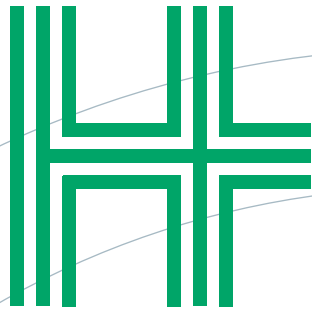


Var med och forma  
centrala södra  
Helsingborgs framtid

Be involved in shaping  
the future of central  
southern Helsingborg



# Imagine Helsingborg

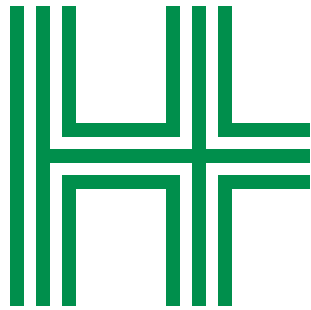
Tävlingsrapport från  
projekttävlingen för H+  
Imagine Helsingborg

Competition report from  
the project competition for H+  
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# Imagine Helsingborg

Tävlingsrapport från  
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Competition report from  
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Imagine Helsingborg

# Imagine Helsingborg

Rapport från projekttävlingen  
Competition report

# Innehållsförteckning

## Table of contents

1

Inledning / Introduction 5

Bakgrund / Background 7

H+projektet / The H+ project 9  
Vision  
Beskrivning av området / Description of the area  
Tidsplan / Time frame

Tänk Helsingborg / Imagine Helsingborg 29  
Projekttävling / Project competition  
Process

Uppgiften / The task 39  
Förutsättningar för uppgiften / Prerequisites for the task

2

Teamens förslag / The team proposals 49

H+ Mindzone 49

H+ Open Stage 67

Helsingborg Our Vision 85

The Tolerant City 103

Towards Sustainable Urbanity 121

3

Juryns utvärdering / The jury's evaluation 139

Generella kommentarer / General comments 140

Juryns beslut / The jury's decision 146

Utvärdering av förslag / Evaluation of proposals 148

Slutsatser och fortsatt arbete / Conclusions and continued work 158



# Inledning

## Introduction

H+ kan liknas vid en fascinerande resa in i framtiden. Projekttävlingen Imagine Helsingborg är ett delmål på färden och har fört in H+ i ett intensivt skede där kärnan i projektet, stadsbyggnadsprocessen, har lagts fast.

Syftet med tävlingen är att skapa ett hållbart och övertygande ramverk för H+ stadsbyggnadsprocess som förädlar visionen för området och blir ett konkret arbetsverktyg för att dirigera H+ fortsatta utveckling.

Rapporten sammanfattar det senaste årets kreativa arbete inom ramen för Imagine Helsingborg. Syftet med rapporten är också att dokumentera och formulera projekttävlingen, redovisa resultatet från utvärderingen av tävlingen och presentera de bärande idéer som ska vidareutvecklas. Rapporten är en fortsättning på det tidigare utförda program-arbetet.

Rapporten består av fyra delar där den första beskriver H+ projektet, hur tävlingen genomförts samt själva tävlings-uppgiften. Andra delen redovisar de fem teamens förslag presenterade med motton. Del tre består av juryns utlåtande och förslag på vidare arbete. Den fjärde och sista delen redovisar besluten som ska ligga till grund för det fortsatta arbetet.

Projekttävlingen har genomförts av Helsingborgs stad, projekt H+.

H+ is similar to a fascinating trip in the future. The project competition Imagine Helsingborg is an intermediate destination on a journey that has taken H+ into an intensive stage, where the core of the project, the urban planning process, has been established.

The aim of the competition is to create a sustainable and convincing framework for the H+ urban planning process, which improves the area's vision and will become a tangible working tool in managing the continued development of H+.

The report summarizes the creative work of recent years within the framework for Imagine Helsingborg. As well, the purpose of the report is to document and formulate the project competition, illustrate the results from the competition evaluation and present the fundamental ideas to be developed further. The report is a continuation of earlier conducted program work.

The report consists of four parts, where the first describes the H+ project, how the competition is carried out and the specifics of the competition itself, the second introduces proposals from each of the five teams, the third is the jury's verdict and suggestion for further work, and the fourth presents the decision that will form the foundation for the continued work.

The project competition is being conducted by The Municipality of Helsingborg, Project H+.

# 1

**Bakgrund**  
**Background**





Helsingborg sett från öster med Öresund och Helsingör i fonden.

Helsingborg seen from the east with Öresund and Helsingör in the background.

# H+ Projektet

## The H+ Project

### Från idé till medvetenhet

Idén att utveckla Helsingborgs centrala södra delar har växt fram under en längre tid och är en fortsättning på flera visionära projekt och arbeten. Avgörande för beslutet att konkretisera H+ var dock att verksamheten i Helsingborgs hamn förändrats så att den inre piren inte längre behövs för hamnverksamheten. Staden har på flera sätt agerat för att skapa förutsättningar för H+ vilket bland annat resulterat i universitetsetablering, Campus Helsingborg.

En bred medborgardialog, Söder i förändring, har genomförts. Avsikten har varit att ge medborgarna möjlighet att uttrycka önskemål och beskriva sina visioner för områdets utveckling. Näringslivets intresse för H+ projektet har genererat positiva effekter genom att flera företag har etablerat kontor i området och fastighetsbolag har initierat projekt som på olika sätt förutsätter H+ som en viktig del i det framtida Helsingborg. Utöver förenings- och näringslivet har området även, sommaren 2007, fått en ny mötesplats i form av SHIP – ett koncept som förenar utställning för H+, café samt kontorshotell med plats för cirka 50 mindre företag.

En viktig händelse för H+ fortsatta utveckling inträffade under hösten 2006 då Helsingborgs kommunfullmäktige beslutade om finansieringsprincipen för att gräva ner de järnvägsspår som idag skär igenom södra Helsingborg och skapar en barriär. Arbetet med att gräva ner järnvägen benämns Södertunneln och är en förutsättning för H+ projektet. Genom beslutet om finansieringen gick H+ från att vara en vision till att bli ett konkret projekt. Den kommande exploateringen inom H+ området förväntas i stor utsträckning bidra till att finansiera nedgrävningen av järnvägen.

H+ har under hösten 2008 getts en tydlig organisation inom Helsingborgs stad med förväntningar på snabb och kvalitetssäkrad arbetsgång. Inom H+ pågår parallellt med projekttävlingen arbetet med en fördjupad översiktsplan för området och studier pågår och planeras för att ytterligare förtydliga bilden av områdets förutsättningar. Vidare kommer studier att genomföras kring områdets energiförsörjning och tekniska infrastruktur där avsikten är att gå längre mot hållbara lösningar än vad man hittills har gjort i staden. Flera forskningsprojekt och kunskapshöjande aktiviteter är redan igång kring dessa frågor. Även samarbeten med det aktiva kulturlivet pågår och ska intensifieras. Dessutom planeras medborgardialoger att genomföras underhand.

*"Idén att utveckla Helsingborgs södra delar har växt fram under en längre tid och är en fortsättning på flera visionära projekt och arbeten"*

### From the idea to realisation

The idea to develop the southern central part of Helsingborg has grown for a long time and is a continuation of several visionary projects and works. The decisive factor to make H+ a reality was the fact that activities in the port of Helsingborg have changed so that the inner pier is no longer needed for operations. In several ways, the city has acted to create the right conditions for H+, which among others have resulted in the establishment of the university, Campus Helsingborg.

An extensive dialogue amongst the citizens, Söder i förändring (A changing South), has been done. Its purpose has been to give the citizens the possibility to express their wishes and describe their visions for the area's development. The interests of businesses and industry for the H+ project have generated positive effects in that several companies have established offices in the area and real estate companies have initiated projects that in various ways presuppose H+ as a important part of the future. Besides the activities of associations and industry, the area received a new meeting place in the form of SHIP – a concept that brings together the H+ exhibition, a café and an office complex with space for 50 smaller companies.

An important event for the continuing development of H+ occurred during the autumn 2006, when Helsingborg's municipal council decided upon financing in principle to dig down the railway tracks that today cut through southern Helsingborg and create a barrier. The work of digging the tracks underground was termed Södertunneln (The South Tunnel) and is a condition for the H+ project. Through the decision for financing, H+ went from being a vision to a reality. The upcoming development within the H+ area is expected to greatly contribute to financing the digging of the railway underground.

H+ was given, during the autumn of 2008, a clear organization within the municipality of Helsingborg, with expectations for a quick and quality-assured work. Within H+, the project competition work that includes an in-depth surveying plan for the area is ongoing, while studies are proceeding and being planned to elucidate the area's requirements further. Moreover, studies will be conducted regarding the area's energy supply and technical infrastructure, with the purpose of further advancing what has been done in the city so far into a sustainable solution than what has been done so far in the city. Several research projects and knowledge promoting activities concerning these questions are already underway. Even collaboration with the active cultural life of the city is ongoing and will intensify. Moreover, private citizen dialogues are also scheduled.

*"The idea to develop the southern part of Helsingborg has grown for a long time and is a continuation of several visionary projects and work"*

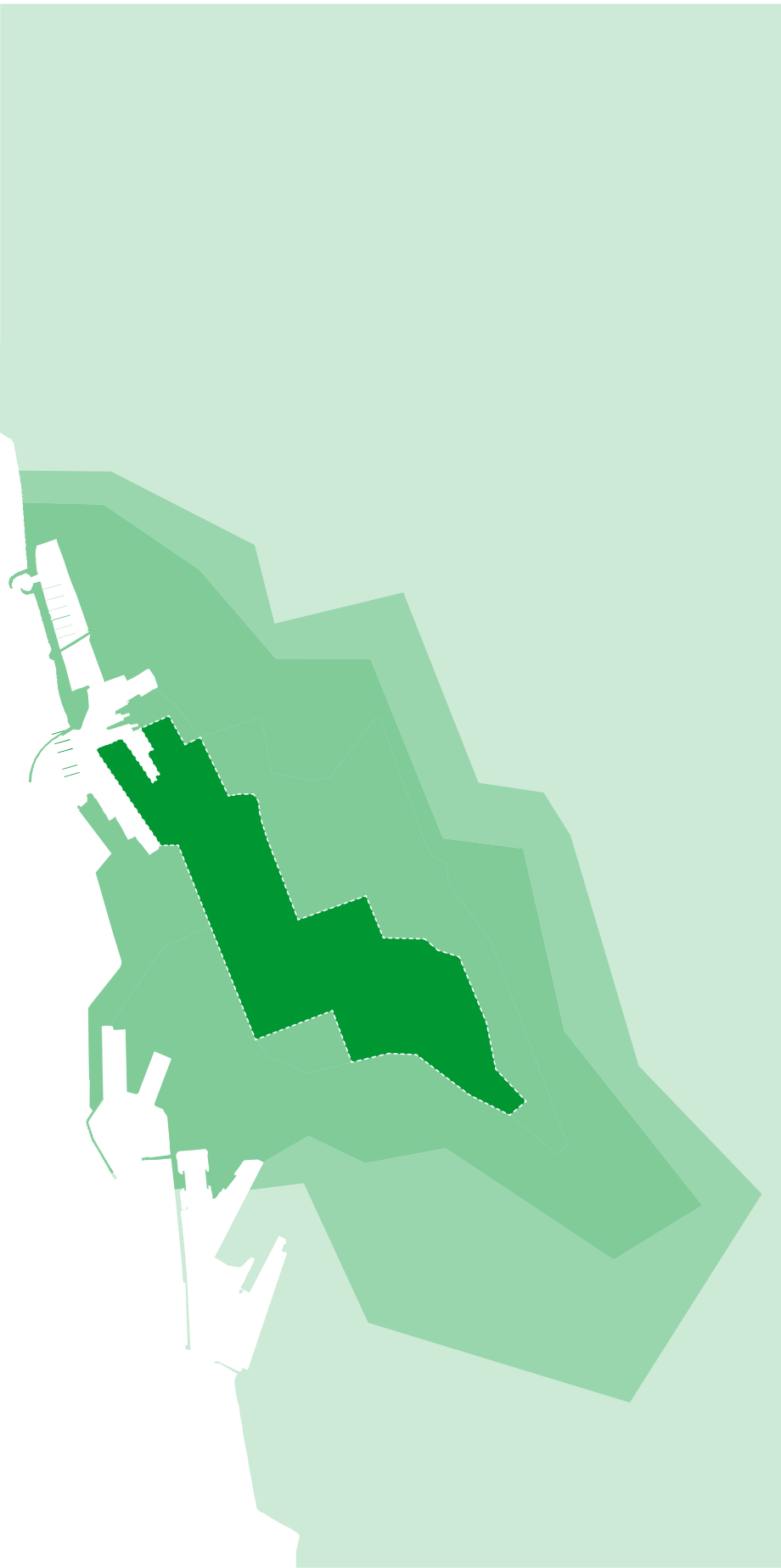


Visionen  
Vision

Texten på dessa sidor visar visionen som den beskrevs i tävlingsprogrammet, 2008-11-03.  
The text on these pages shows the vision as it was outlined in the competition program, 2008-11-03.

Vår vision med H+ är att utveckla centrala södra Helsingborg kring stadens hamninlopp och skapa ett kreativt centrum i Öresunds-regionen. Helsingborgs starka sidor tillvaratas och utvecklas i det nya området. Vattenkontakten, de goda kommunikationerna och den starka ställningen inom transport, handel och logistik utgör nyckel-begrepp för utvecklingen av H+ till en dynamisk plats präglad av ständig utveckling.

Our H+ vision is to develop the central southern parts of Helsingborg around the City’s approach channel and to create a centre of creativity in the Öresund region. The new area will enforce and develop the strengths of Helsingborg. Its proximity to the waterfront, good communications and the City’s strong position within transport, trade and logistics serve as key concepts for developing H+ into a dynamic location characterised by continual change.



Mångfald

Mångfalden är H+ områdets kännetecken. Mångfald när det gäller boende, kulturer, verksamheter och upplevelser. Områdets karaktär finns i spänningen mellan nytt och gammalt, mellan områdets historiska ursprung och moderna tillägg.

Diversity

Diversity is a distinctive feature of the H+ area. This diversity relates to housing, cultures, activities and experiences. The character of the area can be found in the tension between new and old, between the historical origin of the area and its modern additions.

Goda kommunikationer

Från det unika läget nära Knutpunkten når man på kort tid hela Öresundsregionen. Därför minskar bilberoendet och istället främjas kollektivtrafiken i området. De goda kopplingarna mellan sjöfart, järnväg och vägtransporter fortsätter att utvecklas i samspel med den omgivande staden. Förbindelsen mellan Helsingborg och Helsingör ger området sällsynt goda förutsättningar för effektiva kommunika-tioner, vilket skapar dynamik och i sin tur attraherar näringsliv samt skapar spännande arbetstillfällen.

Good communications

From the unique location near Knutpunkten, you can travel within the entire Öresund region within a short space of time. This reduces dependence on cars and instead promotes public transport operations in the area. The good links between shipping, rail and road transport continue to develop in harmony with the surrounding city. The link between Helsingborg and Helsingör gives the area unusually good potential for efficient communications. This creates dynamics, which in its turn attracts new businesses and creates exciting job opportunities.

Sammanhållen stadskärna

H+ handlar om att bryta barriärer, såväl fysiska som mentala. Genom att gräva ner järnvägen i en tunnel söderut från Knutpunkten och förvandla Malmöleden från stadsmotorväg till gata med allé och korsande gator, kan Söders gamla kvartersstad förlängas västerut mot vattnet och gamla och nya stadsdelar förenas. En tät stad med korta avstånd gör det enkelt att förflytta sig till fots och på cykel. Ett sammanhängande system av stråk och mötesplatser binder samman området. Vår vision är att den nya stadsdelen skapar en sammanhållen stadskärna med ett myllrande stadsliv. Området präglas av hållbarhet, värme och tolerans. H+ området är välkomnande för alla.

Sustainable city

Our vision is for the development of the southern parts of Helsingborg to serve as a role model for the concept of 'the sustainable city' designed on the basis of human needs. The new parts of the city are being planned on the basis of social, economic and environmental dimensions. From theory to practice, we work across sectors and exchange knowledge in dialogue with residents. The urban space and architecture are characterised by their human scale, social relations, mixed functions, innovation and high quality. Designs vary and are adapted to environmental requirements, the coastal climate and improved energy efficiency.

Attraktiv mötesplats

H+ området är en attraktiv mötesplats för studier, arbete, boende, nöje och affärsliv. En plats som utmärker sig för de goda miljöerna där människor och företag vill vistas och växa. Södra Helsingborg blir ett nytt färgstarkt och levande centrum i Öresundsregionen. En plats som förstärker Helsingborgs ställning som Sundets pärla. H+ området inspirerar nya företag med spetskunskap och inriktning mot miljö, vatten, energi med tillhörande forskning.

Attractive place to meet

The H+ area is an attractive place to meet for studies, work, residents, entertainment and business; a place that offers excellent environments where people and businesses want to stay and grow. The southern parts of Helsingborg will become a new, colourful and vibrant centre in the Öresund region, a place that enhances the status of Helsingborg – the pearl of Öresund. The H+ area inspires new businesses with cutting edge expertise and a focus on the environment, water, energy and associated research.

Hållbar stad

Vår vision är att utvecklingen av södra Helsingborg blir en förebild för begreppet "den hållbara staden" utformad efter människan och hennes behov. Våra nya stadsdelar är planerade efter sociala, ekonomiska och miljömässiga dimensioner. Från teori till praktik arbetar vi tvärsektorielt och utbyter kunskaper i dialog med medborgarna. Stadsrummet och arkitekturen är präglad av mänsklig skala, social samvaro, blandade funktioner, nyskapande och hög kvalitet. Utformningen är varierad och anpassad till miljökrav, energieffektivisering och kustklimat.

Unified urban centre

H+ is all about breaking down both physical and psychological barriers. By locating the railway in a tunnel toward the south from Knutpunkten and transforming Malmöleden from a city motorway into a tree-lined avenue with intersecting streets, the old neighbourhood of Söder can be extended to the west towards the waterfront and old and new districts can be unified. A compact city with short distances will make it easier to move around on foot or by bicycle. An interlinking system of zones and meeting places will unify the area. Our vision is for the new district to generate a unified urban centre with vibrant urban life. The area will be characterised by sustainability, warmth and tolerance. Everyone will feel welcome in the H+ area.

Vattenstaden

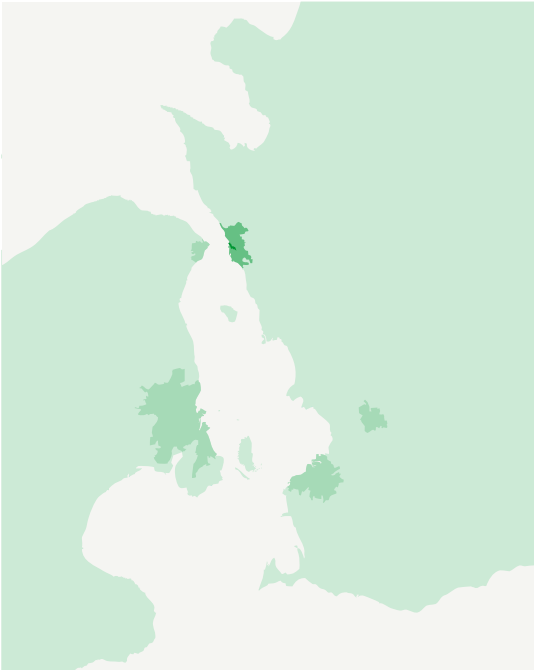
Vatten är ett centralt tema i H+ området. Öresund och Gåsebacken sätter sin prägel på området genom att förutsättningar för spännande möten mellan människa och vatten skapas på olika platser i området. Närheten till vattnet utgör möjligheter till attraktiva och spektakulära lägen som tillvaratas och ger Helsingborg nya landmärken.

City of water

Water is a central theme of the H+ area. Öresund and Gåsebacken leave their mark on the area by creating the potential for an exciting interaction between people and water at different locations within the area. The proximity to the water gives rise to potentially attractive and spectacular locations which are to be utilised and give Helsingborg new landmarks.



Beskrivning af området  
Description of the area



H+ i regionen

Öresundsregionen med 3,6 miljoner invånare omfattar Skåne på den svenska sidan och Själland, Lolland-Falster, Mön och Bornholm på den danska sidan. De största städerna är Köpenhamn, Malmö, Lund och Helsingborg.

Helsingborg ligger i den norra delen av regionen där sundet är som smalast och H+ området ligger i direkt anslutning till centrala Helsingborg och centralstationen, Knutpunkten. Härifrån är det möjligt att på kort tid nå övriga delar inom regionen samt hela södra Sverige med tåg, buss och färja. En fast förbindelse från Helsingborg till Danmark utreds, vilken skulle binda samman Öresunds-regionen också i den norra delen och minska tidsavståndet från Helsingborg till Köpenhamn. Det förs även diskussioner om en höghastighetståg-förbindelse mellan Stockholm och Hamburg kallad Europabanan som planeras att gå via Helsingborg. En sådan förbindelse skulle ytterligare betona Helsingborgs strategiska placering.

H+ in the region

With 3.6 million inhabitants, the Öresund region includes Skåne on the Swedish side and Zealand, Lolland-Falster, Mon and Bornholm on the Danish side. The largest cities in the region are Copenhagen, Malmö, Helsingborg and Lund.

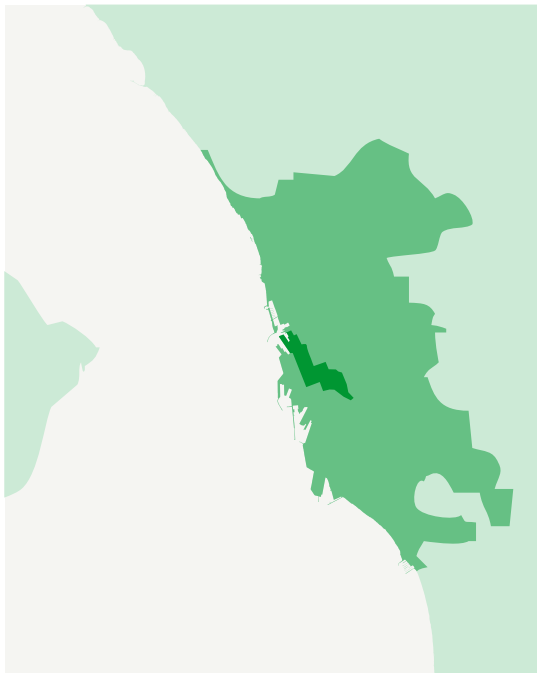
Helsingborg is located in the northern part of the Öresund Region, where the strait is at its narrowest and the H+ area is located directly adjacent to central Helsingborg and central station, Knutpunkten. From here, travelling to other parts of the Öresund region and all of southern Sweden in a short space of time is possible. A permanent link from Helsingborg to Denmark is being investigated, which would also connect the northern part of the Öresund region and reduce the time between Helsingborg and Copenhagen. Discussions concerning Europabanan, a high-speed train link between Stockholm an Hamburg via Helsingborg, are ongoing. Such a connection would further emphasise the strategic location of Helsingborg.



