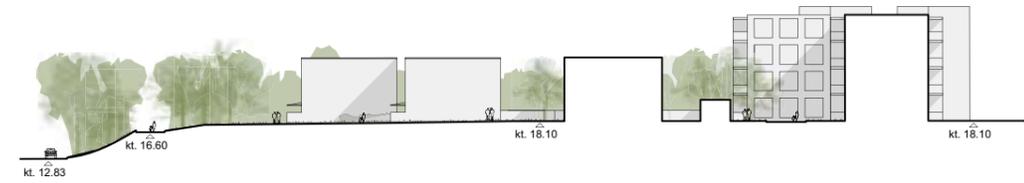
Towards the Gäsebäck the viaduct appears as sculptural, recreational and



living factor, while a bridge over Ocean Street easily leads people toward the new Energy Park. The housing conditions are meant for the current family patterns with for instance joint custody children, single fathers with more than one child, working senior citizens, and close ties between many relationally and socially connected, but physically separated residences.

THE TRANSFORMATION SQUARE

The Transformation Square is a state of mind, an emblem of transformation. The Transformation Square comes into being as a result of the fusion of blue and green, of the salt waters of the sea and the fresh springs of the earth.



NÄRLUNDA

The Plateau

Section C:C





Söder

TRANSFORMATION STREET

GOOSE ROAD

Art committee
61 - The Tolerant City

Conference Hall
Student House
Public square

Educational institution

Goose Square
Landmark

Student housing

Campus

HORIZON ROAD

Gallery

Firestation

Night club

Hotel

Theater

Pocket park

Workshop