Helsingborgs strategiska läge vid Öresund

Helsingborgs strategic location on the Öresund





H+ i Helsingborg

Helsingborg grundades 1085 och är beläget vid Öresund mitt emot Helsingör. De centrala delarna av staden har en tät och komplex sammansättning med inslag av äldre bebyggelse. I september 2007 hade Helsingborg 124 647 invånare (91 457 invånare i tätorten) och stadens tillväxt beräknas framöver till cirka 1 200 personer per år.

Centrala Helsingborg ligger utsträckt längs sundet med en naturlig landhöjning, Landborgen, i öster och mittpunkten placerad i hamninloppet nedanför den medeltida borgen Kärnan. Stadens centrum har i dag en tydlig uppdelning mellan norr och söder. I norr finns en naturlig kontakt mellan stad och vatten som saknas i de södra delarna till följd av den industriella utveckling som gjorde att industrier och hamnverksamhet skärmade av staden från vattnet.

När H+ projektet genomförs binds norra och södra centrala Helsingborg samman och kontakten med Öresund förbättras i södra Helsingborg. H+ är också början på en omvandling av södra Helsingborg som därmed ges helt nya förutsättningar att utvecklas.

Vy över en av Helsingborgs centrala badplatser  
View of one of Helsingborgs central bathing areas



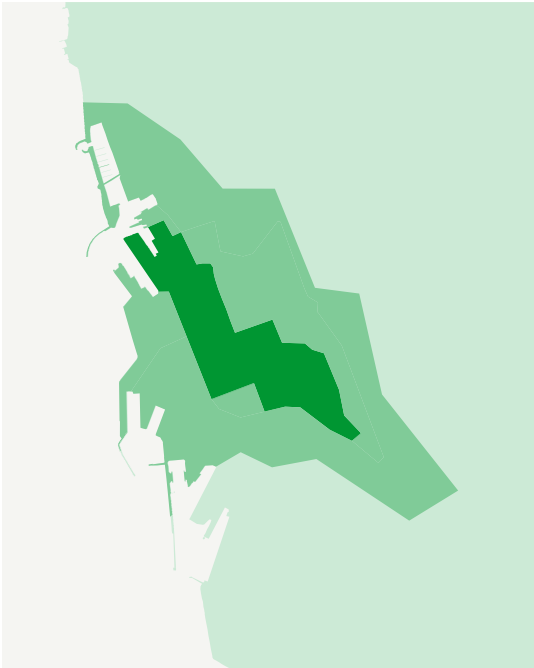
Vyer från Landborgs promenaden  
Views from the walk along the plateau of Landborgen



Vy över centrala Helsingborg och hamninloppet  
View over central Helsingborg and the harbour entrance







H+ Området

H+ området omfattar cirka en miljon kvadratmeter och är nästan dubbelt så stort som nuvarande centrala Helsingborg, Norra hamnen, Centrum och Söder tillsammans. Området gränsar i norr till centrala Helsingborg. I öster och väster gränsar området, utöver Öresund, till Helsingborgs hamn och flera av stadens viktiga funktioner såsom reningsverk och kraftvärmeverk. I söder gränsar H+ området till stadsdelen Planteringen och Ramlösa godsbangård

H+ området inkluderar tre delområden med olika identiteter som i sin tur kan delas in i ytterligare delområden och karaktärer.

The H+ area

The H+ area covers approximately 1,000,000 m² and is almost twice as large as the current central Helsingborg, Norra Hamnen, the City centre and Söder together. The area is adjacent to the north of central Helsingborg. To the east and west, beside Öresund, H+ borders the port of Helsingborg and several of the city’s key facilities such as the sewage treatment works and power plant. To the south, H+ lies adjacent to the Planteringen district and the city’s busy freight yard.

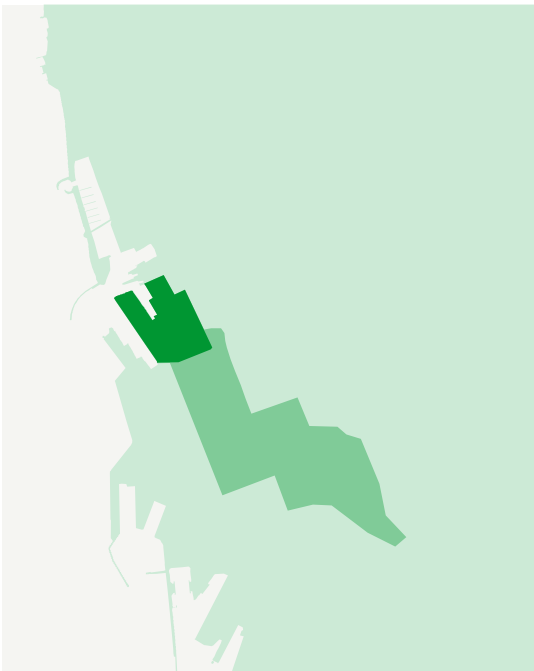
The H+ area includes three sub-areas with different identities that can thus be divided further into sub-areas with different personalities.



Vy över H+ området från sydöst

Southeast view over the H+ area





Södra hamnen

Storskaligt, Knutpunkten, pির, Öresund

Södra hamnen präglas av tidigare och pågående hamnverksamhet med pির, varv, kranar och magasin. I området finns också uppmarschområdet för bil och lastbilstrafik mellan Helsingborg och Helsingör. Helsingborgs centralstation – Knutpunkten – för färje- buss och tågtrafik är också belägen här.

Tidigare var kopplingen till Söder tydlig, men idag har området få förbindelser till den omgivande staden. Detta innebär att staden saknar kontakt med Öresund längs en lång sträcka och trots att området delvis är beläget längs kajkanter uppfattas sundet som svårtillgängligt och avlägset.

Södra hamnen är anpassat för biltrafik, gatorna är få och breda och inte användarvänliga för gång-trafikanter och cyklister och det saknas publika målpunkter.

Inom den storskaliga befintliga kvartersstrukturen finns flera historiska byggnader och miljöer. Det finns flera exempel på äldre industriell arkitektur som fabriksbyggnaderna för Helsingborgs Sockerfabrik och Gummifabriken Tretorn, numera IKEAs huvudkontor respektive Campus Helsingborg.



Vy över Södra hamnen från Knutpunktens parkeringsdäck  
View over Södra hamnen from the parking deck of Knutpunkten



Vy över Oceanhamnen från Oceanpirens spets  
View from Oceanhamnen from the tip of the pier of Oceanpiren

Södra hamnen

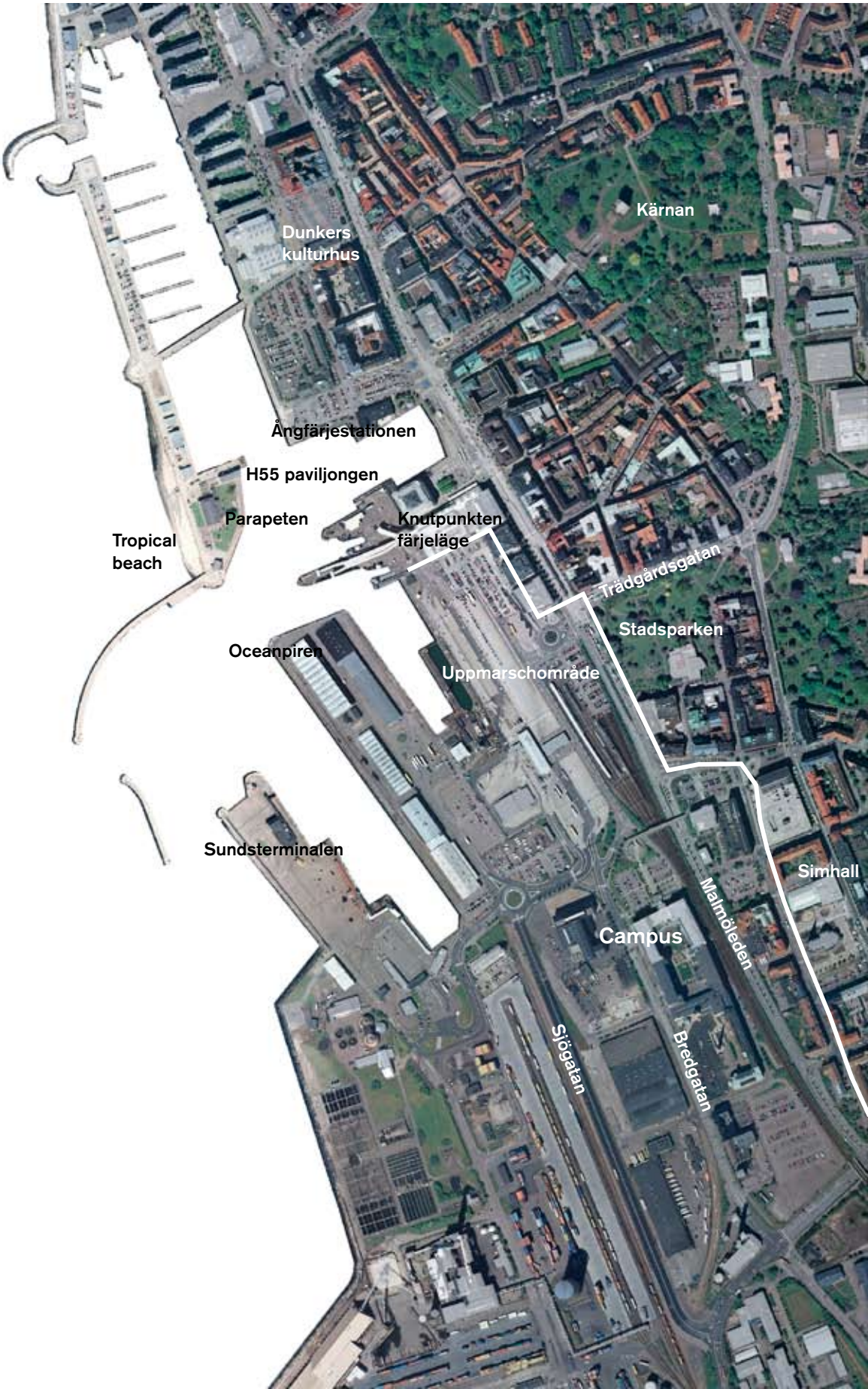
Storskaligt, Knutpunkten, pির, Öresund

Södra hamnen is characterised by previous and ongoing port activities, with piers, shipyards, cranes and warehouses. This area also includes the ramp area for cars and lorries travelling between Helsingborg and Helsingör, as well as Helsingborg's central station for ferries, buses and trains.

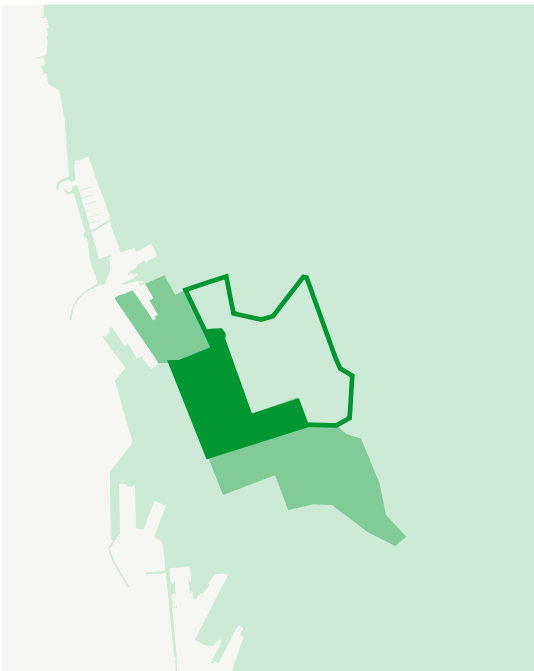
The link to Söder was previously very clear, but the area currently has few links to the surrounding city. This means that there is a long stretch along the city that has no contact with Öresund and, despite the fact that the area is partially located along quays, the strait is perceived as difficult to access and distant.

Södra hamnen is adapted for car traffic; there are few streets, which are wide and not user-friendly for pedestrians or cyclists, and there is a lack of key locations.

There are several historical buildings and environments within the large-scale and existing block structure. There are several examples of old industrial architecture, such as the factory buildings of the Helsingborg Rubber factory (now Tretorn) which are now the head offices of IKEA and the Campus respectively.







Söder

Stadsdelen karaktäriseras av en rutnätsplan från sent 1800-tal i utformad i enlighet med dåtidens ideal. Längs Södergatan och Carl Krooks Gata, som är de viktigaste gatorna i området, ligger tät bebyggelse med blandade funktioner av boende och handel.

Viktiga publika platser är gallerian Söderpunkten, Simhallsbadet, GA-torg och Furutorpsparken m. Stadsdelen rymmer också Helsingborgs nya tingsrätt och gamla polishuset som just byggts om. Det finns flera grönområden på Söder. I norr ligger Stadsparken med Biblioteket och i söder Furutorps-platsen m med en stor öppen gräsyta och lekplats.

Söder karaktäriseras av stadspuls, mångfald och brokighet och består av blandade verksamheter inom handel, kontor och bostäder. De flesta av husen längs Södergatan och Carl Krooksgatan innehåller bostäder med verksamheter i entréplanet. Stadsdelen har ett brett utbud av service som bidrar till att boende i andra stadsdelar söker sig till området.

Söder

The area is characterized by a grid plan from the late 1800s designed in accordance to previous ideals. Along Södergatan and Carl Krooksgatan, which are the main streets in the area, dense settlements with mixed features of housing and commerce are located.

Important public places are the mall Söderpunkten, Simhallsbadet, GA-torget and Furutorpsplatsen. The area also houses the new District Court of Helsingborg and the old police house which is recently renovated. There are several green areas on Söder. In the north lies the City Park with the Library and in the south Furutorpsplatsen, with a large open lawn and playground.

Söder is multicoloured and characterized by urban pulse and diversity, and consists mixed activities of commercial, office and housing. Most of the houses along Södergatan and Carl Krooks gatan contains homes with activated entrance floors. The area boasts a wide range of services that contribute to the visitors from other districts.



Söderpunkten



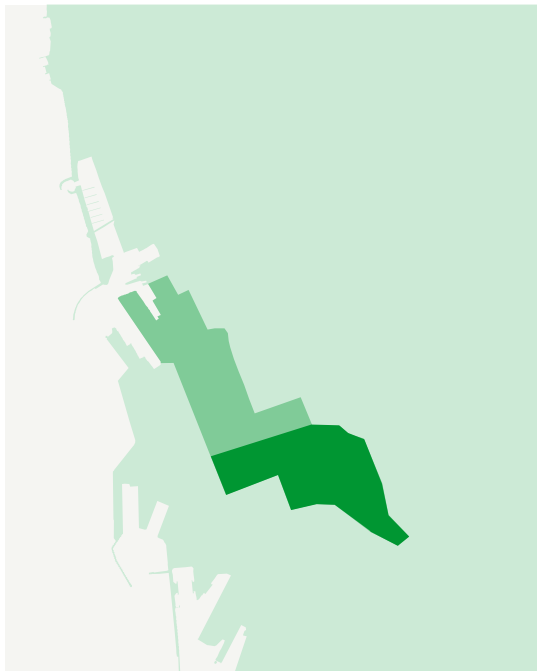
Södergatan



Torghandel på Gustav Adolfs torg  
Market trading on the Gustav Adolfs square







Gåsebäck

Småskaligt, isolerat, industriromantik, kreativt

Gåsebäck i söder är ett småskaligt verksamhets-område som blivit avskärmat från övriga staden av motorleder. På Gåsebäck finns ett starkt förenings-och musikliv som genom billiga lokaler fått en kreativ grogrund.

Ramlösa station och väl fungerande buss- och tåg-förbindelser ligger i nära anslutning till området, men genomfartstrafik saknas och stora trafikmängder passerar istället runt stadsdelen. Gatustrukturen är liksom i Södra hamnen anpassad till biltrafiken, men i en mindre och humanare skala.

Stadsdelen bär spår från flera tidsepoker och innehåller kulturhistoriskt värdefulla byggnader, en del unika för Helsingborg. Området präglas tydligt av bebyggelse från 1930-och 40talen men är varierad i utförande och innehåll och blandningen skapar en unik karaktär och charm.

Gåsebäck

Småskaligt, isolerat, industriromantik, kreativt

Gåsebäck to the south is a small-scale neighbour-hood that motorways have cut off from the rest of the city. Gåsebäck has thriving associations and a lively music scene, which through inexpensive premises, has become a hotbed of creativity.

The area is close to Ramlösa station and near efficient bus and train connections, but there is a lack of through traffic and instead large amounts of traffic pass around this part of the city. As in Södra hamnen, the structure of the streets has been adapted for car traffic, but on a smaller and more human scale.

The district bears traces from several epochs and includes buildings that are valuable from a cultural and historical point of view, some unique to Helsingborg. The area is clearly characterized by buildings from the 1930s and 1940s. These buildings vary in terms of design and content, with the mixture creating a unique character and charm.



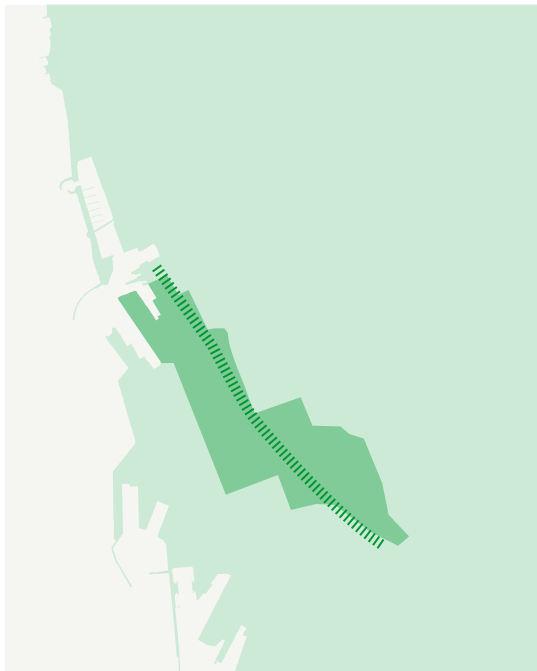
Vy mot väster från Östra Sandgatan  
View towards west from Östra Sandgatan



Fasad vid Östra Sandgatan  
Facade at Östra Sandgatan







Södertunneln

Södertunneln är en cirka 1,5 km lång dubbelspårig järnvägstunnel som ska anläggas söder om Knutpunkten. Södertunneln blir en del av Väst kustbanan som förbinder Oslo och Göteborg med Öresundsregionen. Tunneln ersätter nuvarande dubbelspår ovan mark.

Samtidigt som projekttävlingen pågått har staden gemensamt med Banverket arbetat med fördjupad detaljplanering av tunnelns läge och utformning. Detta arbete behandlar bland annat hur projektet ska genomföras, hur tunneln ska passas in i den nya bebyggelsen och hur anläggningen ska klara ökad tågtrafik samt en eventuell framtida fast förbindelse till Danmark. Arbetet med utredningen planeras att pågå fram till juni 2009. Byggstarten beräknas till år 2012.

Södertunneln ska byggas mellan Knutpunkten och Gåsebäck, strax söder om Sandgatan. I norr planeras anslutning till den befintliga underjordiska stationen i Knutpunkten och från Sandgatan stiger järnvägen upp ur marken för att ansluta till de befintliga spåren vid Ramlösa godsbangård. Längs tunnelns sträckning finns flera områden som skapar ett beroende mellan tunneln och den kommande bebyggelsen. I den pågående utredningen om Södertunneln görs därför antaganden om den kommande kvartersstrukturen och gatuutformningen. Emellertid behöver både det fortsatta arbetet med järnvägsplanen och detaljplanen utgå från resultatet av projekttävlingen.

Södertunneln

Södertunneln (the South Tunnel) is a 1.5 kilometre long, double track railway tunnel that is planned to lie south of Knutpunkten. Södertunneln will become part of the Väst kustbanan (west coast track) connecting Oslo and Gothenburg with the Öresund region. The tunnel will replace the existing above-ground double track.

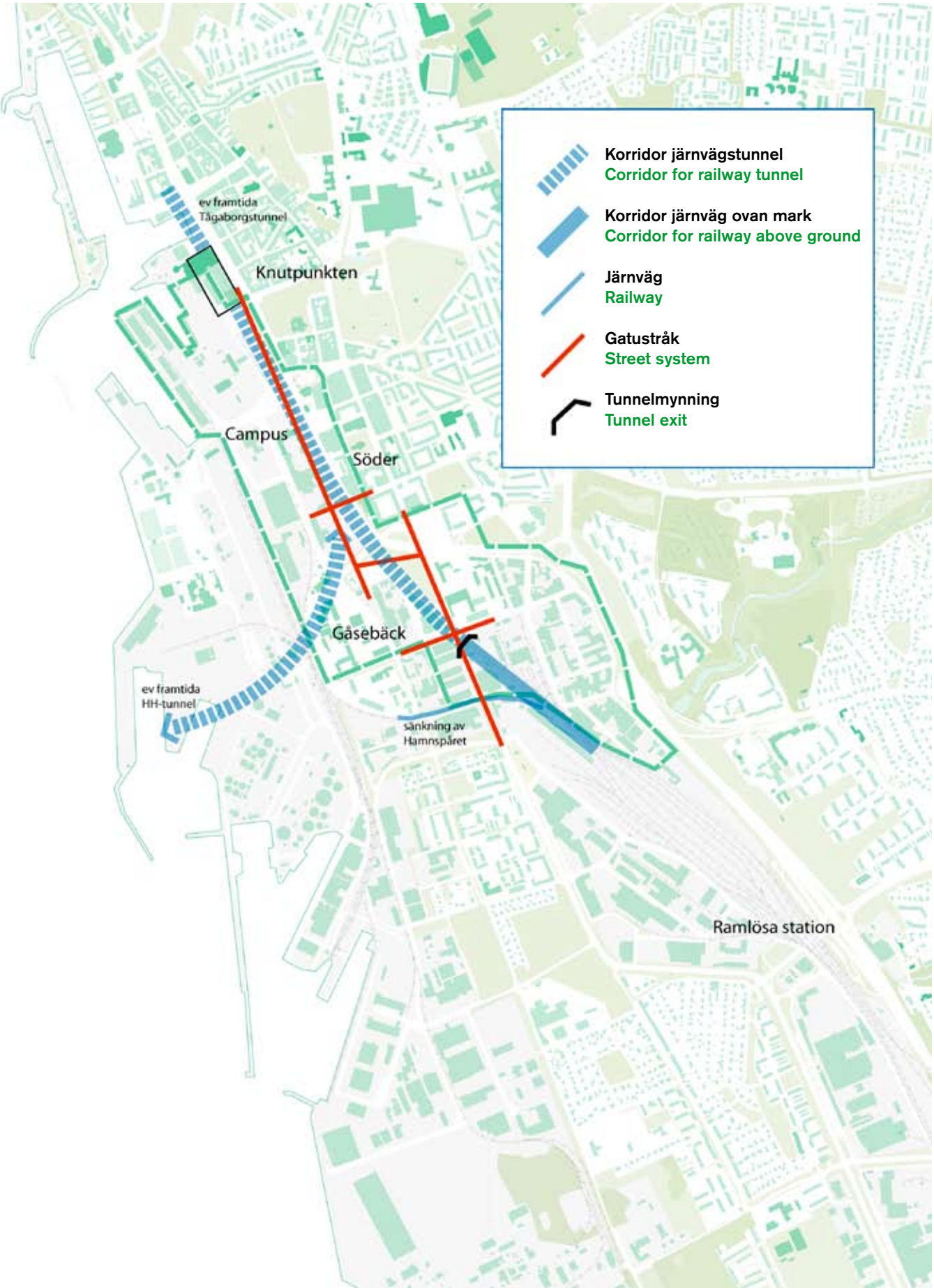
Concurrent with this project competition, a detailed plan of the tunnel's location and design is being performed by the City of Helsingborg and Banverket (National Rail Administration). The detailed investigation considers the execution of the project, how the tunnel will be adapted to the new surrounding structures and how the tunnel will handle the increased train traffic and a possible future connection to Denmark. The investigation work will continue until June 2009, building is scheduled to start in 2012.

Södertunneln will be built from Knutpunkten to Gåsebäck, just south of Sandgatan. To the north, Södertunneln will connect to the existing underground station in Knutpunkten. From Sandgatan, the tunnel will rise above ground and connect to the existing track at Ramlösa freight yard. Along the tunnel, several areas are dependent on the tunnel and the town building. Within the current Södertunnel project investigation, future neighbourhood planning and road layout are assumed, though continued work with the railway plan and the urban planning need to build upon the result of this project competition.



Södertunneln ska ligga mellan Söder och Campus. Under byggtiden behöver Malmöleden smaltas av eller ledas om.

Södertunneln will be located between the city center and Campus and during the construction time the car traffic will have to be diverted.





Tidsplan  
Time frame

	H+ projektet – fran idé till medvetenhet The H+ project – from idea to awareness		2006
	Beslut om finansieringsprincip för Södertunneln Decision on economical principals for Södertunneln	Hösten Autumn	
	Invigning SHIP Opening SHIP	Sommaren Summer	2007
	Tankesmedjor för att formulera H+ visionen Think tanks to create the H+ vision	Våren och sommaren Spring and summer	2008
Tidsram för H+ projektets genomförande Schedule for completion of the H+ project 2008–2035	Projekttävling Design Contest	Intresseanmälan till projekttävlingen Application of interest to the design contest	Juni till september June to september
		Utvärdering av anbud Evaluation of tenders	September till oktober September to october
		Tävlingsstart Start of contest	3 november
		Startseminarium för utvalda team Initial seminar for selected teams	11–12 november
		Inlämning av tävlingsförslag Submission of contest entries	16 februari 16 february
		Utvärdering av tävlingsförslag Evaluation of contest entries	februari till maj february to may
		Formiddagsföreläsningar Lunchlectures	mars till maj march to may
		Tävlingsförlagen tillgängliga för allmänheten Presenting the contest entries for the public	5 mars 5 march
		Öppet hus på SHIP Open house at SHIP	7 mars 7 march
		Förslagen är utställda på SHIP Entries are presented at SHIP	5 mars till 1 juli 5 march to 1 july
		Publicering av juryns utvärdering Publication of judges evaluation	27 maj 27 may
	Strukturplan Structure plan Fördjupning av översiktsplan Detailed masterplan Projektering av Södertunneln Projecting Södertunneln Med mera etc		2009/2010
	Fortsatt utveckling Continued development Implementering av strukturplan Implementation structure plan Påbörja byggnation Start construction Aktivera området Activate the area		2010/2011
	Södertunnelns genomförande Implementation of Södertunneln		2012–2017
	Fortsatt arbete Continued work		2017–2035

Tänk Helsingborg  
Imagine Helsingborg



Projekttävling

Projekttävlingens upplägg har gett H+ projektet möjlighet att bredda frågeställningen från det traditionella planeringsperspektivet.

I programarbetet har ett H+ team bestående av stadens egna medarbetare formerats. Teamet har samlat och analyserat tidigare utredningar och material och därefter, tillsammans med externa rådgivare och experter, identifierat nyckelfrågeställningar för H+ projektets stadsbyggnadsprocess.

Genom att bjuda in projektteam från hela Europa, har ny kompetens förts in i projektet. Teamen är valda utifrån sina erfarenheter av projekt i liknande skala och komplexitet. Till grund för urvalet låg även teamens innovativa förmåga och redovisning av hur de tänkte ta sig an uppgiften.

I utvärderingsarbetet har de inkomna förslagen noggrant analyserats och diskuterats. Avsikten är att det är dessa diskussioner – baserade på tidigare utredningar, sammanfattade i tävlingsprogrammet, tillsammans med teamens förslag till lösningar – som ska ligga till grund för det fortsatta arbetet att utveckla H+ stadsbyggnadsprocess.

Tävlingen är en upphandling som genomförs i form av en projekttävling i enlighet med 14 kap i lagen om offentlig upphandling. Helsingborgs stad har därmed rätt att utan föregående annonsering och i enlighet med juryns utslag fortsätta arbeta med ett eller flera av teamen. Det är stadens förhoppning att genom tävlingen ha funnit flera långsiktiga strategiska partners till H+ projektets eget team.

Project competition

The organisation of the project competition has allowed the H+ project to broaden the issue from the traditional planning perspective.

In the project work, an H+ team comprised of the city’s own collaborators has been formed. The team has collected and analysed earlier investigations and material and then, together with external advisors and experts, identified key issues for the urban planning process of the H+ project.

By inviting project teams from all over Europe, new competences have entered the project. The team is chosen from its experience with projects of similar scales and complexity. The basis for this choice also lies in the team's innovative abilities and in illustrating what their thinking is in taking this task.

Incoming proposals in the evaluation work have been carefully analysed and discussed. The purpose is for these discussions – based on previous investigations summarised in the competition program together with the team's solution proposals – to form the basis for the continued work in developing the H+ urban planning process.

The competition is a procurement conducted in the form of a project competition, in accordance with chapter 14 of the law regarding public procurement. The City of Helsingborg thus has the right to, without prior notice and in accordance the jury's resolution, work with one or several of the teams. It is the city's hope to find through the competition several long-term strategical partners to the H+ project's own team.



# Process

## Proces

### Inledande arbete

Våren 2008 beslutade Helsingborgs stad att genomföra en tävling för H+ området med omgivningar. Medarbetare från stadsbyggnadsförvaltningen med nyckelroller i projektet samlades i en tankesmedja för att diskutera och ompröva tidigare tankar och visioner. Under maj 2008 genomfördes ett internat där medarbetare från stadens förvaltningar formade visionen för H+. Stygruppen för H+ antog därefter den nya visionen och det konkreta arbetet att planera tävlingen startade. Tävlingen och upplägget av tävlingsprogrammet utformades i samråd med Sveriges Arkitekter.

### Redaktionsgruppen / Editors group

Kristoffer Nilsson – Delprojektledare projekttävling / Sub project leader project competition  
Helena Taps – Biträdande delprojektledare projekttävling / Assistant sub project leader project competition  
Thereze Zetterberg – projektkoordinator projekttävling / Project coordinator project competition  
Håkan Asmoarp – Projektledare H+ / Project leader H+

### Beskrivning av processen fram till den 8 maj 2009

### Description of the process until 8 th of may 2009

### Preliminary work

In the spring of 2008, the City of Helsingborg decided to conduct a competition for the H+ area and surroundings. Collaborators from the urban planning administration with key positions in the project gathered in a think-tank to discuss and reconsider earlier ideas and visions. In May 2008, another gathering was conducted where collaborators from the city's services shaped the vision for H+. The management group for H+ then approved the new vision and concrete work to plan the competition began. The competition and make up of the competition programme were designed in consultation with the Swedish Association of Architects.



Visionsarbete under hösten 2008

Vision work in the autumn of 2008



Inbjudan till projekttävlingen

Invitation to the project competition

### Inbjudan

I juni 2008 annonserades tävlingen internationellt genom Official Journal, Helsingborgs stads hemsida och branschorganisationer. Annonsen innehöll en efterlysning av tävlingsteam med varierande kompetenser. Fokus skulle ligga på kreativ rumslig stadsplanering. Förhoppningen var att få H+ området belyst av tvärvetenskapliga team med erfarenheter från stora stadsbyggnadsprojekt, nyskapande visioner och strategiskt tänkande samt med stort fokus på gestaltning av stadens rum och aktiviteter.

Teamens sammansättning skulle bland annat representera kompetenser inom samhällsplanering, arkitektur, landskapsarkitektur samt trafikplanering och hantering av miljöstörningar. Även kunskap i sociala frågor inom samhällsplanering, i kulturgeografi, fastighetsekonomi och experter inom hållbart byggande efterfrågades. Förhoppningen var att denna kunskapsbredd skulle kunna arbeta fram en helhetsbild för H+ framtid.

### Invitation

In June 2008, the competition was announced internationally via Official Journal, the City of Helsingborg's website and trade organisations. The advertisement contained a notification from the competition team with varied competences. The focus should be on creative, spatial urban planning. The hope was to get the H+ area highlighted by an interdisciplinary team with experience from large urban planning projects, new created visions and strategical thinking, as well as a focus on the formation of the city's spaces and activities.

The team's composition should, among others, represent competences within social planning, architecture, landscape architecture and traffic planning, and the handling of environmental disturbances. Even knowledge regarding social issues within community development, human geography and real estate economics, and experts within sustainable construction are in demand. The hope was that this breadth of knowledge could work towards a comprehensive picture for the future of H+.



Pressklipp under projekttävlingens process

Pressclipping during the competition process



Val av team

Den 1 september 2008 gick anmälningstiden ut och 63 anmälningar hade inkommit till tävlingen. En mindre grupp inom projekttävlingens organisation gjorde ett första urval genom att, med utgångspunkt i de kriterier som sattes upp i handlingarna för prekvalifikation, välja ut tjugo team.

Därefter startade ett intensivt arbete med att välja ut de fem team som skulle bjudas in att delta i projekttävlingen. De insända förslagen höll hög kvalitet vilket gjorde urvalet svårt och krävande. Slutligen utkristalliserades dock de förslag som fick gå vidare i tävlingen och valet förankrades i H+ styrgrupp, i juryn samt i rådgivnings- och expertgruppen.

De fem utvalda teamen uppvisade nyskapande och innovativ förmåga med ett realistiskt förhållningssätt till tävlingsuppgiften och de svarade särskilt väl mot de angivna urvalskriterierna. De fem teamen presenterade även lag med kombinationer av både nytänkande och erfarenhet samt visade på en förståelse för de rådande förutsättningarna i Helsingborg. Andra, viktiga förhållningssätt, som referenser inom miljö- och riskfrågor, förmåga att angripa projektet utifrån flera skalor, erfarenhet från komplexa infrastrukturförfrågor och strategier för hållbar bebyggelse och miljöer, värdesattes också i förslagen. Efter urvalsarbetet meddelades teamen och tävlingen startade den 3 november 2008.

Choice of team

The application period expired on September 1, 2008 and 63 applications had arrived for the competition. A small group within the project competition's organisation made a first selection, using criteria from qualification documents as the starting point, and chose 20 teams.

Intense work then began on choosing the five teams to be invited to participate in the project competition. The sent-in proposals were extremely professional, making the selection difficult and demanding. The proposals that were to go further in the competition finally became apparent and the choice was firmly established by the H+ management group, jury and the advisory and expert group.

The five teams chosen presented newly created and innovation capacities with a realistic attitude relating to the problems at hand, and answered the declared criteria very well. The five teams also presented combinations of both new thinking and experience and displayed an understanding of the prevailing conditions in Helsingborg. Other important attitudes, such as references relating to environmental and risk issues, an ability to tackle the project in many ways, experience from complex infrastructure aspects and strategies for sustainable construction and environments, were also assessed. After the selection process, the teams were notified and the competition began November 3, 2008.

De fem utvalda teamen var;  
The five teams chosen were:

Teamleader:  
Schönherr landscape (Denmark)  
Sub consultants:  
ADEPT Architects  
FB Construction Engineering  
VIA traffic engineering  
Transsolar Climate Engineering (Transsolar Klima Engineering)  
Advisor:  
General Public Agency, cultural planners,  
Jens Kvorning, urban planners,  
BjarneBoye Nielsen, property economist

Teamleader:  
White arkitekter AB (Sweden)  
Sub Consultants:  
Prof Leif Edvinsson  
Imitio  
WUZ  
WSP Analysis & Strategy  
WSP Civils

Teamleader:  
KCAP Architects & Planners (the Netherlands)  
Sub consultants:  
ONIX  
NOD  
BuroHappold

Teamleader:  
Space Group (Norway)  
Sub consultants:  
Donald Van Dansik  
Scandinavian Design Group  
Norsam AS  
Civitas AS  
Skanska

Teamleader:  
Foster + Partners (UK)  
Subconsultants:  
Samark Arkitektur & Design AB  
Gross. Max.  
BDSP Partnership  
Ramboll Whitbybird  
Cushman & Wakefield  
Intelligent Space  
Davis Langdon  
Economics Research Associates (ERA)

Startseminarium i november 2008

Start seminar in November 2008



Teamens arbete

Efter urvalsprocessen underrättades de fem utvalda teamen om att de antagits till tävlingens andra del. Program- och underlagshandlingar skickades ut till den 3 november 2008 som var startdagen för tävlingen.

Den 12 – 13 november hölls ett seminarium som ett symboliskt startskott för H+ stadsbyggnadsprocess. Startseminariet hölls på Campus och SHIP i Helsingborg dit teamen och nyckelpersoner från staden var inbjudna. Syftet var att försäkra sig om att teamen hade förstått tävlingsuppgiften, att de skulle få se och uppleva H+ området samt att visa att H+ projektet är väl förankrat i stadens organisation. Seminariet avslutades med en klassisk "tura" på Öresund. Efter seminariet arbetade teamen med förslagen i drygt tre månader och lämnade in sina slutliga förslag den 16 februari 2009. Teamen ersattes med 50 000 euro för sitt arbete.

Team work

After the selection process, the five teams chosen were notified that they had been selected to part two of the competition. Programme and basic documents were sent November 3, 2008, the start date for the competition.

A seminar was held on November 12–13 as a symbolic start to the H+ urban planning process. Held at Campus and SHIP in Helsingborg, both the teams and key individuals from the city were invited. The aim was to ensure that the teams had understood the task of the competition, provide them with a chance to see and experience the H+ area, and show that the H+project is well-established in the city's organisation. The seminar ended with a classic ferry tour on Öresund. After the seminar, the teams worked on the proposals almost three months and submitted their final proposals on February 16, 2009. The teams were compensated € 50,000 for their work.





*I november 2008  
hölls ett seminarium  
som ett symboliskt  
startskott för H+ stads-  
byggnadsprocess*

*A seminar was held  
in November 2008 as a  
synbolic start to the H+  
urban planning process.*



Startseminarium, november 2008 i Helsingborg

Start seminar, November 2008 in Helsingborg

Programmet

Parallellt med processen att välja de fem teamen pågick arbetet med tävlingsprogrammet. Programmet sammanställdes av H+ arbetsgrupp och delades upp i två delar. I den första delen presenteras Helsingborg, H+ projektet, området, visionen och själva tävlingsuppgiften. Del två bestod av de strukturerande förutsättningar som gällde för uppgiften och som bygger på en sammanställning av utredningar och visionsarbeten som pågått sedan år 2000.

I arbetet med tävlingsprogrammet låg huvudfokus på att formulera tävlingsuppgiften. Den utformades gemensamt av arbetsgruppen, rådgivnings- och expertgruppen och den utsedda juryn. Projektets referensgrupp bidrog även i programarbetet och ställningstaganden i programmet förankrades också i denna grupp. Sveriges Arkitekter granskade och gav synpunkter på texten när programmet utformades.

Slutligen godkändes tävlingsprogrammet av den utsedda juryn och Sveriges Arkitekters tävlingsnämnd. Arbetssättet med tävlingsprogrammet var en del av den breda och öppna dialogen inom H+ projektet.

The Programme

While the process of choosing the five teams continued, work with the competition programme progressed. The programme was put together by the H+ work group and divided into two parts. Part one presented Helsingborg, the H+ project, the area, vision and competition task itself. Based on investigations and ongoing vision work since 22000, part two comprised the structured requirements applicable to the task.

The principle focus of the competition programme work was to formulate the competition task, done by the work group, advisory and expert groups, and the jury members. The project's reference group also contributed to the programme work, and standpoints in the programme were established in this group. The Swedish Association of Architects examined the text and provided viewpoints during work on the programme.

The competition programme was finally approved by the jury and the Swedish Association of Architects competition committee. How the competition programme was worked upon was a part of the extensive and open dialogue within the H+ project.

Referensgruppen / Reference group

- Torgny Johansson – projektledare Södertunneln / Södertunnelns project office
- Malin Johnsson – Informatör Södertunneln / Information Södertunneln
- Birgitta Freudenthal – Kulturförvaltningen / Culture departement
- Hans Taranger – Näringslivskontoret / Departement for Trade and Industry
- Elisabeth Andersson – Hållbar utveckling / Sustainable planning
- Kerstin Nilemark – Länsstyrelsen i Skåne län / County Administrative Board
- Stefan Norrestam – Skol- och fritidsförvaltningen / Shool and Sports departement
- Kerstin Månsson – Socialförvaltningen / Social departement
- Jonas Nylén – Brandförsvaret / Fire departement
- Ulf Molin – Öresundskraft
- Mats Rosander – Helsingborgs Hamn / Port of Helsingborg
- Mattias Shiöth – Skånetrafiken / Public transport

Arbetsgruppen / Work group

- Kristoffer Nilsson
- Helena Taps
- Soraya Kabelele-Senya
- Therezé Zetterberg

- Gertrud Egnell – strategisk planering FÖP / strategic planning FÖP
- Magnus Ydmark – strategisk planering / strategic planning
- Ida Sandström – strategisk planering FÖP / strategic planning FÖP
- Martin Hardmyr – Stadsmiljö – landskap / landscape
- Anna Holmquist – Detaljplan – landskap / landscape
- Ann Cederberg – strategisk planering – trafik / strategic planning – traffic
- Jens Gille – Miljökontoret / enviromental office
- Maja Gullmo – Mark- och exploateringsenheten / Economics

- Bodil Falke – Detaljplan – kartor / Detailplanning – maps
- Jessica Engvall – Information och kommunikation / Information and communication
- Marlene Roos – Information och kommunikation / Information and communication
- Magdalena Kuchcinska – Utställningsansvarig / Exhibition manager



Tävlingsprogrammet som presenterades i november 2008.

The program for the project competition that was presented in November 2008.



Utvärdering

Helsingborgs stad och Sveriges Arkitekter tillsatte gemensamt projekttävlingens jury, med huvudansvar för utvärderingen av de inkomna tävlingsförslagen, under sommaren 2008.

*Juryen bestod av:*

- Agneta Hammer** – stadsbyggnadsdirektör Helsingborgs stad, juryns ordförande
- Karin Sterte** – exploateringschef, Helsingborgs stad
- Gregor Holmgren** – miljöchef, Helsingborgs stad
- Konrad Ek** – stadsarkitekt, Helsingborgs stad
- Erland Ullstad** – adjungerad professor vid Växjö universitet, Växjö kommun
- Trevor Harris** – architect SAFA RIBA, Harris and Kjisk Architects, Helsingfors
- Tom Nielsen** – architect Ph D, associate professor, Aarhus School of Architecture
- Kristoffer Nilsson** – arkitekt, Helsingborgs stad, juryns sekreterare.

Juryns huvudsakliga arbete ägde rum vid fem tillfällen under sammanlagt nio dagar mellan februari och april 2009 och genomfördes på SHIP. Vid juryns träffar låg fokus på en kreativ diskussion kring tävlingsförslagen med utgångspunkt i de bedömningskriterier som gemensamt definierats i tävlingsprogrammet. Initialt läste juryn in sig och studerade materialet noggrant samt kontrollerade att förslagen uppfyllde tävlingskraven. Därefter värderades och jämfördes förslagen utifrån bedömningskriterierna. Slutligen togs ett gemensamt beslut om vilka delar i förslagen som bör ligga till grund för H+ fortsatta stadsbyggnadsprocess.

Juryns arbete organiserades och hölls samman av Kristoffer Nilsson, jurysekreterare, och Agneta Hammer, jurygruppens ordförande.

Rådgivnings- och expertgruppen utvärderade förslagen utifrån sina respektive kompetensområden. Gruppens synpunkter sammanfattades i ett PM till stöd för juryns utvärdering.

De två grupperna träffades för avstämning vid två tillfällen för att överföra kunskap, skapa diskussion och ytterligare fördjupa sig i förslagen. Dessa avstämningar hölls samman av Håkan Asmoarp, projektledare H+ och Kristoffer Nilsson, jurysekreterare.

Evaluation

The City of Helsingborg and the Swedish Association of Architects jointly appointed the project competition jury, whose main responsibility was to evaluate the incoming competition proposals during the summer of 2008.

*The jury was comprised of:*

- Agneta Hammer** – director of city planning, City of Helsingborg, jury chairperson
- Karin Sterte** – director of development, City of Helsingborg
- Gregor Holmgren** – environment director, City of Helsingborg
- Konrad Ek** – city architect, City of Helsingborg
- Erland Ullstad** – adjunct professor, Växjö University, Municipality of Växjö
- Trevor Harris** – architect SAFA RIBA, Harris and Kjisk Architects, Helsingfors
- Tom Nielsen** – architect, Ph.D., associate professor, Aarhus school of architecture
- Kristoffer Nilsson** – architect, City of Helsingborg, jury secretary.

Contacted at SHIP, the main work of the jury took place on five occasions during a total of nine days between February and April 2009. During the jury meetings, the focus was on creative discussions regarding the competition proposals with the assessment criteria as the starting point, mutually defined in the competition programme. Initially, the jury read and studied the material carefully and verified that the proposals fulfilled the competition requirements. Afterwards, the proposals were assessed and compared with the assessment criteria. Finally, a collective decision concerning which part of the proposals should form the basis for a continued H+ urban planning process was taken.