Playground

City archives

Rönnowska

Södergatsviadukten

Viaduct park

TEAN STREET

Student house

The Hussarregement

Health institution

Jutan

House of Transformation

Child care center

Conference

The Transformation Square

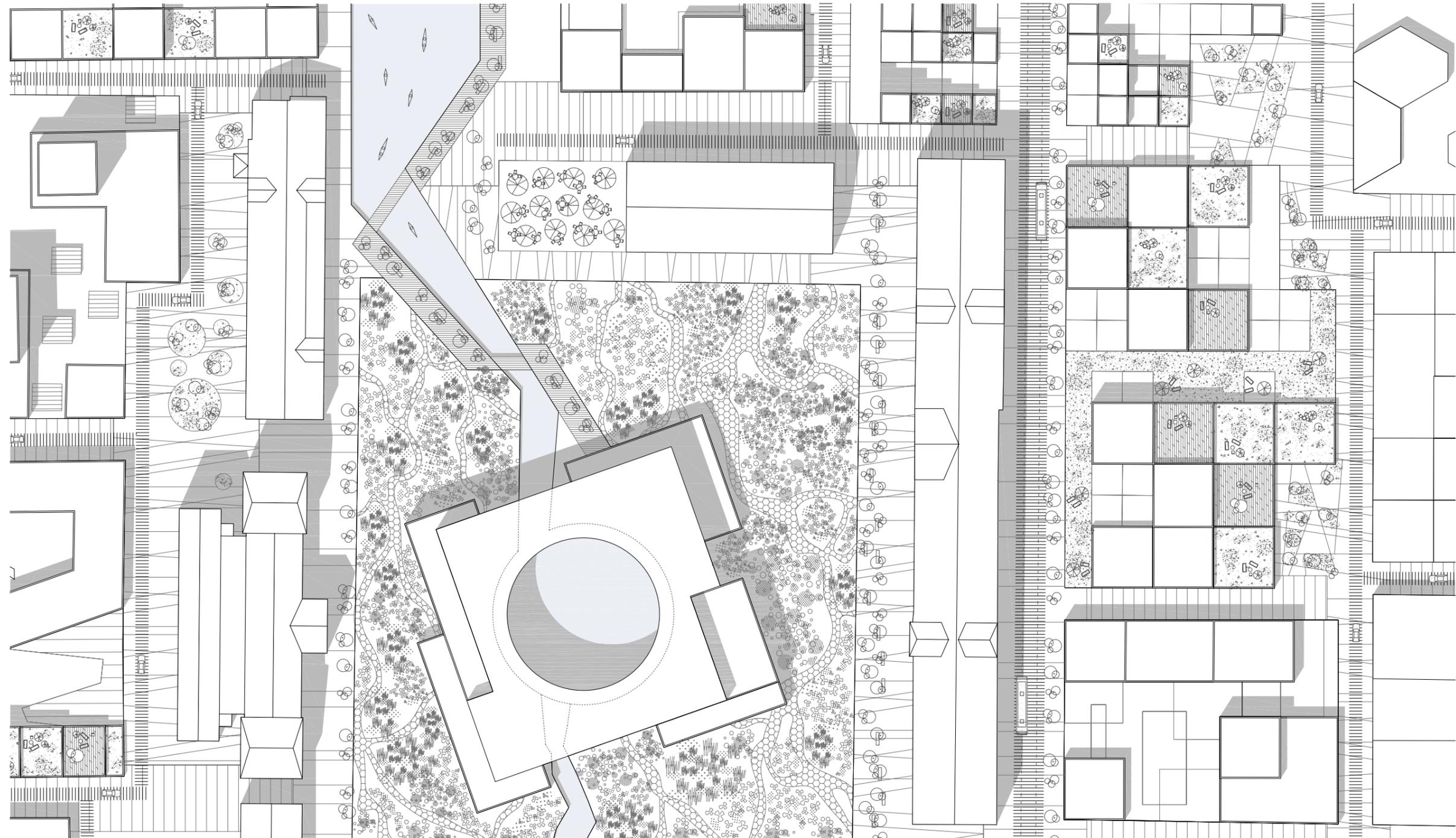
Cinema

Rönnowska School

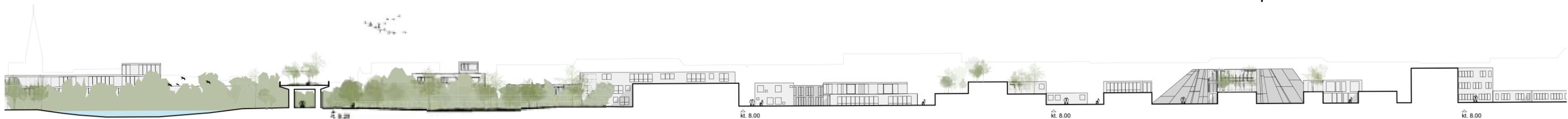
Family housing

Sheltered housing

CPH



Plan Transformation Square



Gåsebäck Stream

Viaduct

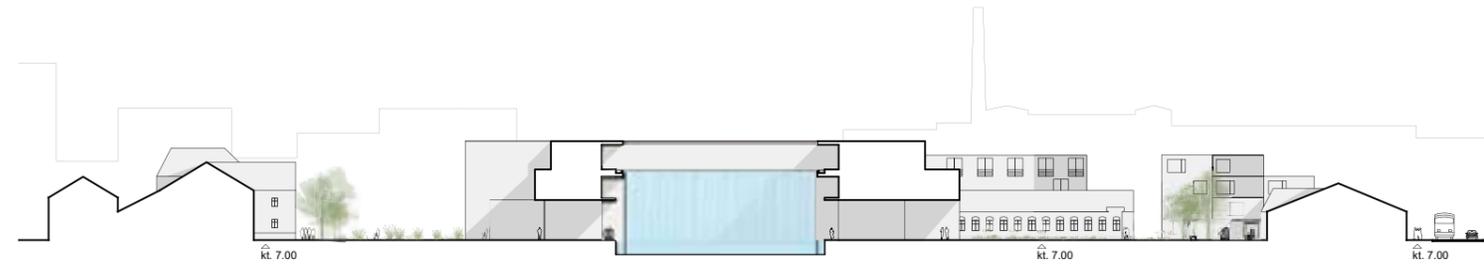
Viaduct Park

Landmark - greenhouse

GÅSEBÄCK

Section B:B

A DAY IN RÖNNOWSKA



RÖNNOWSKA
Section A:A

House of Transformation
Transformation Square

Hussarregement



ZOOMING IN AT GÅSEBÄCK

CREATIVITY, EXPERIMENTATION AND TRANSFORMATION

GÅSEBÄCK

Creative people and non-conformists feel at home in Gåsebäck, where the colourful, unorthodox and transformative belong. The rent is affordable for new businesses and entrepreneurs who are acquainted with the small cafés, night-clubs and concert venues in the open, but intimate and snug public courtyards centrally situated in the district.