The jury's work was organized and held together by Kristoffer Nilsson, jury secretary, and Agneta Hammer, Jury Chairman of the Group.

The Advisory- and expert group evaluated the proposals based on their specific competence. The group's views were summarized in a memorandum to support the jury's evaluation.

The two groups met on two occasions to transfer knowledge, create discussion and further immerse themselves in the proposals. These meetings were held together by Håkan Asmoarp, Project leader H+ and Kristoffer Nilsson, jury secretary.

Rådgivnings- och expertgruppen  
Advisory and expert group

- Helle Söholt** – Allmän stadsplanering / General urban planning
- Per-Olof Östergren** – Hållbar planering / Sustainable planning
- Bertil Gustafsson** – Stadsbyggnad / General urban planning
- Lia Ghilardi** – Cultural planning
- Clara Lundquist** – Stadsmiljö / Pulic City spaces
- Gertrud Egnell** – Strategisk planering / Strategic planning
- Ann Cederberg** – Strategisk planering, trafik / Strategic planning – traffic
- Per Pehrsson** – Ekonomi / Economics
- Maja Gullmo** – Mark- och exploateringsenheten / Economics
- Anna Holmquist** – Detaljplan / Detail planning
- Jens Gille** – Miljökontoret / Environmental department



Juryen i arbete

The jury at work



Rådgivnings- och expertgruppens möte den 25 februari 2009

Advisory and expert group meeting at 25th February 2008.

Dialog

H+ projektet väcker intresse och många vill följa projektet. Att arbeta med en öppen dialog med intressenter, medborgare och omvärld ses som en nyckelfaktor för projektets framgång. Med Imagine Helsingborg har en bred dialog startat kring H+ projektet. Dialogen ska på olika sätt föras in i och berika det fortsatta arbetet. Ett sätt att kommunicera projekttävlingen till allmänheten och andra intressenter är att använda utställningen Tänk H+ på SHIP där projekttävlingen har ingått.

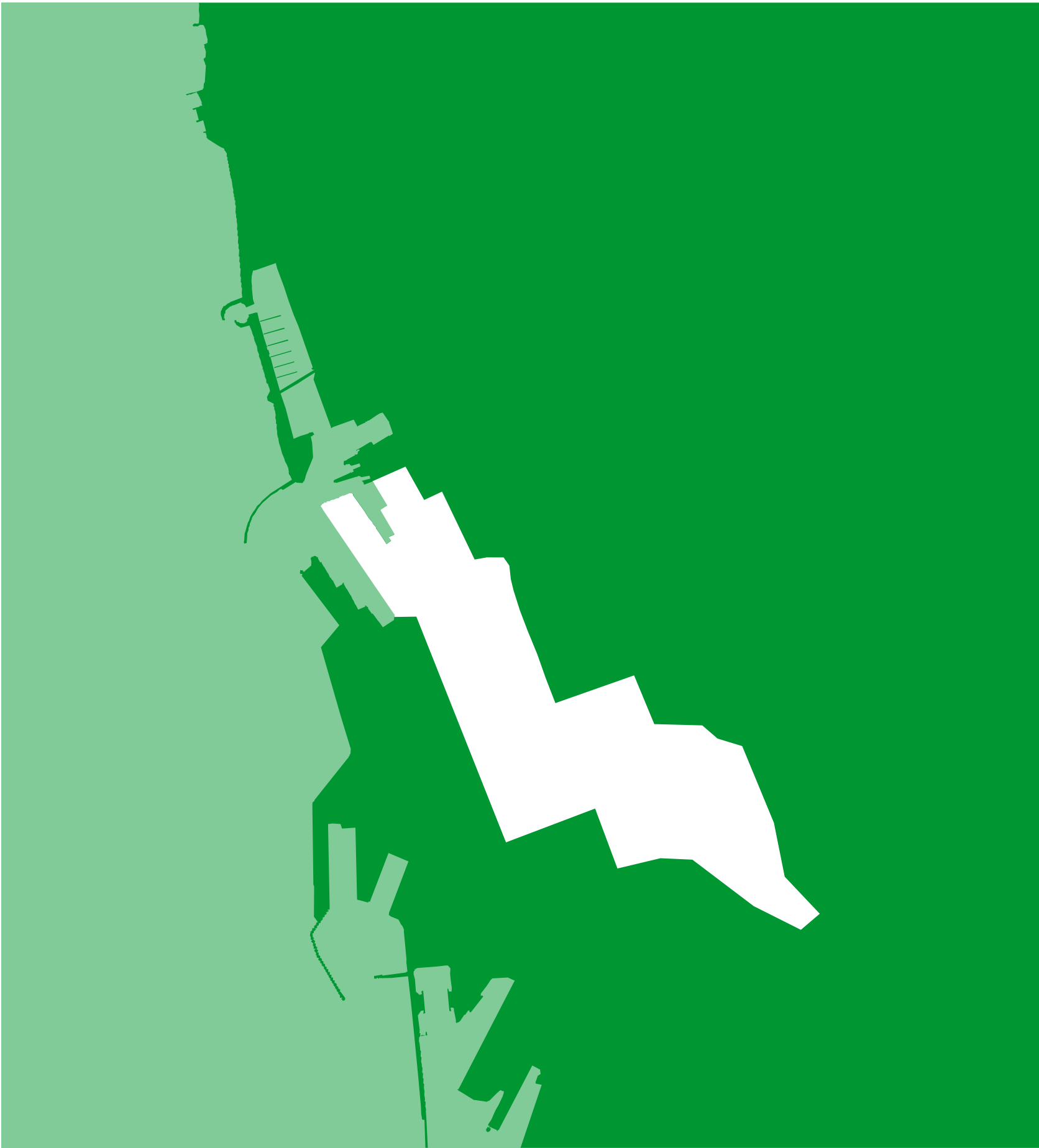
Dialogue

The H+ project has aroused interest and many want to follow the project. To work in an open dialogue with interested parties, citizens and the surrounding world is seen as a key aspect for the success of the project. With Imagine Helsingborg, an extensive dialogue about the H+ project began. In many ways, dialogue will be introduced into and enrich the continued work. One way to communicate the project competition to the general public and other interested parties is to use the exhibition Imagine H+ at SHIP where the competition has been included.

*Att arbeta med en öppen dialog med intressenter, medborgare och omvärld ses som en nyckelfaktor för projektets framgång.*

*To work in an open dialogue with interested parties, citizens and the surrounding world is seen as a key aspect for the success of the project.*





# Uppgiften

## The task

Texten på dessa sidor visar tävlingsuppgiften så som den framställdes i tävlingsprogrammet.  
The text on these pages shows the task as it was presented in the competition program.

### Uppgiften

Vi söker efter input till H+ projektets stadsbyggnadsprocess och strategier för att förverkliga de långsiktiga visionerna för H+ området. Det innefattar beskrivningar av områdets framväxt och idéer kring arbetsmetoder och strategiska verktyg. En strukturplan kan ge ett robust ramverk för flexibilitet och förändringar över tiden.

Hur ska detta redskap utformas?

Vi efterfrågar intressanta analyser och förslag kring:

- strukturer, funktioner och innehåll.
- processer för planering och strategier för förverkligande.
- kvaliteter och identitet.

### The task

We are looking for input for the urban planning process of the H+ project and strategies to realise the long-term visions for the H+ area. This includes describing the growth of the area and ideas about working methods and strategic tools. A structure plan can provide a robust framework for flexibility and changes over time.

How should this tool be designed?

We are looking for interesting analyses and proposals concerning:

- structures, functions and content.
- planning processes and strategies for realisation.
- qualities and identity.

Huvudfrågorna att besvara i tävlingen för att styra projektet mot visionen är:

Hur kan övergripande strukturer och relationer till den omgivande staden formas?

- Området präglas idag av storskalig verksamhet med byggnader och rum skapade för industriell verksamhet. Hur kan upplevelsen av att röra sig i området bli mera upplevelserik, varierad och diversifierad samt utformas i en nedbruten mänsklig skala?
- Vilket innehåll är lämpligt för att skapa en hållbar blandstad med hänsyn till stadens behov och platsens möjligheter? Vad är en rimlig täthet för områdets bebyggelse utifrån ett ekonomiskt och socialt hållbarhetsperspektiv?
- Hur utformar vi bebyggelsestrukturen, gaturummen och trafiknäten så att foten, cykeln och kollektivtrafiken blir naturliga val?

Hur kan H+ området mellan stationerna Knutpunkten och Ramlösa bli till en integrerad del av Helsingborg och utvidga stadens centrum?

- Hur kan områdets specifika kulturella, sociala, historiska och fysiska identitet bidra till att skapa nya värden för H+ området och hela Helsingborg?
- Vad betyder den centrala placeringen i Öresundsregionen för utvecklingen av H+ området – före och efter en fast HH-förbindelse?
- Hur kan förutsättningar för stadsliv skapas i H+ området?

Hur kan strategier och handlingsberedskap läggas upp för en utbyggnad under lång tid?

- Hur kan områdets potentialer synliggöras och hur kan kvaliteter i området etableras i ett tidigt skede?
- Vilka planeringsredskap kan användas – stadsrumsplaner, designguider, höjdplaner, tomtindelning?
- Hur kan områdets struktur lägga grunden för en inbyggd flexibilitet utan att förlora dess karaktär?

Vilket innehåll och vilken karaktär bör prägla områdets olika delar?

- Vilka kvaliteter kan skapa identitet och stolthet över området?
- Vad kan fungera som dragare, orienteringspunkter eller identitetsskapare för befolkningen i Helsingborg och Öresundsregionen?
- Hur kan områdets vattenkontakt maximeras och tillgängliggöras i hela H+ området?

The main questions to be answered in the contest for guiding the project towards the vision include:

How can overall structures and relationships to the surrounding city be designed?

- The area is currently characterised by large-scale operations, including buildings and spaces designed for industrial operations. How can one's experience from moving around within the area become more rich, varied and diversified, and designed down on a human scale?
- What content is appropriate for creating a sustainable and mixed urban environment, taking account of the needs of the city and the potential of the site? What is a reasonable level of density for the built-up spaces in the area based on the perspectives of economic and social sustainability?
- How can we design the structure of buildings, street areas and traffic networks so that travelling on foot, by bicycle and on public transport become natural choices?

How can the H+ area between the Knutpunkten and Ramlösa station become an integrated part of Helsingborg and expand the city centre?

- How can the area's specific cultural, social, historic and physical identities contribute to the creation of new values for the H+ area and Helsingborg as a whole?
- What does its central location in the Öresund region mean to the development of the H+ area, both before and after a fixed HH link has been established?
- How can conditions for urban life be created in the H+ area?

How can strategies and action plans be drawn up for long-term development?

- How can the potential of the area be made visible and how can qualities offered by the area be established at an early stage?
- Which planning tools can be used: urban space plans, design manuals, height plans, subdivision into plots?
- How can the structure of the area lay the foundation for built-in flexibility without losing its character?

Which content and which character should characterise the various parts of the area?

- Which qualities can create identity and pride in the area?
- What can work as points of attraction, points of orientation or creators of identity for the residents of Helsingborg and the Öresund region?
- How can the area's proximity to the water be maximised and how can water be made accessible throughout the H+ area?

Förutsättningar för uppgiften  
Prerequisites for the task

H+ områdets förutsättningar är komplexa och har utretts i omgångar under lång tid. Nedanstående förutsättningar låg till grund för projekttävlingen men kan komma att förändras över tiden. Förutsättningarna arbetades fram dels genom externa konsulter, dels genom planarbete och genom samråd inom staden och med andra myndigheter. Interna tankesmedjor har granskat, analyserat och ifrågasatt förutsättningarna för att ta fram de slutliga formuleringarna. Förutsättningarna delades in i sju avsnitt med underrubriker och har fungerat som utgångspunkter i projekttävlingen.

Förutsättningarna är sammanfattade nedan, men anges i sin helhet i tävlingsprogrammet.

The prerequisites for the H+ area are complex and have been under investigation. The following prerequisites form the basis for the project competition, but can gradually change. The prerequisites have been worked upon partly through external consultants, partly through planning work and consultation within the city and with other authorities. Internal think-tanks have examined, analysed and questioned the prerequisites to compile the final drafting. The prerequisites are divided into seven sections with sub-headings and have acted as the starting point in the project competition.

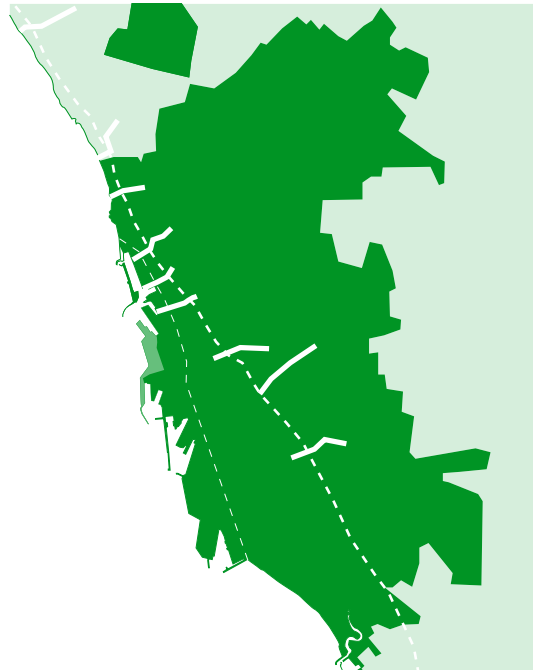
The prerequisites are summarised below, but indicate the competition programme in its entirety.



Stadslandskapet

Under rubriken angavs förhållningssätt till stads-landskapet, dess topografi, de historiska avtrycken samt lokalklimat. Grunden var att värna stadens siluett och att H+ området på ett naturligt sätt kopplas ihop med omgivande stadsdelar.

Byggnader med särskilt historiskt värde markerades och bebyggelse med kompletterande värde identifierades för att exploatering – rivning – ska kunna vägas mot att bevara dem. I förutsättningarna ingår även att områdets struktur och byggnader ska klara en förändring av havsnivån samtidigt som strukturen ska bidra till ett bra mikroklimat och ta till vara närheten till vattnet.



Landborgen  
The Landborgen plateau

City landscape

This heading gives the outlook for the cityscape, its topography, historical impressions and local climate. The basic idea was to protect the city's silhouette and for the H+ area to be naturally joined with the surrounding neighbourhoods.

Buildings with a particular historical value are emphasised and any building with a complementary value that are identified for development – demolition – could be assessed for preservation. In the pre-requisites, it is also stated that the area's structure and buildings would be able to withstand a change in sea level, while the structure contributes to a satisfactory microclimate and makes use of its proximity to the water.



Utblick från kanten av landborgen ovan Norra Hamnen.

View from the edge of Landborgen above Norra Hamnen.



Promenadstig i en av stadens raviner.

A walking path by Landborgen

Stadens publika rum och stråk

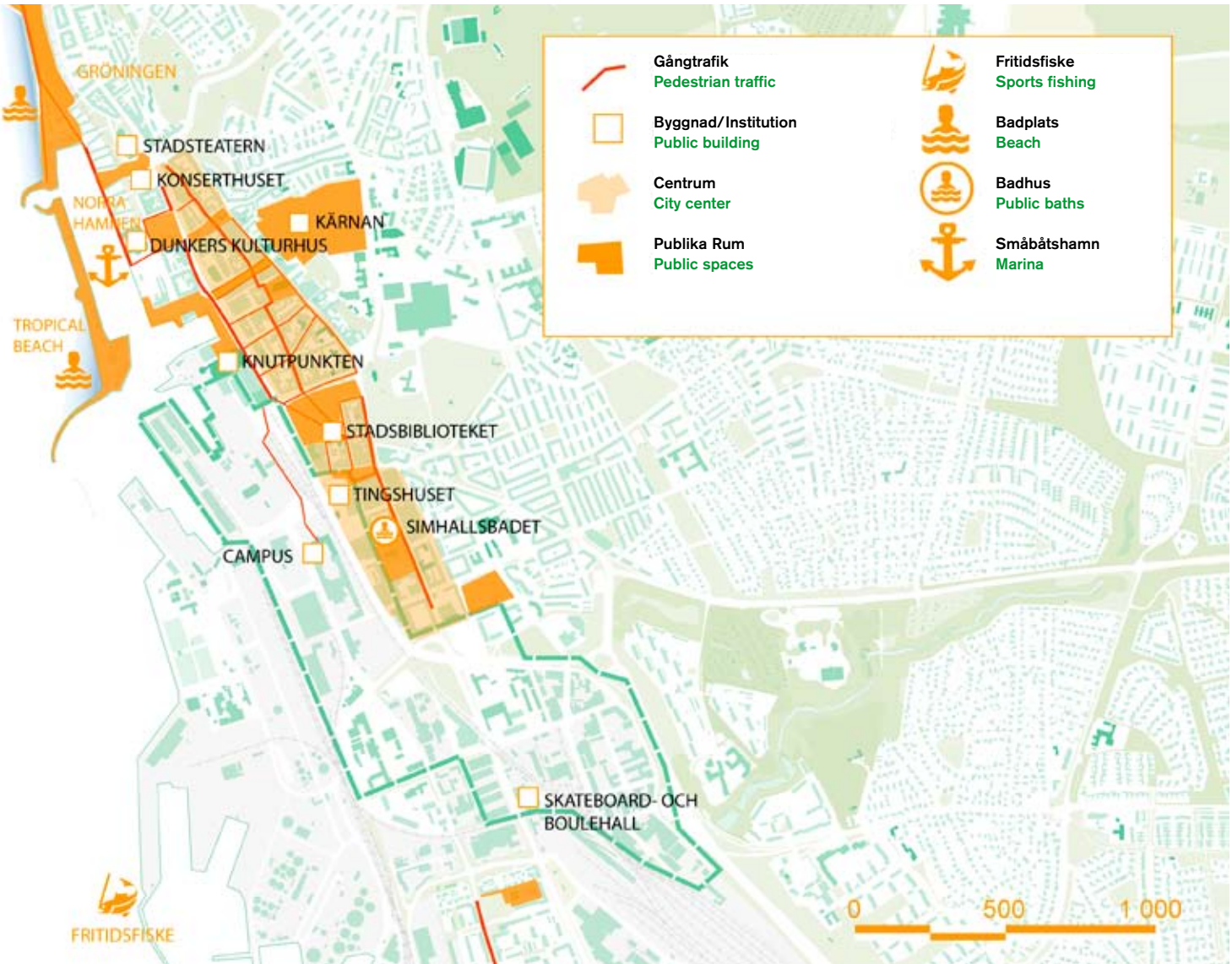
Här angavs förutsättningar för stadsliv samt grön- och blåstruktur. Bland annat presenteras behovet av mötesplatser av olika storlek och med olika innehåll. Mötesplatserna ska förstärka stadslivet i centrala Helsingborg och på ett naturligt sätt bidra till att utvidga stadskärnan. I förutsättningarna ingår även att skapa gröna miljöer inom området. Grönskan ska bidra till att forma stadsmiljöer med skiftande kvaliteter och för att stadsdelarna ska bli begripliga och enkla att orientera i. De gröna inslagen ska även koppla till omgivningarna.

Enligt förutsättningarna ska tävlingsbidragen även presentera idéer för hur vattendrag och dagvattenledningar kan utnyttjas för att förstärka områdets generella vattenkontakt.

The city's public spaces and thoroughfares

This heading provides the outlook for city life as well as green and blue structures. Among others, the need for meeting places of varying sizes and with various contents is presented. These meeting places will enhance city life in central Helsingborg and contribute naturally to expand the city centre. The prerequisites also state that green environments within the city will be created. Besides blending in with the surroundings, the greenery will shape the city with various characteristics and allow city neighbourhoods to be understandable and easy to navigate. The green areas will also blend with the surroundings.

According to the prerequisites, the competition proposals will also present ideas for how water-courses and surface water pipes can be used to strengthen the area's overall contact with the water.





Trafik

I förutsättningarna för trafiklösningar beskrivs hur staden förhåller sig till fotgängare, cyklister, kollektivtrafik och privatbilism. Önskan är att tävlingsförslagen ska identifiera bra och naturliga trafikkopplingar till H+ området. Bland annat genom en stark stomlinje för kollektivtrafik med hög turtäthet. Spårvagn kan var en alternativ lösning för kollektivtrafiken genom H+ området mot Planteringsens centrum och vidare söderut.

I förutsättningarna anges Bredgatan som ett möjligt trafikstråk där kollektivtrafik, fotgängare och cyklister prioriteras. Vid Knutpunktens södra del föreslås en ny stationsuppgång som också ska fungera som anslutning till H+ området. I förutsättningarna ingick även Järnvägsgatans framtida utformning som stadsgata liksom hur Södertunneln förväntas påverka området.



Traffic

How the city will consider pedestrians, cyclists, public transit and private motorists are described as the keys to traffic in the prerequisites. The wish is for the competition proposals to identify good and natural traffic connections to the H+ area. Among others, through a strong base line for public transit with high service frequency. The tram can be an alternative form of public transit through the H+ area towards Plantering centre and further south.

In the prerequisites, Bredgatan was mentioned as a possible main artery, where public transit, pedestrians and cyclists are prioritised. At the south end of Knutpunkten, a new station entrance is suggested, which will also act as a connection to the H+ area. The prerequisites also stated the future design of Järnvägsgatan as a city street, as well as the expected effect of Södertunneln (the South Tunnel) on the area.



Exempel på nya uppgångar från plattformar i söder med ljusinsläpp.

Example of new descents to the paltforms from the south with sunlight filters.

Kollektivtrafik  
Public transport

Bostäder och verksamheter. Detaljhandel

Förutsättningarna beskrev hur möjligheterna att låta stadens centrum svara mot en större befolkning, en starkare roll och ett vidgat utbud bör prövas i planeringen. Även lägen för detaljhandel och annan service för att tillgodose lokala behov behöver finnas inom H+ området. God tillgänglighet med kollektivtrafik och bil samt kopplingar till annan service, rörelsestråk och målpunkter i området beskrevs som viktiga.

Bostäder

Förutsättningarna anger att H+ området ska planeras så att det blir attraktivt för alla och planeringen ska motverka segregation genom att innehålla olika typer av bostäder. Förutsättningarna pekar även ut Campus Helsingborg som motor och viktig aktör i H+ stadsbyggnadsprocess.

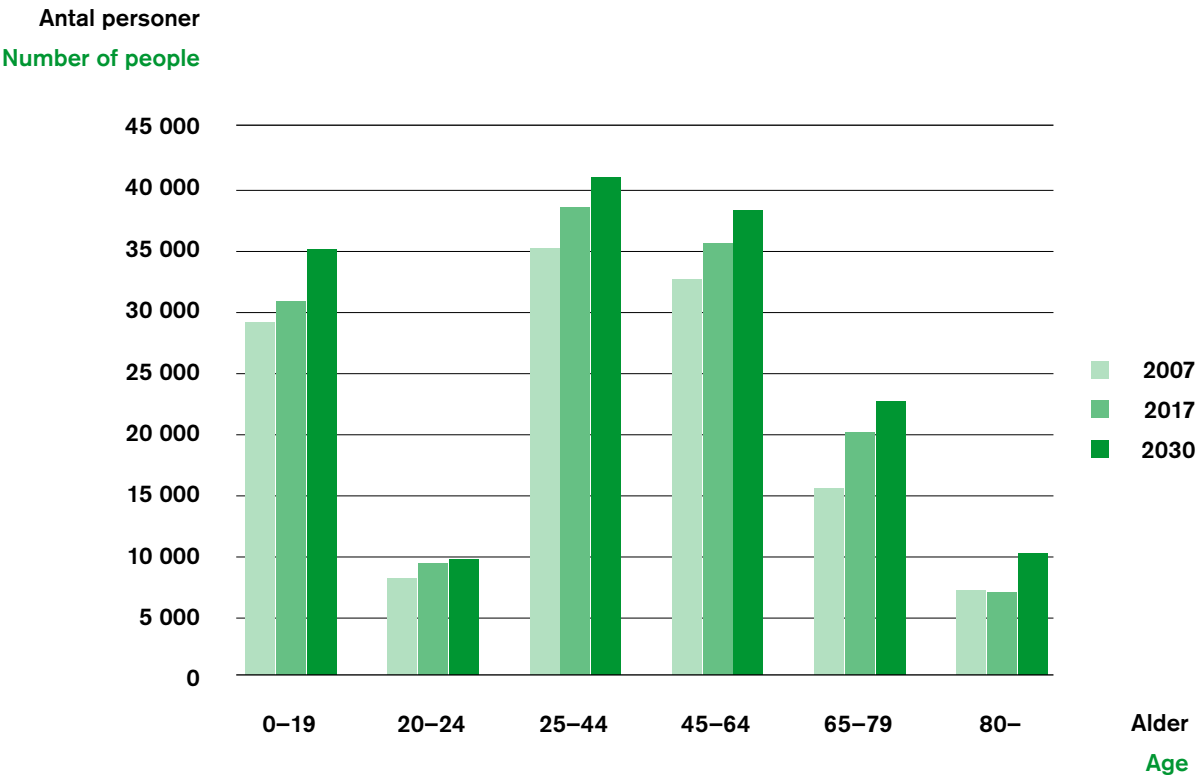
Housing and buisness. Retail trade

The prerequisites described how these possibilities of allowing the city centre to meet a growing population, a stronger role and an enlarged offering should be attempted in the planning. There should be locations for retail trade and other services to satisfy local needs within the H+ area. Good accessibility via public transit and automobile as well as connections to other services, business thoroughfares, and places of interest in the area are described as important.

Homes

The prerequisites state that the H+ area will be planned as attractive for everyone and that the planning will counteract segregation by containing two types of housing. In the prerequisites, Campus Helsingborg was also pointed out as an engine and important actor in the H+ city planning process.

Antalet personer i olika ålderskategorier 2007, 2017 och 2030 i Helsingborg  
Number of people in different age groups in 2007, 2017 and 2030 in Helsingborg





Genomförandeekonomi

Det ekonomiska villkoret för utbyggnaden av H+ området är att intäkterna från exploateringen ska bekosta investeringar i områdets infrastruktur och publika rum samt till en del finansiera Södertunneln. Intäkterna från exploateringen är avgörande för att förverkliga H+ projektet. Exploateringsgraden är inte låst i förutsättningarna vilket ger utrymme för teamen att arbeta med olika alternativ.

Realisation economics

The economical condition for the construction of the H+ area is for exploitation revenues to pay for investments in the area's infrastructure and public spaces, along with partial financing of Södertunneln (The South Tunnel). Revenues from exploitation are determining in the realisation of the H+ project. The level of exploitation is not predetermined in the prerequisites, which provides manoeuvrability for the team to work with various alternatives.

H+, laboratorium för Campus Helsingborg

Campus Helsingborg ska utveckla särskilda utbildnings- och forskningsprogram för att följa och delta i utbyggnaden av södra hamnen i Helsingborg-H+projektet.

H+projektet innebär en omfattande utbyggnad av södra hamnen i Helsingborg. Utbyggnaden av södra hamnen i helsingborg kommer att spänna över 20-25 år och omfatta en yta som motsvarar dagens Ystad.

Campus Helsingborg är beläget centralt i det område som ska utvecklas. I det första steget kommer järnvägen utanför campus att läggas i tunnel. Läget och tillfället ger unika möjligheter att samproducera utbildning och forskning. Tidsomfattningen är så vid att utbildningsprogram kan byggas kring bara H+ och storleken av projektet så omfattande att discipliner från alla fakulteter kan finna relevanta beröringsområden att följa i FoU-projekt. Möjligheten att bygga för integration utbildning-arbetsliv är unik. Helsingborgs stad avser att i alla kontrakt avseende projektering och utbyggnad kräva samverkan med Campus Helsingborg i utbildning och/ eller forskning.

H+ projektet är ett megaprojekt som skapar förutsättningar för att experimentera med arbetsplatsintegrerade utbildningsprogram i en mycket stor utvecklingsmiljö som samtidigt utgör ett intressant objekt för FoUprojekt.

Utdrag ur Campus Helsingborgs verksamhetsprofil, 2008.

Utmformningen av det nya biblioteket och mötesplatsen i Södra hamnen byggde redan från början på att det är människorna som skapar platsen. Genom en process som involverade både nuvarande och potentiella biblioteksanvändare (barn, ungdomar, småföretagare, studerande vid Campus, barnfamiljer och yrkesarbetande, äldre mm) gavs mötesplatsen/biblioteket en utformning som kulturellt café. Verksamheten vägledades av ord som stämning, plattform, konversation, självförtroende och personlig utveckling.

Utdrag ur visionsarbete från stadsbibliotekets arbete kring frågan om en ny mötesplats i H+ området.

H+, laboratory for Campus Helsingborg

Campus Helsingborg shall develop specific training and research programs to follow and participate in the development of the southern harbour in Helsingborg's H+ project.

The H+ project includes extensive development of Helsingborg's southern harbour. The expansion of the southern harbour in Helsingborg will take more than 20–25 years and cover an area corresponding to the Ystad of today.

Campus Helsingborg is located centrally in this development area. In the first phase, the railway line outside the campus will be enclosed in a tunnel. The location and situation provide a unique opportunity to co-produce education and research. The scope of time is such that the educational program can be built entirely around H+ and the size of the project is so large that disciplines from all faculties can find relevant areas of common interest in the R&D project. The possibility of building on the integration of education-work is unique. Helsingborg town's opinion is that all contracts concerning project planning and building require cooperation with education and/or research at Campus Helsingborg.

The H+ project is a mega-project that creates the conditions for experimentation with work-place integrated training programs in a very large development environment that, at the same time, is an interesting object for R&D projects.

Extract from Campus Helsingborgs buisness profile 2008.

The layout of the new library and meeting place in the Southern harbour, has been built from the start under the premise that people have created the place. By using a process that involves both current and potential library users (children, youths, small businesses, Campus students, new families and craftsmen, seniors, etc.) a meeting place/library was created in the form of a cultural café. Activities are guided by phrases such as atmosphere, platform, conversation, self-confidence and personal development.

Extract from visionary work from the town libraries' work around questions about a new meeting place in the H+ area.

Övrig miljöpåverkan och teknisk infrastruktur

I detta kapitel angavs ett antal parametrar och möjliga scenarion som kan komma att forma området, som till exempel att hamnens container-terminal och Scandlines uppmarschområde ska finnas kvar inom överskådlig framtid.

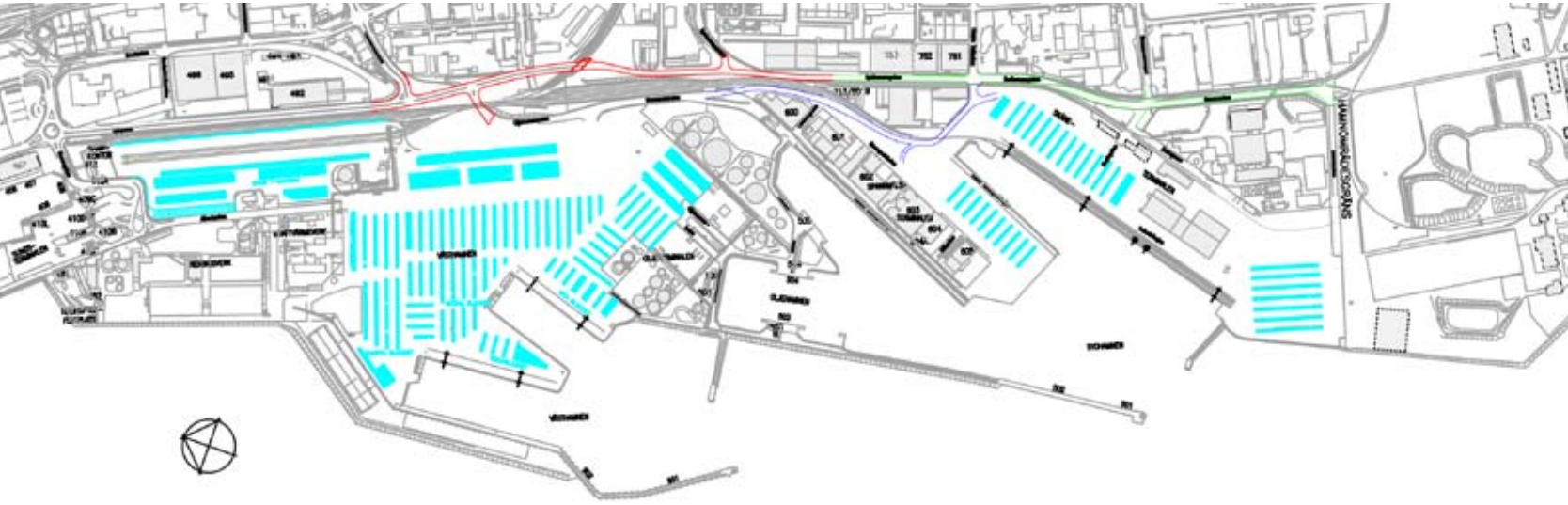
Other environmental influences and technical infrastructures

The chapter states a number of parameters and potential scenarios that can shape the area, for example that the harbour container terminal and the Scandline boarding ramp will remain within the foreseeable future.



Helsingborgs Hamns framtidsbild

Expansion plan for Helsingborgs Harbour





Projekt i närområdet

Under rubriken beskrivs omgivande planerade och redan projekterade förändringar och nybyggen som till exempel förändringen av Konsul Olssons plats, där ett nytt kvarter med biografanläggning planeras.

Project in the vicinity

This heading describes the overall planning and projected changes and new construction, such as the change to Konsul Olssons place, where a new neighbourhood with a cinema complex is planned for.

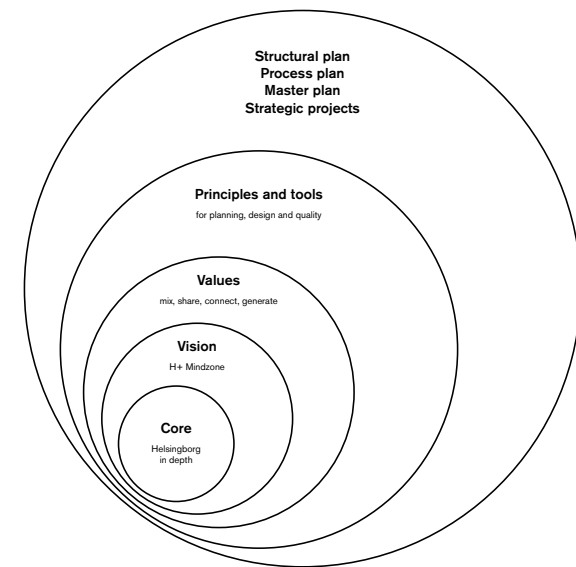


Nytt marint museum vid Kronborgs slott, Helsingör.  
BIG architects.  
New maritime museum by Kronborg, city of Helsingör.  
BIG architects.



Plan över utvecklingsområdet  
Olympia.  
Plan over thought recreation and  
sportarea Olympia.

## H+ Mindzone



H+ Mindzone

Quality of place through quality of living

*Hur skapar och utvecklar vi framtidens städer?*

*Hur kombinerar vi tillväxt och välfärd i samhället utan att skapa fientlighet och utanförskap?*

*Hur skapar ett levande stadsliv och en global förebild för stadsutveckling?*

Våra städer är i ett direkt behov av lösningar som fungera som motgift mot decennier av planering kännetecknade av zoner, spridning och separering. Samhället har gått framåt, men lämnat de byggda miljöerna bakom sig, vilket förhindrar hållbar utveckling ur alla aspekter. Vi är alla en del av det globala samhället och medborgare i det framväxande kunskapssamhället, där framtiden är beroende av vår förmåga att generera och sprida kunskap, know-how, nya sätt att tänka på och innovationer. På vilket sätt kan vi utveckla, förnya och utforma våra framtida städer för att möta de nya krav som kommer att ställas?

Vår vision "H+ Mindzone – quality of place through quality of living" sätter människor och deras aktiviteter i centrum för utvecklingen av H+ området, med stöd av ett ramverk bestående av utrymmen och platser där vi kan leva våra liv. Vårt mål är att stödja och utveckla Helsingborgs urbana värden.

Vi anser utvecklingen av H+ är större än det fysiska området. Det kommer att influera omgivande områden, staden Helsingborg och Öresundsregionen. H+ Mindzone är en plats där vi tillgodoser de lokala behoven med global medvetenhet. H+ Mindzone – Eftersom vi rör oss från ett systemsamhälle mot ett individsamhälle, så är det vår övertygelse att vi måste utveckla ett samhälle där vi alla kan vara med på våra individuella villkor. Detta innebär att vi måste skapa ett samhälle där vi kan få ut det bästa av alla och där vi accepterar att vi alla är olika.

H+ Mindzone – H+ området är mer än en bit mark. Det är också ett samhälle vars värden, att blanda, fördela och förena, lockar till sig människor och verksamheter. H+ Mindzone är en ny fristad för människor, som skapar positiva och nya möten. I H+ Mindzone ligger vårt fokus på att få Helsingborgs urbana värden att växa. H+ Mindzone är ett sätt att tänka och ett sätt att agera. H+ Mindzone blir katalysator som inte bara omvandlar H+ området utan också Helsingborg i stort.

Detta är vår utgångspunkt. >>>

*How do we create and develop the cities of the future?*

*How do we combine growth and welfare in our society without creating hostility and alienation?*

*How do we create a vibrant city life and a global model for urban development?*

Our cities are in an immediate need of solutions that can be the antidote of decades of planning distinguished by zoning, distribution and division. Our society has moved forward leaving our built environment behind creating obstacles for sustainable development in all its aspects. We are all part of the global community and citizens of the emerging knowledge society where our future depends on our ability to generate and distribute knowledge, know-how, new ways of thinking and innovations. In what way can we develop, renew and design our future cities to meet the new demands that we put forward?

Our vision "H+ Mindzone – quality of place through quality of living" puts people and our activities in the very centre for the development of the H+ area, supported by a framework of spaces and places where we can unfold our lives. Our goal is to support and develop the Urban Capital of Helsingborg.

We see the H+ development as larger than physical area itself. It will have effect on the surrounding areas, the city of Helsingborg and the Öresund region. The H+ Mindzone is a place where we respond to local needs with global awareness. H+ Mindzone – As we are moving away from a society of systems into a society of individuals, it is our conviction that we must develop a society where all of us can be included on individual terms. This implies that we have to create a society where we can bring the best out of everyone and where we have to accept that we are all different.

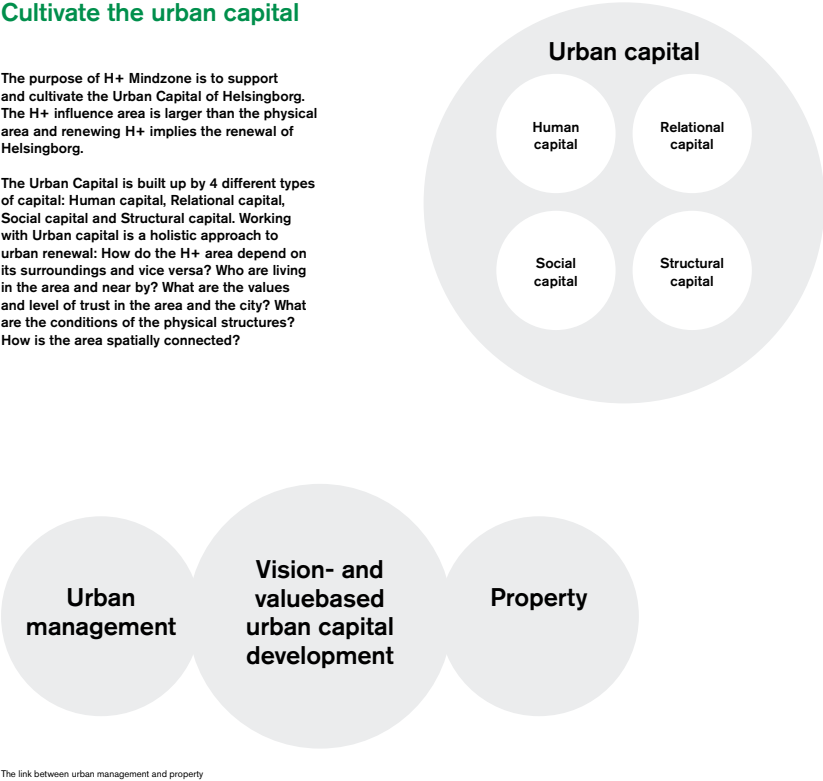
H+ Mindzone – the H+ area is more than a plot of land. It is also a community with the values of mix, share, connect and generate that will attract people and activities. H+ Mindzone is a new harbour with flow of people that creates positive friction and new meetings. In H+ Mindzone we focus on the growth of the Urban Capital of Helsingborg. H+ Mindzone is a way of thinking and a way of doing.

This is our point of departure.>>>

Cultivate the urban capital

The purpose of H+ Mindzone is to support and cultivate the Urban Capital of Helsingborg. The H+ influence area is larger than the physical area and renewing H+ implies the renewal of Helsingborg.

The Urban Capital is built up by 4 different types of capital: Human capital, Relational capital, Social capital and Structural capital. Working with Urban capital is a holistic approach to urban renewal: How do the H+ area depend on its surroundings and vice versa? Who are living in the area and near by? What are the values and level of trust in the area and the city? What are the conditions of the physical structures? How is the area spatially connected?



The link between urban management and property

Our model for vision and value based urban capital development

We propose that H+ Mindzone is the way that H+ and Helsingborg continuously renews and innovates.

Our vision "H+ Mindzone – Quality of life through quality of living" is built up by four values: *Mix, Connect, Share and Generate.*

Governing the development of the H+ is a complex task. The learning organisation of H+, have to respond to the demands of many different groups and manage the allocation of resources between different claims. To manage the area and to grow the urban capital of Helsingborg means to handle the people, processes and property in a coordinated way to achieve maximum output. Therefore the model presented here is both a tool for the project organisation and the physical project itself.

Our model for vision and value based urban capital development is helping us to sort out the different aspect of the H+ project and can be seen as a working model for the future development. It is a practical tool that can be shared with new or existing stakeholders. The model helps us in the work ahead to qualify the judgments and decisions in the realisation of the project.



## Our challenges

In the renewal of the H+ area and Helsingborg we are facing challenges that are affecting many other cities in the world of different sizes. There are trends in our culture that we have to address to renew and update our way of life. Over half of the population in the world lives in cities and by 2050 this is expected to have reached 70%. The strong urbanization of the world puts vast demands on how we handle our resources to be able to live in a sustainable way. Many places in the world face risks in terms climate change, shortages of water and food, epidemics, hygienic aspects etc often with a combination of problems of changes in demography, safety and security and segregation. On the other hand our cities are full of opportunities and can be seen as the crossroads of flows of people that form the fundament for commerce, development of culture and touch points for welfare. Thinking about urbanization it is easy to relate to highly populated areas in Asia or South-America. Places that have become iconographic because of the problems that get uncovered when too many people come to together in one place without supporting social and technical infrastructure.

This is not the situation for Helsingborg and our part of the world today. The fundamental problems of urbanization where solved many years ago. Nevertheless we feel that we're facing great challenges in the renewal of our cities as places where our lives can unfold.

What is urbanization in our daily life? It can be seen in new construction sites such as Maria Park in Helsingborg, queues at the bus stop or traffic jam and crowded trains between Sweden and Denmark. There are more people in Helsingborg today than there were ten years ago. In 2040, 400,000 more people will be living in the Öresund region. That is equal to one Göteborg or two Århus or four Helsingborg. That will have an impact on many things that surround us in our daily life.

There are no shortage of land. We are 20 inhabitants per km<sup>2</sup> in Sweden compared to the world average of 48 inhabitants per km<sup>2</sup>. Bangladesh has over 1000 inhabitants per km<sup>2</sup>. There is nothing that pushes us together and forces us to live more compactly. Therefore we spread out and have longer distances between living, working and relaxing. The climate crisis has made it evident that urban sprawl is not a model for a sustainable life in all its aspects.

Instead of spreading out we have to make things more concentrated. A more concentrated city will make it possible to abandon our dependence of the car and rely on public communications, bikes and walking. A concentrated city will in increase the friction between people in positive and negative ways. Concentration will lead to a higher pulse and dynamic city life. The chance of meeting someone becomes more probable. But segregation and social differences will become more evident.

New agendas will rise. A higher concentration means a more intense urban experience. In terms of food a higher concentration equals more taste. What if we could use the analogy to food and make a city of higher concentration – A city with more taste?

## Concept plan

Attractive urban settings are characterized by their diversity in people, buildings, flows and activities. H+ Mindzone is a versatile, poly-contextual and therefore also a new genuine urban area in Helsingborg. H+ Mindzone will be home to a mix of activities, a mix of functions and a mix of uses and users. The area consists of different types of businesses, learning institutions, housing, public spaces and cultural and recreational attractions. H+ Mindzone is also an area where the city meets nature and where living meets working in new ways for Helsingborg.

H+ Mindzone will break down existing barriers and create new passages, new structures of mobility and new patterns of movement. H+ Mindzone will therefore lead to an overall reshuffling of local residents' routes of where to go and how to go. H+ Mindzone will also bring new people to Helsingborg who will live, work or visit the area and H+ MINDZONE will therefore also alter the mobility patterns of the region as such.