Gåsebäck

GOOSE ROAD

VIADUCT STREET

Educational institution

Art committee

Goose Square
Landmark

Student housing

Public courtyards

Sheltered housing

Family housing

Handicap housing

Gallery

Firestation

Night club

Café

Studio

Theater

Pocket park

Workshop

School

Sport

owska

Södergatsviadukten

Viaduct park

Sport

Health institution

Child care center

Jutan

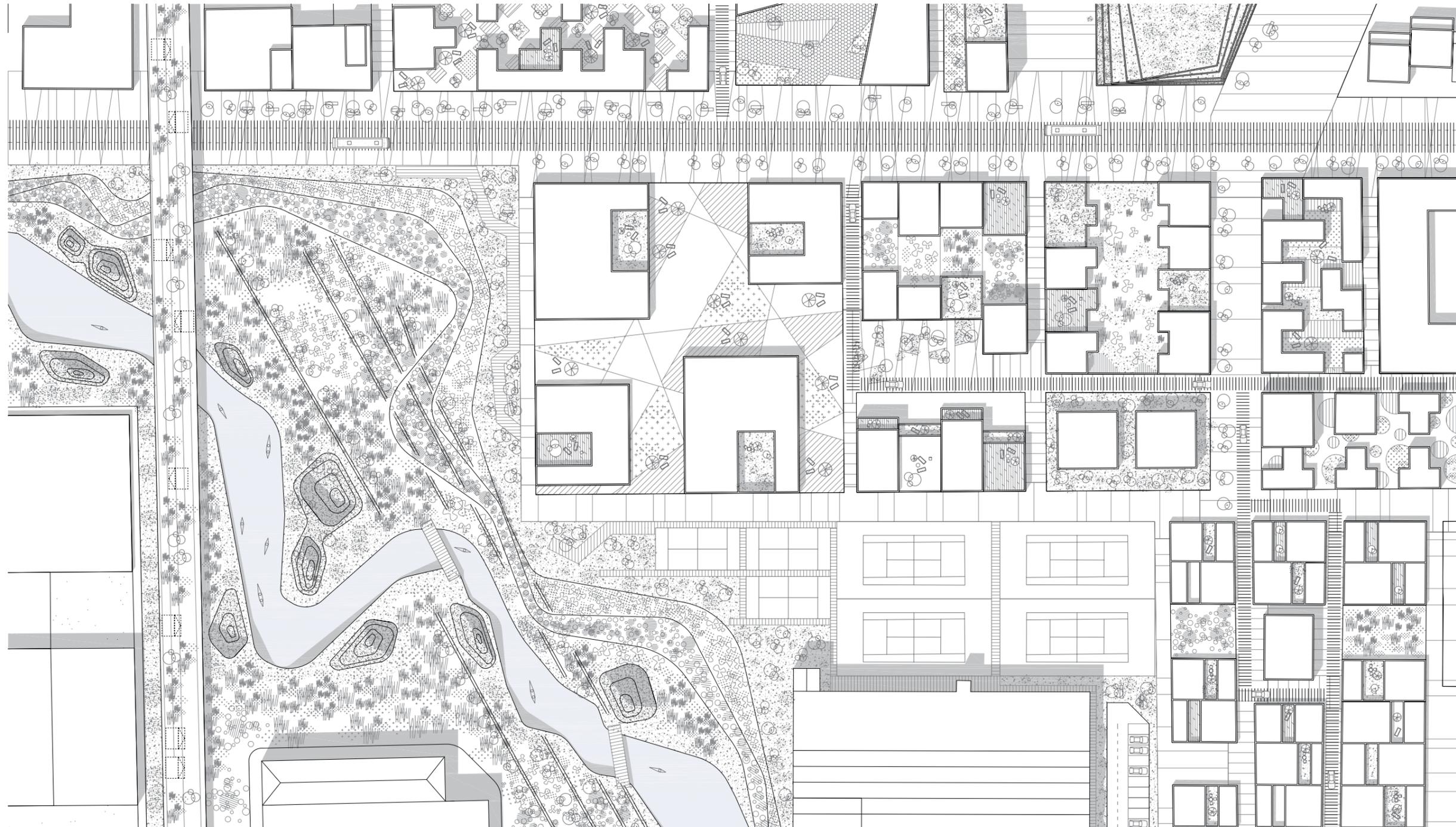
e Hussarregement

Cinema

Conference

Transformation

ormation Square



Plan Gäseback



PLANTERINGEN
Section A:A

A DAY IN THE GÅSEBÄCK AREA



GÅSEBÄCK
Section B:B

Viaduct Park

The tunnel

Gåsebäck Stream