In H+ Mindzone people share culture, world views, knowledge, competences or maybe just looks and bodily presence. The most productive forms of sharing in the city takes place in settings characterized by diversity and mobility. The public spaces of H+ Mindzone are for everyone or rather, there are public spaces for all kinds of people engaged in different kinds of activities whether it is walking the dog, swimming in Öresund, playing ballgames, reading, drinking a coffee, laying in the sun, going to a concert or just watching people and life pass by.

H+ Mindzone will be a living area all day, all week. H+ Mindzone will display new ways and styles of inhabiting the city of Helsingborg. The area will contain new destinations to visit, new places to work, new places to learn and new places to live in Helsingborg and the region. Following the creation of public spaces characterized by intimacy, friction and accessibility H+ Mindzone will be a place celebrating the lighter touch forms of sociality and social living.

The public spaces and places of H+ Mindzone generate new urban experiences based on a mundane hospitality and an ethics of conviviality as much as on fixed social identities and communities.



Mix

The H+ area and the districts west, south and east of it is a result of a zoned planning. They are in many aspects mono functional areas that need to be transformed in order to renew the city and create diversity in people, buildings, flows and activities. Introducing new activities in the H+ area will lead to a transformation of the surrounding districts. H+ Mindzone will be a place where the city meets nature and where living meets working in new ways for Helsingborg. This mix of functions, activities and uses leads to a mix of people, cultures, atmospheres and ways of living creating new urban experiences in Helsingborg altogether.

Share

In an urban setting dominated by a culture of sharing, the stranger is not so much an unwelcoming guest in a well defined, limited and therefore potentially excluding community but one among many strangers in a lively, diverse and challenging urban landscape. Sharing is the foundation of a certain urban tolerance or an ethics of being together that will function as the social glue in H+ Mindzone leading to an increased social and human capital not only within the area but in the whole of Helsingborg. The southern areas of Helsingborg have potential but they are circumscribed of various barriers that cut them from the city fabric. To be able to renew surrounding districts we have to increase the flow through them to speed up the change. In the structural plan of the H+ Mindzone we have specially focused on linking the edges of the area to surrounding districts to support them and incorporate the flows and activities into the H+ area.

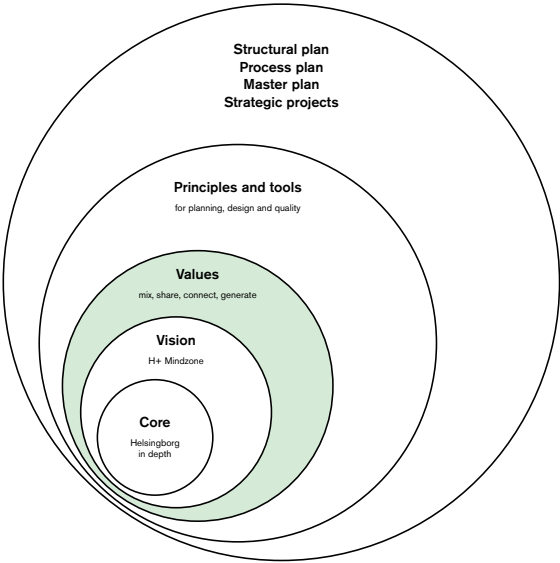
Connect

The H+ area is characterized by infrastructural connections rather than spatial connections. When we develop the area it is important to transform the existing infrastructure into an urban network that joins the districts of the city together. We break down existing barriers and create new passages, new structures of mobility and new patterns of movement. H+ Mindzone will therefore lead to an overall reshuffling of local residents' routes of where to go and how to go. H+ MINDZONE will also bring new people to Helsingborg who will live, work or visit the area and alter the mobility patterns of the region as such.

Generate

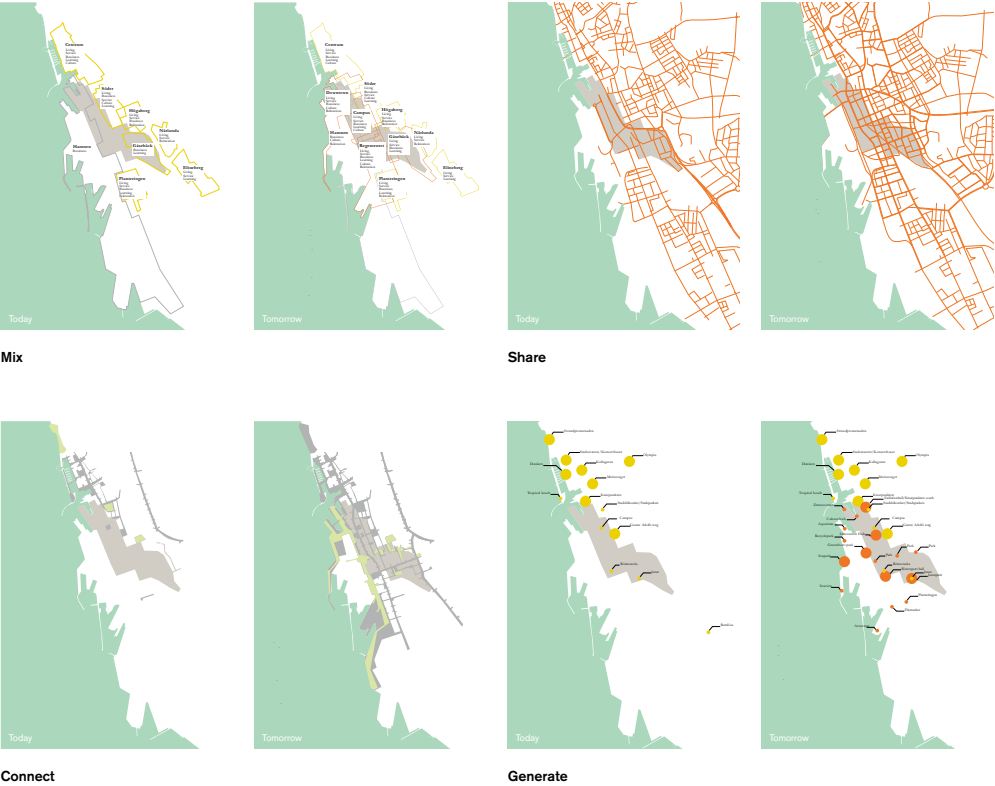
Helsingborg is a divided city both in social and spatial terms. It is evident that many of the existing generators such as cultural institutions and parks is placed in the north of Helsingborg. This creates spatial and social barriers in the city where the people living in the north seldom visit Söder or vice versa. The tool of Generate is supposed to help us to create places and spaces that attract people from different parts of the city. The proposed places in the H+ area generate new ways of coming and being together in Helsingborg. H+ Mindzone will expand the cultural and recreational landscape and contribute to more united city.

*The values Generate, Mix, Connect and Share are used as tools for the design of the structural plan to support the H+ MINDZONE vision*



Structureplan

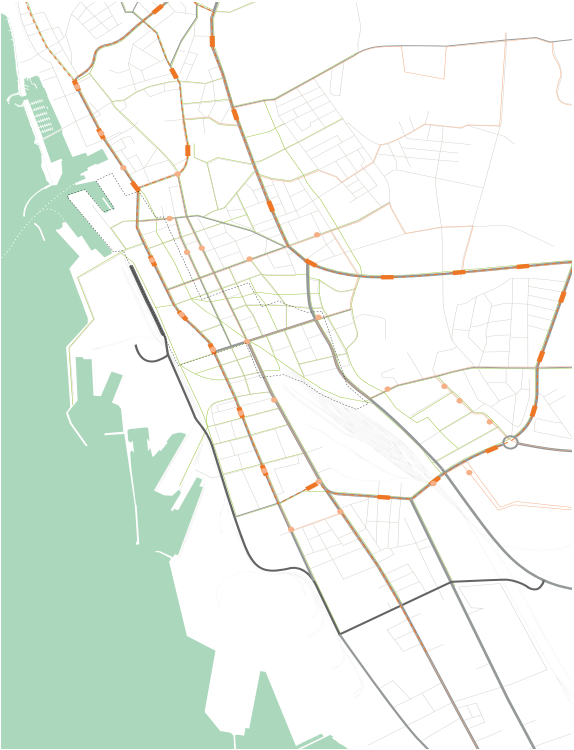
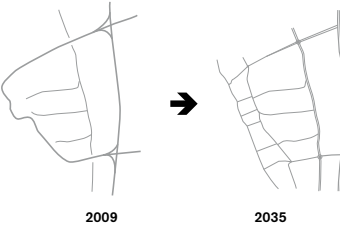




Mobility

In H+ Mindzone there is low speed and walking, biking and public transport have first priority. A lower speed will bring activity to the streets of H+ and support the contact between people.

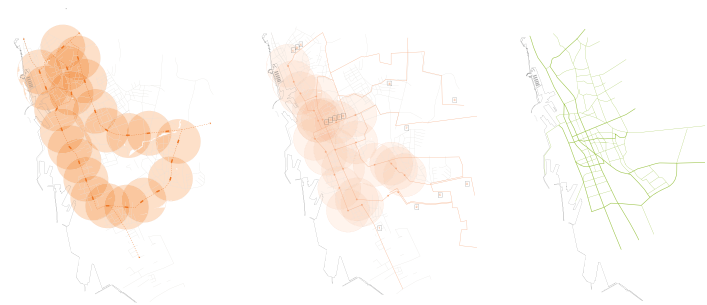
Our mobility concept is: Redirect the traffic that passes through the inner city. Today the streetscape of Helsingborg is hijacked by the motorways coming from the north and the south. They end by Järnväggsgatan and bring to much heavy and intense traffic into the city centre. Slow down the speed of car traffic and give priority to walking, biking and public transport. This will bring activities to the streetscape and make the streets a place to be. Spread out car traffic. There are a number of streets today that have too much car traffic as there are no easy alternative. By creating a new urban web we can build new and more streets that can connect to the city. Slow down speed where the city begins. Malmöleden is transformed from a highway to a city street that begins by Ramlösa station. Malmöleden connects to Magnus Stenbocksgatan and have crossing in both east and west direction. Create a robust network of streets that makes the sustainable alternative of transport the most attractive. Establish access spots where it is easy to change between different types of transport. Train stops, tram stops and bus stops connects to each other. Ramlösa station is turned into a mobility centre with park and ride which makes it easy to change to tram going into town



Public transport

Bus lines

Bike mobility



## Urban Greenery

For a dense city to be attractive it's essential to have an evident green counterpart, e.g. an accessible series of public rooms creating a green spine. To assure that these green rooms are attractive it's important to get residential and commercial buildings to flank and open up towards them. Streets line the public rooms to acquire a safe atmosphere with human presence.



The view of the outer pier towards Öresund with the Aquarium and Marine Biology Research Centre.

## New Parks





Inzoom



Campus

In the Campus area there are three main streets – the Sunset Boulevard, the Campus Gateway and the Campus Passage. The old Järnväggsgatan between Campus and Söder is transformed into the Campus Gateway which is a smaller street leading from the MINDZONE Exhibition Hall and the Library Stairs to the south. The Campus area is a dense innovation area with education and businesses closely located to each other. The buildings have 4 to 6 floors with courtyards. The proximity to Gustaf Adolfs Torg and the urban life in Söder will secure that there can be an urban life all day. The Green Front park and the tram stop is easy accessible from Söder via the Campus Passage.



The view from the Campus Gateway looking south



The view over the Campus Park from the north of Regementet

Regementet

At Regementet the Sunset Boulevard meets Gåsebäckssallén. The old regiment buildings are kept and there is a plaza in front of the Öresund Water Sports Arena. The green front is a recreational buffer zone between the area and the harbour. The Öresund Water Sports Arena is a generator in this part of Helsingborg and will attract people from near and far to the area. The tram continues along Sunset Boulevard to Planteringen.





A view from Gåsebäck

## Gåsebäck

The Gåsebäck area will be a vibrant part of Helsingborg. Malmövägen is turned into a city street that connects with Magnus Stenbocks-gatan. Gåsebäckshallen goes from Malmövägen towards the ocean and sunset Boulevard. It will be a new active street in the area where shops, workshops, galleries etc is located. There will be a mix of old and new buildings between one and five floors developed over time resulting in a special urban structure. The activities in the area can most cases exist while new offices and housing are built in the district.

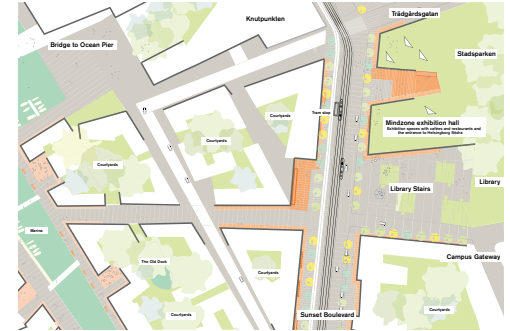


## Knutpunkten

The area around Knutpunkten and stadsparken is a high density area with housing, offices and services. The buildings have active edges along the streets for a diversity of open and accessible urban functions such as shops, restaurants, galleries, cafés etc. The building heights vary between three and seven floors and have inner courtyards.

The MINDZONE exhibition hall is an open public space situated on the fringe of Stadsparken facing Sunset Boulevard. The entrance to Helsingborg Södra and the railway is located in the building.

The library in Stadsparken is accessible from Sunset Boulevard via the Library Stairs and the smaller streets to the west of Sunset Boulevard leads down to the waterfront.



The view from the library steps along the Sunset Boulevard towards Mindzone Exhibition hall and Knutpunkten.





## A day in the area

The train was crowded this morning as it usually is. Anders pushed his way forward to the doors and stepped out on the platform. The train continued to Denmark.

His childhood memories of Helsingborg are slightly different from his experience of the city today. With his grandmother Anders used to sit by a table at Fahlmans or walk down Kullagatan. It was such a small town. He never expected to want to return here. But, probably, one has to travel the world to find what one's looking for. Anders might even move here if they hired him at the research department. Walking up to Helsingborg Södra and the exhibition hall by Stadsparken he picked up a coffee to go. Today is the day when Lisa and him have to wrap up the final paper for the class in marine biology. Their study of the ecosystem in Öresund is going to be presented at the world conference of ecosystems in brackish water at the campus next week. Big event in town everyone's getting prepared...

- Lisa! What's up
- Ok...feeling a bit sour after last night. I don't know why I always end up at the dark side of town at 3 am. You have to come along sometime. Gäseback beats everything by far.
- Are you alright...?
- Fine...just a bit tired. I need some coffee. Should we grab a table outside?
- It's crowded...maybe we can sit down by the library stairs...
- Sure...some sun would be nice.

The sound of a tram going south fills the street. People move along the boulevard. It is going to be a great day by the sea. He might have lunch at the ocean liner...

Lisa makes a record of the last comments on the executive summary and picks up her bike. She heads for the institution at campus. The report has to be printed tomorrow. She makes her way through the campus street. Some kids are playing and people are heading for the market at Gustav Adolfs Torg. There is nothing like a city waking up, it is fresh and full of opportunities. Feeling a bit weak after last night out, she decides to grab a bite.

- Hejsan!
- Hej!
- A falafel with feta cheese please!
- Strong or mild sauce?
- A mix please.
- Drink?
- Strawberry smoothie. How's business?
- Great – we have all sorts of people coming here. We're the best in town! Tonight we are catering for a get-together at the incubator.

Lisa gets her meal and sits down. A dog is watching her having her meal. The man behind her in the line orders a coffee. The man and the owner of the fast-food stand discuss today's

event at the Green front. There is a kite flying festival all weekend.

- Thanks for the coffee! Basse! Get over here – don't even dare to look at the girl's falafel!
- Good boy! I guess I'll have to leash you!

He walks down through campus. Something has happened to the city. When he moved here in the 90's from Serbia there was nothing he wanted. The hardest part was to get in contact with the Swedes. There was always a distance between the immigrants and the locals with the unaffordable restaurants and shopping. And it was said that it was the best cultural city in Sweden. But for whom? Now everything has changed and Helsingborg is now his place in the world. His daughter Biljana has moved to Paris and Tamara lives in Maria Park with her family. Getting grandchildren has been the best ever!

- Tamara! Tamara!
- Hej Dad!
- Hej Grandpa!
- What a beautiful day. Perfect for kite flying!
- Did you bring the eagle – grandpa?
- Of course – I made some adjustments to it last night so I guess it will fly perfect.

They stand by the tram stop at the Boulevard looking out into the Green front. The open space is filled with people starting to send their kites into the sky. Blue, red, purple and yellow. It's like becoming a kid again! A couple of joggers pass by on the tracks from the Life Cycle Park and the outer piers. The two water purification towers can be seen on the other side of the harbour terminal full with trucks, containers and ships that come and go. Basse starts to bark at a man on inlines going south. The network of bike tracks has made Helsingborg a fantastic place to exercise. Every year there is an inline marathon in town. It is an ever bigger event than in Berlin. The man on inlines keeps up the speed heading for the new Water sports Hall further down the green front. He is looking forward to stretch out on the lawn in front of the hall. ... 25 km this morning... A new record... Oh I'm exhausted.... Just the last push.... He stops by his car in front of the hall and brings out a bottle of water. A small boy and his family park the car beside. The boy looks with curiosity at the man's gear.

- Wow, such cool skates!
- Hmmm.
- What kind of bearings do they have – ABECseven or nine?
- Nine. Phu. I'm exhausted...!
- Are you a fast skater?
- Well...not the fastest but not the slowest either.

The boy turns to his mother and says:

- Can't we try that sometime? I want to go here with my own skates instead of doing it at home. Maybe we can go to the rink. Please...please...
- Of course – but another day. Come on now we have to rush so you don't miss your swimming lesson!

Johans teenage sister looks bored. Going to town with mother and little brother on a Saturday is not the most popular thing to do.

- Mom – can't I check out the shops in Gäseback?
- If you promise to be back in an hour!
- Can't you pick me up instead?
- For sure – I'll give you a call.

Åsa walks across the Regements plaza and up the Gäsebacks alley. It is a special atmosphere with a mix of new and old buildings. For years it has been a centre for creative people with housing, offices, galleries, boutiques and workshops. It's called SoHä – South of Högaborg. She passes by some of the galleries. People come and go. There is a food store on a corner. She picks up a soda and walks in to Jutan. The skate rink is crowded, and so is the boule rink. It's a mix of younger kids and older people. There is a boule contest going on. She meets a woman at the door who's bag bumps into Åsa.

- I'm so sorry!
- It's alright. It didn't hurt.
- I'm in a hurry on my way to Ramlösa station to catch the train. And I didn't see you through the glass door.

She jumps on the bus shuttle to the mobility centre by the station. The car traffic in the city centre has increased a lot since Malmövägen was transformed into a city street. One used to experience Gäseback as a giant infrastructural knot. Now the trees and the water in the street have transformed the area into something very special, it's become a vibrant part of town. The shuttle moves along Gäsebacks alléen and into Malmövägen. At the Ramlösa station she jumps off and walks to the ticket office. She buys a ticket for Landskrona. In front of her in the line there is a couple buying tickets for parking that will allow them unlimited access to the tram in the city for a day. It's Saturday and they are going to shop and eat.

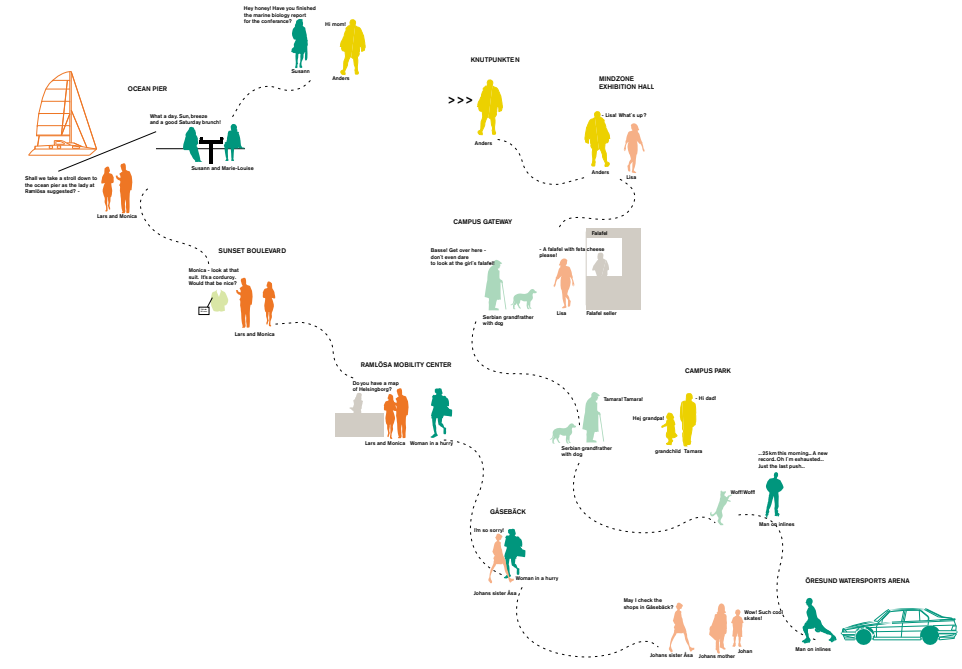
- Do you have a map of Helsingborg?
- Yes of course!
- Can you recommend something to see or visit?
- You shouldn't miss the Kite festival at the Green Front park today and with this weather I recommend you to go down to the ocean pier and have lunch.
- Great! When is the next tram?
- Just walk out to the stop. It leaves every 5 minutes.

They catch the next tram and take two seats by the window. The tram accelerates down the road and into Planteringen. Planteringen has undergone a big social change in the past decade. It's a mixed area and the many social projects had made the inhabitants of the district proud of their neighbourhood. There is a market every weekend and there are many activities going on. It's an up-and-coming area. The tram stops at the square in Planteringen and some kids with fishing rods hop out and head to the harbour. The tram accelerates again and enters the boulevard. The pine trees provide a special character, creating an atmosphere of a city by the

water. The trip goes through Regementet and Lars and Monica hop out by the Green front park to watch the kites. It is a magnificent view! They walk along the park passing by SHIP. It has ever since the start been a creative platform for urban renewal and every week there are visitors from abroad coming to see the transformation. They walk into the area by Knutpunkten. There's a big variety of shops of different kinds and sizes. The shopping in the city centre with good accessibility has dramatically changed the conditions for the malls around the city and the shops have moved back to town.

- Monica – look at that suit. It's corduroy. Would that be nice?
- You're such an architect you know!
- But it's cool. Why don't you try it?
- All right.
- I'll walk over the street to check out the shoe store.

The stores have pricing in Swedish, English, German and Chinese. All the foreigners that are passing by the area – either in business or pleasure have made it hard to find multilingual personnel in the service sector. The schools and evening courses now offer a multitude of languages in their programs.



A small ferry arrives at Knutpunkten. For many years the car and lorry traffic passed through the area. It has become much calmer since the heavy traffic moved further down the harbour where it was connected to the new Hamleden. Even though the HH tunnel was made and inaugurated several years ago it is still popular to take a boat across the sound to Helsingör. The boats are smaller than they used to be as they don't carry cars and trucks anymore. The classic Spettafilé is served on the boat.

- Shall we take a stroll down to the ocean pier as the lady at Ramlösa suggested?
- Let's go – I'm hungry!

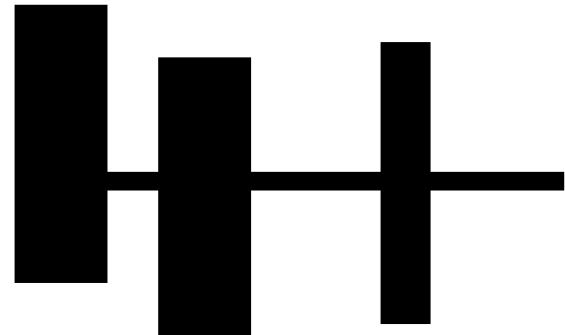
Lars and Moni walk down to the harbour. There are a lot of activities going on and boats are getting prepared for weekend sailing. The cafés and restaurants have their outside seating placed on the quays. They sit down by a table and order the salad from the cross cooking menu. Beside them there are two women having lunch – Susanne and Marie-Louise. They met during an exchange program in China many years ago. They pay the bill and are about to leave.

- What a day. Sun, breeze and a good Saturday brunch!
- It was so nice of you to let me stay at your place while I was here working. It is much nicer than staying at a hotel.
- It was so nice to have you. When is your flight leaving?
- At 4. I guess I'll take the train now and stop by in Copenhagen before going to Kastrup.

The women says farewell and Susann walks down to her apartment house at the Ocean pier. She takes the elevator to the third floor and enters her flat. The panoramic view over the harbour, The Green front, The Sound, The Life Cycle Park and the City Centre are magnificent. She has never regretted moving back to Helsingborg when she graduated. The optimistic attitude of the citizens, the broad cultural events, the scenery and the flow of international people have transformed it into a creative centre without equal. The bell rings. She opens the door.

- Hey honey!
- Hey mom!
- Have you finished the marine biology report for the conference?

**Open Stage**





## H+ Open Stage

### When people meet, things happen

När människor möts, händer det saker. Interagera och integrera. Träffas och spridas. Bygga och bevara.

"Det finns ingen början och inget slut", sade Gilles Deleuze i *A Thousand Plateaus*. Allt är öppet och samverkan är en förutsättning för kraft och skapande. Där vi vill vara tillsammans, där man kan se och höra, lära sig och bli inspirerad, skratta och gråta – där blir vi kreativa och interagerar öppet. H+ blir en öppen källa för positiv tillväxt. H+ blir arenan för en mängd samspel mellan människor, rum och byggnader.

#### *H+ is an Open Stage*

— En *Open Stage* är, och har alltid varit, en plats som visar vad en människa är, vad vi gör, vad vi kan – öppet och tillsammans.

#### *H+ the city of Open Stages*

— Helsingborgs unika läge på Landborgen erbjuder oss upplevelsen av den iscensatta staden. Om man går på gatorna i H+ området uplever man en känsla av rymd som tillsammans med vattnet säkrar vitalitet och livgivande omgivningar och resurser för tillväxt.

Vi definierar H+ som en *Open Stage* för kreativitet, samspel och möten. En *Open Stage* för mötet mellan människor och världen, mellan kulturer och näringsliv och mellan gammal och ung. *Open Stage* från Landborgsplatån till den lilla men betydelsefulla platsen där två personer träffas och pratar.

#### *H+ är ett område där vi iscensätter våra liv.*

— Alla arenor är sammanhängande och öppna, men det kommer att vara tre symboliska arenor som gör H+ Open Stage konceptet trovärdighet, de tre Open Stages som förbinder området till vattnet.

When people meet, things happen. Interact and Integrate. Meet and Multiply. Construct and Conserve.

There is no beginning and no end said Gilles Deleuze in *A Thousand Plateaus*. Everything is open and interaction is mandatory for power and creation. Where we want to be together, where humans ideate, where people see and listen, learn and inspire, laugh and cry – we will create and interact openly. H+ will be an open source for positive future growth. H+ will be the stage for multiple interactions among man, space and buildings.

#### *H+ is an Open Stage.*

— An open stage is, and has always been, a place which exhibits what a human is, what we do, what we are capable of – openly and together.

#### *H+ the city of Open Stages.*

— Helsingborgs scenografi on top of the natural plateau offers a tangible staging of the city. The H+ area fulfills the feeling of space when you walk the streets. Space and water together grant us with vitality and life-giving scenery and resources for growth.

We define H+ as an Open Stage for creativity, interaction and meetings. An Open Stage for meetings between people and the world, between culture and business and between young and old. Open Stages from Helsingborgs plateau to the small but powerful stage where two people meet and talk.

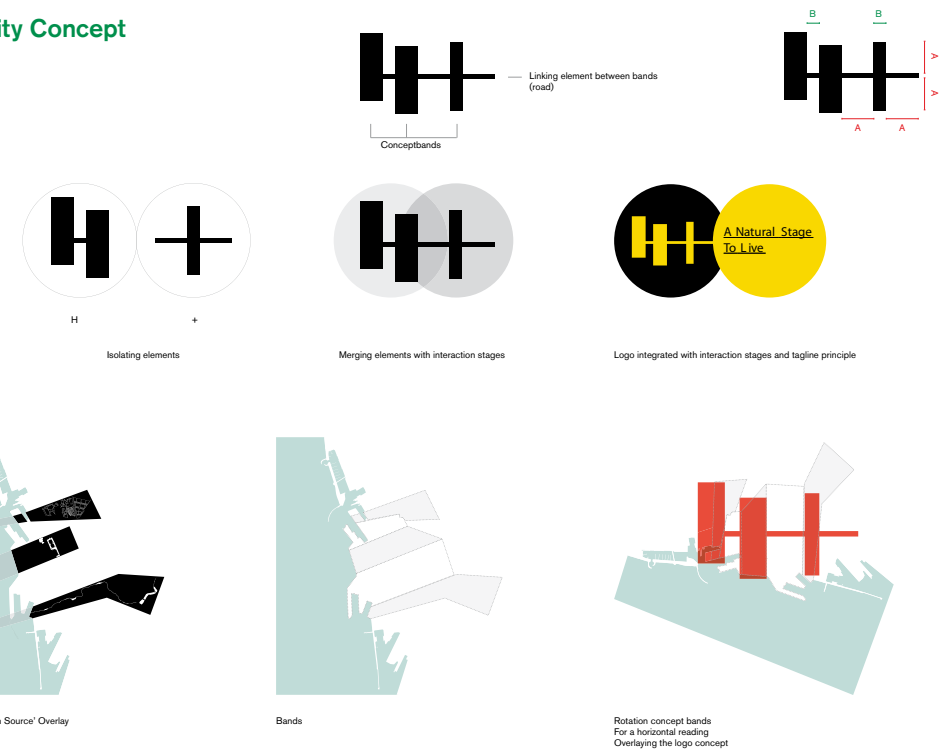
#### *H+ is an area for staging our lives.*

— All stages are connected and open, but there will be 3 iconic stages giving the H+ Open Stage concept credibility; the three Open Stages that connect the area with the waterfront.

*An open stage is, and has always been, a place which exhibits what a human is, what we do, what we are capable of – openly and together.*

## 2 Teamens förslag / The team proposals — Open Stage

### Identity Concept



*H+ will be the natural stage for multiple interactions among man, space and buildings.*

*H+ will be an open source for positive future growth.*



## Helsingborg: Open Waterfront

Many port cities have stagnated, unable to reinvent themselves nor inhabitation of the interesting 'gray' zones that constitute the transitions between land and sea.

Formerly a place for the trading of goods, the waterfront of Helsingborg should again become a place of exchange - of culture, of information of ideas - a new type of center, an open stage. We propose a conceptual re-stitching of the waterfront deep into the existing public life and nodes of the city. Grafted over the entire length of the city from Hamnort to Västhamnen, the boardwalk is adaptive in form and spatial diversity - covering, protecting, disassociated, expansive, indeterminate and highly specific - according to use, placement, and people. The waterfront is envisioned as a stage for intense social and recreational occupation, continually reinvented, and prepared for change. Can you skate on it - yes, some places. Take a taxi boat from it - yes. Swim from it - yes. Walk, cycle, run, wait, eat, drink, waste time, and create - yes.

Certain design moves facilitate the eventuality of commercial development – cafés, poetry box, exhibition space – while other moves protect the outdoor space, in principle, resisting development.

A framework and a structure, the boardwalk is a programmatic field opportunistically interfacing between water and city – an emerging landscape for occupation by diverse users 24 hours a day, 365 days a year.



## Accelerators

For Helsingborg to realize its future on the scale pertinent with its visions, a "step change" is required. Coupled with the need to sustain the amount of growth required to fulfill the demands on not only the competition site. But the expanded borders analyzed within our design we have defined four specific generators present within Helsingborg to build upon (see diagram). In this context we refer to the actions applied to these generators as, "Accelerators".



## Open Space

Public open space in the city represents the physical manifestation of flow and friction; place for social and recreational interaction. More often than not though, these spaces are representations of 'green', whether ordered nature or nature copied, passive relationships for the status quo.

Helsingborg lacks public green space. This is not however for a lack of space, but rather only what seems to be a collective amnesia entrenching this resource.

Our proposal begins with the natural histories of the site, the embedded qualities – plateau (STAGE), coastline, parks, river – regenerating and transforming them to maximize interface with the new urban structure; ensuring congruencies where desired as well as distance where needed. A sustainable strategy cannot stand alone, it needs to adapt to both new and old, pushing deep into the city and reaching out to the water, mutually enriching as it opens the city with new trajectories (visual and physical). By deploying the landscape as ‘infrastructure’ a non-linear framework is created, connecting to the spaces of the city yet blurring the distinction between controlled and uncontrolled space, park and field, edge and buffer, transient and permanent. The ‘Open Stage’ strategy formulates tactical conditions for the

development plan: open source, open streets, open always, open culture, open environment, open initiative. The translation of these conditions does not provide a perfect image of green or open space, but instead a pixelated image of landscape, where gradations of exposure, accessibility, luxury, public, protected, commercial, and corporate create a semi-continuous network of space, north to south, east to west – for randomness and choice.

The boardwalk is the *tour de force* of the open space strategy. Not to domesticate the strangeness of the site but to heighten it, amplification of differences between nature, architecture, landscape, and city. Designed as a topographical device, managing differences of program and site condition, the boardwalk is park, garden, promenade, playground and stage. A nursery adds an important supply chain to the open space plan, providing the planting for the entire development, while transforming the grid-locked industrial site to a positive destination for the city's residents.



Program

On-site attributes are assessed in accordance with their positive or negative relationship to specific programs. Primary existing attributes on the H+ site have been defined and analyzed against the effects of housing, office, hotel, retail, recreation and culture. This provides us with an overall structure from which to define programmatic zones.

Program location aspect



Residential Office Hotel



Retail/Entertainment Recreation Culture

Value generated through the sale of development rights

Buisness Plan

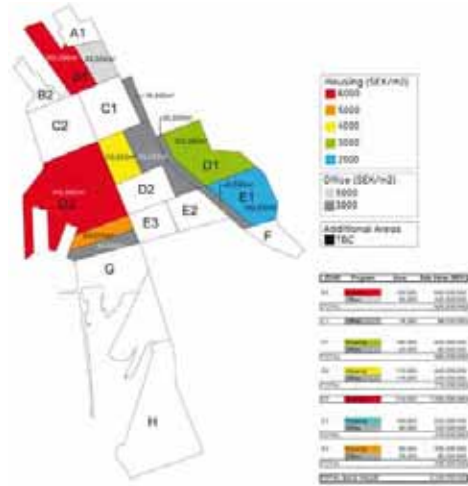
Financing the tunnel

The information in the competition brief regarding the expected financing and down payment for the Södertunnel is too limited to make any certain conclusions for desired financing models.

The brief for H+ assumes approximately 40% or 800 million Swedish kronor of the tunnel costs to be covered by the H+ development. With 800.000 m² of construction as described in the brief that equals 1000 sek/m² built floor area. In addition the projects needs to consider costs related to site preparation which includes infrastructure, land decontamination, flood prevention, public works and parks. These latter costs will largely be incurred at an even rate throughout the entire development. The general costs are comparable to the 40% of the tunnel, and will be charged to the land plots in question when incurred.

With an expected time span of 25-30 years for the development of the entire area it is fully feasible to consider a long term financing

(20-30years) of the tunnel equal to that of the development. Alternatively, the 40% for the tunnel could be generated in the early stages of the development. The most likely starting point for the development will be the northern piers. The piers are the prime sites of H+ and will generate the largest revenues per floor area. It is expected that these have a current market value of approximately 3500SEK/m² BTA for housing regulated on the sites. In this strategy it would be necessary to sell of development rights of approximately 320.000 m² BTA on prime (waterfront) sites to cover for the tunnel and on-site costs . As it stands, the prime sites are currently occupied by the ferries, so this is not feasible. The presence of the ferries has a significant negative impact on the value of the surrounding sites. Were the ferries to be replaced either by a tunnel connection to Helsingør or be relocated to an offsite terminal, the piers would experience a significant land value increase. It is expected that the removal of the ferries and thereby reduced traffic,



Growth

Based on the growth rate of 1.1%, it is forecasted that Helsingborg will reach 160,000 inhabitants by the year 2035. Present growth has been generally attributed to non-western immigration, a high child rate among immigrants and the general trend towards urbanization in Sweden. Additionally, growth has been fuelled by the fluctuating entry of multi national corporations to the city (some corporations have chosen to relocate from Helsingborg due to the lack of competitiveness when compared to other strategic localities). This influx has brought with it a significant percentage of higher income earners with ever increasing disposable incomes, but while the city exhibits an educated and rich demographic, the underlying workforce remains poor.

In comparison to its neighbors, Helsingborg has lagged behind the rapid growth of both Lund and Malmö who have experienced a significant shift during the past 15 years due to their strategic links to Copenhagen and their integral role within the development of Medicon Valley (which was concurrently accelerated with the opening of the Öresund Bridge). This also coincided with the open attitudes exhibited by these cities towards planning and the exponential expansion of their universities.

The potential for higher growth is ever present in both the residential market and business sectors. While efforts have been made to instigate growth thus far, it has invariably not lived up to its full potential. The international contingency of inward migration has potential for further capacity, which could change with the expansion of Campus Helsingborg's existing program, but still further room to move is apparent. Coupled with Helsingborg's exceptionally high unemployment rate, this presents opportunities for even further stimulation in the professional sphere.

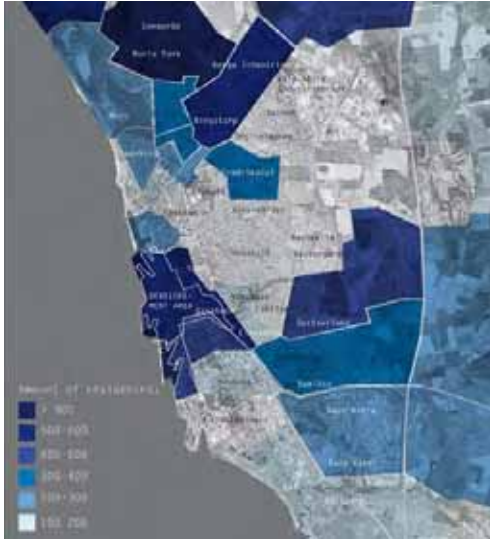
Labeled as a "High fashion suburb" of the Öresund, people have dominantly made the move to Helsingborg for the high standard of living, "the quality of life". Business, in reflection of the "intelligence" brought forth by the higher socio-economic sector

able to afford this quality, followed thereafter. This pattern is a significant part of Helsingborg's entrepreneurial past, which is still prevalent to this day. Furthermore, evidence of its "quality of life" can be seen in the increasing number of Swedish expatriates returning from overseas to retire in Helsingborg. This has added to the continental culture of the city, but has added to the transience of some suburbs that undergo significant seasonal shifts in population.

Despite the recent downturn in the housing market resulting from the global economic predicament, demand for housing continues across all sectors, which is supported by the growth in all age segments of the present demographic within Helsingborg. With 55% renting, 25% ownership and 20% existing as tenant owners, the potential for rental investments is significant. Segregation within Helsingborg is ever present, and is most distinguished in the mental/ physical division between the north and south defined by Trädgårdsgatan.



Present and future development. 2007-2013



Forecasted growth: Number of residential units 2007-2013



## Sustainability

We propose that the environmental and sustainability goals should be to convert the competition area from an industrial site to a pioneering area for environmentally friendly and sustainable development at a world class level.

**We understand sustainability to include ecological, social and economic aspects.**

H+'s major goals should be:

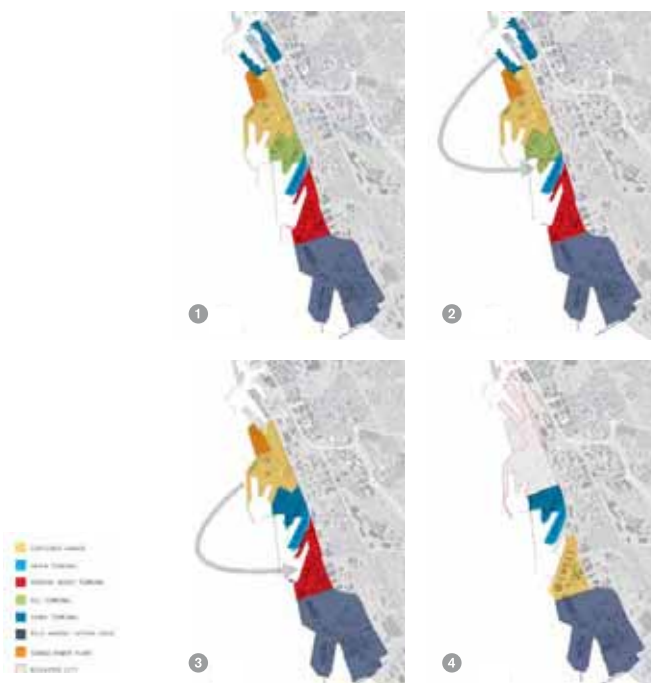
- Low total carbon footprint
- Low emissions of pollution
- Low energy and material consumption
- Development of nature and biological diversity
- High quality of living
- Economically executable solution



## Dual agenda / The harbour

In 2009 Helsingborg Harbor turns 200. After beginning life as a humble wooden dock, the harbor has grown to employ almost 300 people and is now the second largest container harbor in Sweden. In fact it was recently calculated that one out of every ten people in Helsingborg are either directly or indirectly dependent on the harbor for their livelihoods. However, the harbor's importance extends far beyond the borders of the city: in 2001 the harbor was recognized by the federal government of Sweden as one of the 10 ports of "national importance". This distinction has been followed by nearly a decade of unprecedented growth and development. 2007 was a record setting year in terms of number of containers handled, number of vehicles and ferry passengers and number of goods transported by train.

These records shed light on the future direction for the harbor and they boil down to two words: Ferries and Containers. Although the harbor today handles a diverse array of goods, the major growth has occurred in container handling and ferry traffic. As these sectors grow others are shrinking, most notable are the steep reductions in oil transport and traditional goods. The harbor has already significantly decreased its oil activities and is planning to convert a large portion of the oil terminal for container usage. Making plans for the future of Helsingborg thus means also making plans for how the city can better accommodate ferry traffic and container handling.



### 3 bands

The Södertunnel presents a future ripe with possibilities for the city – a future where the waterfront will once again play an important role in the identity of the entire city.

**Our strategy identifies 3 principle east-west bands, tying deep into the existing fabric and facilitating a restructuring of the city:  
park – campus – river.**

**Park – extension**  
[old city to Södra hamnen]:

The relocation of the car ferries liberates the piers of the Södra Hamnen, allowing the City Park to reach the water. With the station bordering to the north, new commercial and residential development to the west, and the campus to the south, landscape is deployed as 'interior' public space – a room in the city for immeasurable desires – opening the H+ development to the rest of Helsingborg.

**Campus – creation**  
[Söder to water]:

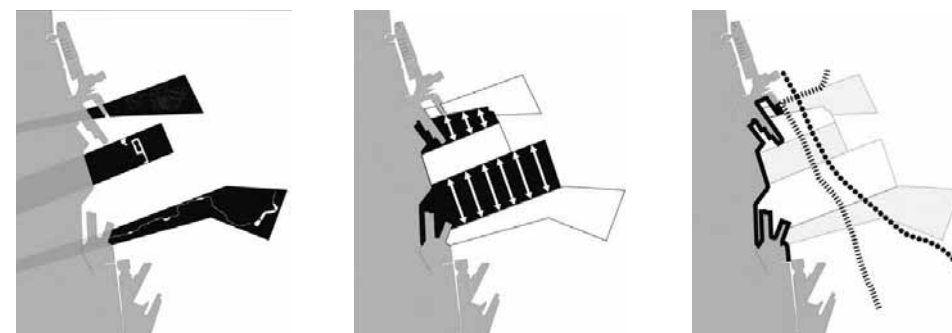
Lund's Campus plays an integral role in the future growth of the city. With significant increase in students expected over the next 10 years, the campus is set to expand on the regional and global stage – knowledge accelerators – instigating growth through added value and entrepreneurialism to the whole of Helsingborg. This second band builds from the Rubber Factory building a new campus based on a structure of quads rather than courts, hence creating a two-directional porosity with varying degrees of public and private space.

River – reinvention  
[Gåseback – Västhamnen] :

The third band makes a new connection between Gåseback and the waterfront, accelerating the natural condition and adding value to the housing, culture, public space, and commercial development. Gåseback takes a new form in the city, amplifying differences between architecture, nature, and the city of Helsingborg.

The three bands designate two interstitial development areas that profit from these associations and the quality of the existing building fabric. We have generated a conceptual and strategic definition of these two 'stages', that is reflected in their structure, density, character, program split, and open space character. Both zones have a principle character that is based on a grid, 'open always' (deconstructed 'Cerdea') to the north, 'open streets' to the south – a mutated Cartesian logic – flexible, porous, yet interconnected. Each neighborhood with a special character – stages in the city.

Supporting the clarity of the east-west organization, three north-south movements manifest a new layer of structure and porosity – the boulevard, the tram, and the boardwalk.





## Structure plan



## Program Distribution

Residential



Office



Hotel / Retail



Education



Recreation

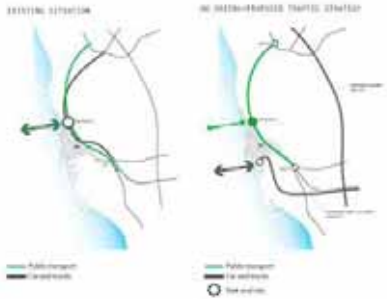


Culture



Master plan: Infrastructure

Helsingborg's position in the greater Öresund region and its role as a connection to Helsingør and Denmark gives the City an inter-Scandinavian role and importance as a node for connection to the European continent. This role has not been significantly reduced by the Öresund bridge connection and would be further enhanced with the proposed HH-connection. However, in the current situation the harbor and ferry terminals are allowed to largely dictate the traffic situation in Helsingborg. The current street layout allows almost unrestricted car access to all parts of the city. Parking in the city is plentiful.



Traffic City

The relocation of the ferry terminals will dramatically reduce the amount of traffic in the city and the H+ area.

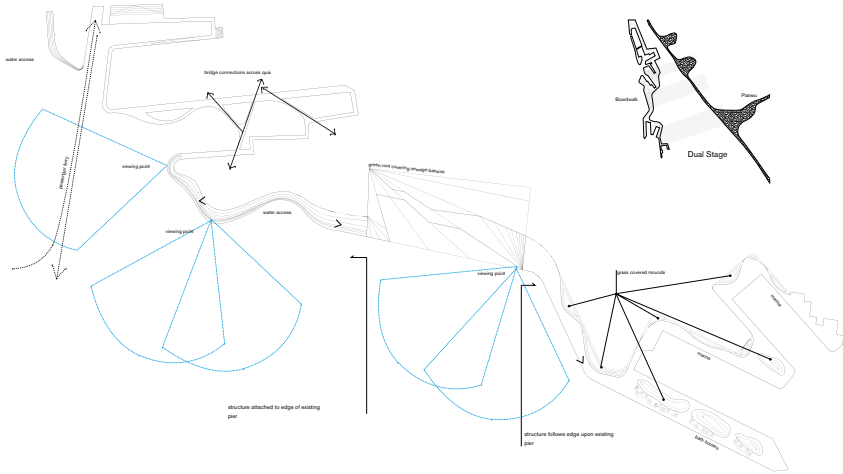
Public transport is not merely a means of transport, but rather a key element for redevelopment and contribution to urban life. With H+ we are in the unique position of an almost carte blanche; the development can, from day one, integrate a fully sustainable transport system. At the same time we can help to change the overall traffic situation in Helsingborg towards a more pedestrian, bicycle and public transport oriented approach.

Neutralbenefit

The total area splits between residential and workplace programs and the layout of infrastructure and public transport have been designed to find an optimal balance that will ensure that the urban plan be realized without an increase in car traffic in Helsingborg. To what extend must the use of cars be altered in the remainder of Helsingborg to achieve the urban development in the extended competition area without an increase in the total car traffic for the city? In order to achieve the goal for urban development without increasing total amount of car trips, the calculation shows:

- Pedestrian and Bikes
- Public Transport
- Cars

Boardwalk





## Inzoom

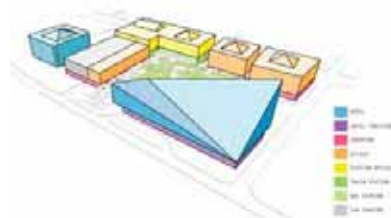


## Knutpunkten

Knutpunkten is an oxymoron of public space, a point of connection and division. Subjugated by the ferry terminal, the fragmentation of the city begins with Knutpunkten. Towards Järnväggsgatan the station is an office bastion with little programmatic synergy or diversity. To the south, students mix fluidly with busses and cars in an expansive field of indeterminacy. The potential of Knutpunkten is marginalized by its mono-directionality and complexity of public mobility. Not a public space, nor a commercial attractor, Knutpunkten currently does little to accelerate the development around its massive occupation. The vision for Knutpunkten beyond station is unclear, exacerbated by its attempt to do everything – load boats, transfer passengers, provide parking, organize busses – yet lacking a clear relationship to the urban fabric of the city. The orientation of the central station, in all of its parts – with the connection to the future city – is its biggest challenge.

Our strategy is a consequence of this dilemma. The car ferry terminal in its current position is no longer sustainable, urbanistically or infrastructurally. Its removal, coinciding with the new train tunnel, liberates a large new territory for mix use development on the waterfront. The NEW station, no longer stigmatized by its own obligations, is re-designed; retaining its strong architectural identity while mitigating a more dynamic relationship between the old town and the new waterfront development.

A 2nd station hall formalizes the east-west connection, and catalyzes the property to the south east of the quarter for commercial development. It offers center-shopping, window-shopping, 'grab n go', exclusive boutiques, event shopping, a food court and a unique service experience close to the station. The 'central park' capitalizes on this new porosity, extending to the water and reversing the physical and psychology DMZ zone to the south.



Existing situation



Pedestrian flow



New pedestrian flow to waterfront



Public transport flow



## Södra hamnen

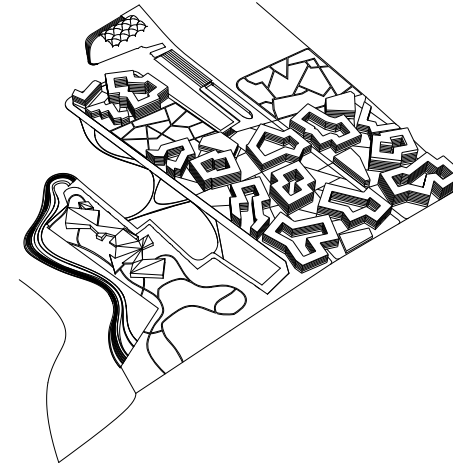
The development of Södra Hamnen is the first step in unlocking the potential of H+.

The importance of the warehouses on Ocean Pier is diminishing, and with it, a small window of opportunity for the center to reach the waterfront has opened. However, the paradox is that while Ocean Pier presents a unique opportunity, it is in many ways poised to repeat the historic planning pitfalls that plague the city, creating another island that is marginally self-sufficient and largely disconnected. Rather than waiting for the tunnel, we must relocate the ferries, now. Why wait? The infrastructure is available. The costs are manageable. The city would be freed for growth. And with the appropriation of vast queuing areas, currently reserved for cars and trucks, a critical mass of area could be developed providing real urbanity.

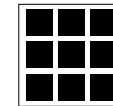
The market can sustain this growth. However, there is a risk. Considering the history of recent waterfront developments, the risk is that for the sake of ensuring marketability, the development is cloned generic – ready for everything and devoid of character.

Our proposal employs two known urban tools in creating a third, hybrid one. The Cerdà grid from Barcelona uses a system of 'cut' corners creating large intersections in an otherwise dense city fabric. On streets with minimal traffic this condition allows for occasional occupation. The second tool is the public court as seen in the commercial center of Fünf Höfe in Munich.

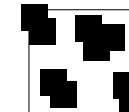
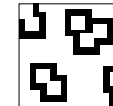
The strategy applied takes 'generic' blocks ideally proportioned for offices and housing, and redistributes them with the ambition of modulating the in-between spaces. At a certain point, in expanding its domain, the public space forces overlaps of the built mass, creating a hybrid typology of two equal components. The new density in the buildings is then carved out to provide optimum lighting conditions for the courtyards, and rational floor plates for the architecture. To the east, we envision a series of connected, commercial courtyards, close to the city center. To the west, private courtyards and heterogeneous public space between the buildings – opening towards to the water.



Structural strategy



Grid

Clashing of blocks  
– differentiation of in-between space

Insertion of courtyards





Tretorn Campus



Located in the heart of the project, there's no denying the importance of Campus Helsingborg to the future direction of the city. With Campus already planning for extreme expansion and willingness to be an active partner in the development, the first steps have already been taken towards creating a vibrant university in the center of Helsingborg.

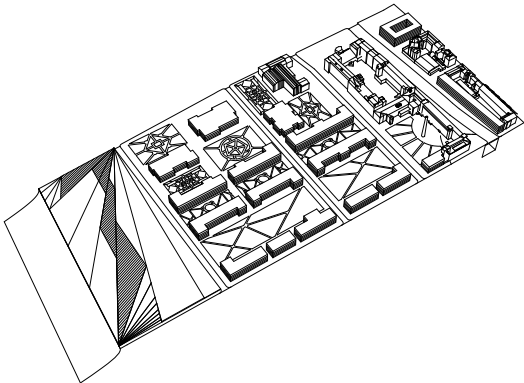
Yet, this is only the beginning. The business case for developing the campus has already been made, but the campus holds an even larger potential as an urban accelerator. Its central location with connections to the waterfront, to the train station and the central park make it possible to use this as an anchor for other urban interventions.

There have been two traditional models used for the planning of university campuses: one is a Court structure which has generally tried to blends into its surrounding city fabric, while the other is a Quad structure (an autonomous network of open interiors oriented around a large central open space). The court is urban based whereas the quad is more suburban in nature. In our scheme we present a hybrid model to balance the difference between the urbanity of the city and the openness of the waterfront.

The campus will become an identifiable, unique place in Helsingborg, full of life and open to the public. Yet, it will also possess intimate qualities and atmospheres. The campus will act as a filter on the north-south corridor by intersecting all major movement vectors. Campus-Boardwalk, Campus-Tram, Campus-Boulevard are three explicit junctures, yet further possibilities exists

for infinite informal intersections, redirections and traverses.

Once inside the campus, the atmosphere will be recognizable by the unique network of paths, the distinguished architecture and the stunning gardens that are distributed amongst the different courts and quads. This is a place where people will come, and a place where people will pass through. It will be a meeting place and a place of departure, a place of learning and of day dreaming, both opened and closed, inside and out, city and park. It will act as an anchor for the surrounding city yet be a launch pad for its students.



Södersjöarna

An important element Södersjöarna housing district is the creation of freshwater canals and landscaped areas, adding spatial quality, economic value and sustainability benefits. Groundwater as primary water source offers significant opportunities for use within the D1 area, since it should be of reasonable quality and sufficient quantity for several non-potable uses including irrigation (reducing the need of irrigation pipework), canal source water, and toilet flushing. We propose that the water quality objective for the canals meet the criteria set out in the European Community Directives for Bathing Water in Natural Systems.

The canal systems are relatively shallow, 0.3 – 0.5 m at the edges, for safety reasons, gently sloping to the centre with a maximum depth of 1.5 – 2.0 m. This variation in depth will allow the Landscape Architect and ecologists to develop a variety of freshwater plants and ecological systems.

The material in the surface of the bed should, ideally be sand or gravel as this will also encourage a diverse ecology. The canal is likely to require an impermeable lining system. Ideally this would be locally sourced 'puddled' clay. In the absence of suitable clay a man-made lining system would be required.



Jutan kulturfabrik

Culture is education. It affects the way we think, express ourselves, interact, and relate to the world around us. Many cities however are desperately seeking the emblematic signs of culture, missing the grass roots from which culture builds social frameworks.

Jutan is a great success story. Inundated with infrastructure, Jutan flourishes, in disregard of its accumulated planning disparities. The facilities are not the result of an architectural design response but sheer diversity in offerings, attracting people from all over the city. The people are the source of its value. The culture and sports quarter is situated at the center of the southernmost band – the river band. A sprawl of industrial facilities of varying quality, many operational, covers the site. There is an inherent value in these structures, pregnant with possibilities, ready for immediate conversion. Herein lies the opportunity for the greater area which we have called the Kulturfabrik (Culture Factory).

Gåsebäck provides a source of energy to the outdoor areas promoting the spilling of activities from inside to outside. Parks and playgrounds aid the transformation from infra-residual space to 'open environment'.

The SESC in São Paulo by Architect Lina Bo Bardi is the reference par excellence for a culture factory. SESC cultural center, São Paulo, resides in a converted factory building including exhibition halls, sports facilities, theatre stages, library, class rooms, public reading areas, restaurants, a pool and outdoor recreational facilities.

The nursery brings horticulture close to the project and its residents. H+ is an ambitious, long-term development plan, requiring special facilities for not only supply, but as well research and education. This business plan nurtures the collective curiosity of people and supports the open space plan as one of the driving forces of the project.

By opening its gardens to the public, the nursery will be a destination 7 days a week. The nursery covers 5 hectares of land and consists of both outdoor gardens and indoor climatized conservatories. This breadth of facilities will enable the nursery to supply both large deliveries needed for the Helsingborg as well as individual garden needs. The latter of which will be as well supported by courses that focus on the essentials of growing and maintaining plants. An extensive educational program should be considered that could include a tuition-free two-year school of professional horticulture, a graduate program, and internships with a special focus on retirees.



Plantskolan



WEDNESDAY 22 AUGUST 2035

PRICE 15 KRONE



# Helsingborg celebrates the completion of H+

THE FINAL PHASES OF THE H+ URBAN DEVELOPMENT ARE REACHING ITS COMPLETION.

Helsingborg has experienced a period of 25 years of unprecedented growth and optimism. A success story of urban renewal and economic development now makes a strong promise for the future of the city. It is widely believed that the success of the city's extensive network of public transport would not have been achieved without the development and investment that has gone into the H+ area.



"We made some big investments in the infrastructure of the city early on, which settled the ambitions once and for all. By liberating the central harbor areas, clearing up the barriers and opening up the waterfront qualities for public access, we settled the base of our ambitions."

"I think people should go out and experience and enjoy our parks and green spaces in the area, they are really starting to show themselves in their full glory now, I'm

especially happy to see that the trees at the university Campus and at Nya Stadsparken are reaching full size. In addition, we have managed to get the Triton tree to grow at the Campus. People never think about it, but it takes a lot longer for a tree to grow up than to build a house," says Chief Landscape Architect for Helsingborg Josefine Dahlin. These visions of the new Helsingborg survived the recession in the early days and proved to be the answer to our way out of the crisis.

"We knew this was a major undertaking, and anticipated it would go slow, but in fact the plans seemed to take on a life and logic of its own. It's an amazing feeling to see all that we have achieved in such a relatively short time," says the Stadsplanchef, Helle Danielsson.

"Today, I think every Helsingborger feels proud and some level of collective ownership to the new Helsingborg. The waterfront has become truly public and accessible, the investments in education, business and culture has already given promising results. When we started the project in 2008, our biggest vision was a tunnel to Denmark. Today nobody thinks about that anymore. Nobody wants to leave."

"Culture affects the way we think, express ourselves, interact, and relate to the world around us. We aim not only to offer a diversity



Jutan Kulturfabrik. Jøu de Bølle for the elderly

Photo: Frida Henriksen

## Jutan Kulturfabrik

"After years of hard work, a great deal of local enthusiasm and high expectations – we are finally there. It's a great moment" says founder and artistic director of Jutan Kulturfabrik, Thomas Willén. Last weekend was the grand opening of the New Cultural arena in Helsingborg.

The former industrial area has undergone intensive development including the conversion of several structures which, combined with Jutan, forms the Kulturfabrik - a center for cultural exchange and expression. The press release of Jutan Kulturfabrik reads: "Jutan Kulturfabrik has as its aim to become a diverse and vital meeting place for all generations in Helsingborg."

"Culture affects the way we think, express ourselves, interact, and relate to the world around us. We aim not only to offer a diversity

of events, but also a contribution to lasting and significant social experiences" Willén explains.

"The idea was born during a recent study trip to Brazil. In the State of São Paulo, we visited a well known local cultural center, SESC which opened in the seventies, more than sixty years ago. SESC - The Social Service of Commerce - was in many ways similar to our own situation, starting with a local initiative and transforming the potential of an old industrial location into a new center for culture, including exhibition halls, sports facilities, theatre stages, library, restaurants, and swimming facilities. Inspired by this experience we returned to Helsingborg and immediately started looking for opportunities here. We knew we had struck gold. From that moment on we were unstoppable."

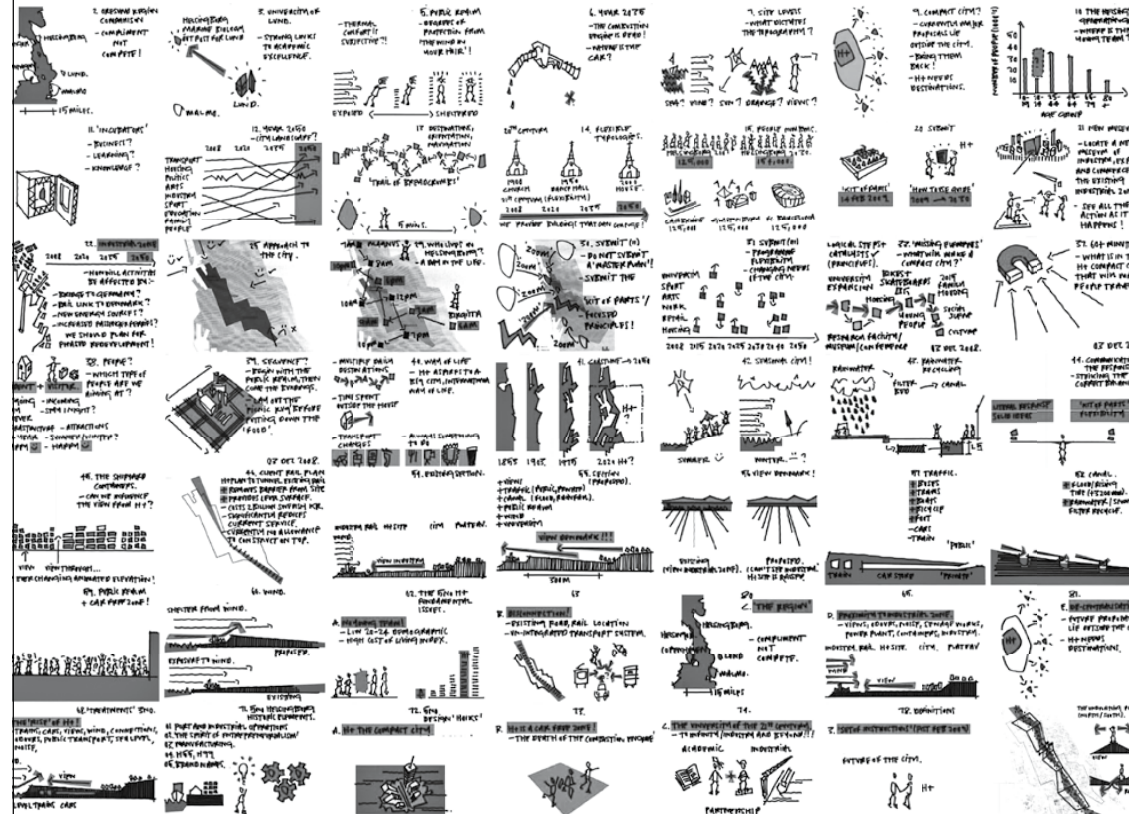
Today SESC operates 30 facilities, offering social tourism activities, health and environment education programs, special programs for children and senior citizens.

"In this way SESC develops an informal and permanent education platform with the purpose of valorizing the people, encouraging personal autonomy, interaction and contact with different ways of thinking, expression, acting and feeling."

We are now already working to



## Helsingborg – Our Vision





Helsingborg  
Our Vision

Vårt förslag för H+ riktar sig till staden och hela Öresundsregionen. Vår avsikt är att skapa ett "idé-laboratorium" där vi kan samla resultaten från objektiv evidens-baserad forskning i anslutning till områdets utbyggnad. Vårt förslag har ett unikt angreppssätt baserat på forskning och hållbar design, det har en djärv arkitektonisk vision och en samhällsvetenskaplig dimension.

Det ger ett tillvägagångssätt som inkluderar och tar hänsyn till alter-nativa möjligheter genom att väga motstridiga krav och identifiera alternativa lösningar. Framför allt är det en metod som ger en stads-miljö med högkvalitativa kopplingar och en intelligent och flexibel rumslig disposition.

Vi har identifierat sju viktiga drivkrafter.

1. *Mot en kunskapsstad*  
— Historiskt har det visat sig att universitet har en inneboende kraft att växa och expandera, ofta på ett oförutsägbart sätt. Universiteten har kraft att dramatiskt påverka kringliggande områden och kan inte betraktas som isolerade företeesler. Campus Helsingborg, Lunds Universitet, är en viktig faktor i det urbana Helsingborg och dess potential bör frigöras och få samma utvecklingskraft som finns i hamnen och staden.

2. *Placera transportnavet i hjärtat av staden.*  
— Genom att slå samman de två färjeterminalerna kan kopplingar mellan centrum och vattnet förstärkas samtidigt som först-klassig mark kan frigöras för en vattennära urban park. Den sammanslagna terminalen skulle ge Helsingborg en ny entré. Detta skulle ge staden ett nytt centrum, komprimera det, öka utvecklings-möjligheterna i hjärtat av staden och frigöra den gamla färje-terminalens område för vattennära tillväxt och underjordiska garage.

3. *Den sammanslagna transport-stråket och ny kunskapsådra.*  
— Helsingborg är idag delat av järnvägen. Helt enkelt att

sänka spåren bör den befintliga godsbangården byggas ut och järnvägen omlokaliseras. Den nya transportleden bör grävas ner för att ge utrymme för en grön vägg. Därmed kan stadens delar knytas samman genom en ekonomisk och stegvis förändring utan att kortsiktigt påverka infrastrukturen negativt. Marken som frigörs när järnvägen dras om kan förvandlas till "University Street" och likt en kunskapsådra länkas till Campus.

4. *Från en stad för bilar till en stad för människor*  
— Om du jämför en ny stad som Detroit och med en gammal stad som Köpenhamn, upptäcker du att den gamla staden har en dubbel så hög täthet som den nya och skillnaden i bränsleförbrukning är en faktor tio. Om de offentliga platserna i den gamla staden frigörs och parkeringar samlas under mark, kan staden bli en inbjudande och dynamisk miljö.

5. *Göra Helsingborg grönare*  
— En ny långsträckt park tillsam-mans med en integrerad grön landskapsstrategi ger staden ett nytt grönt hjärta. Där staden möter parken höjer sig staden och resul-tatet ger en spektakulär utsikt över Helsingborg och mot Danmark. Vid kanterna, görs höjningen lägre vilket krymper skalan och skapar en känsla av rymd. Parken blir den sammanhållande väven mellan universitet, färjeterminalen och stadens centrum.

6. *Orsak och verkan – tillväxt*  
— Det nya Helsingborg är en stad som är redo för att växa. Strategin för förändring sker i etapper vilket gör det möjligt för staden att blomstra på både kort och lång sikt.

7. *En Entréport till Öresund*  
— I Öresundsregionen produc-eras 25 procent av Sveriges och Danmarks samlade BNP. Öresund är en av de mest dynamiska gränsregionerna i Europa – och Helsingborg är strategiskt placerad vid regionens entréport. Stadens centrala läge och dess strategiska roll som ett viktigt transportnav kan stärkas lokalt och globalt, symboliskt och fysiskt.

Our proposal for H+ addresses the city and the wider Oresund region holistically. We hope to present the opportunity to create an 'ideas laboratory', in which we can juxtapose the objective evidence base with qualitative research on the constituent parts of the site. We have a unique approach based on research and sustainable design, together with a bold architectural vision and a social science dimension.

This is an approach that addresses every option: balancing conflicting requirements, setting out the alter-natives coherently and above all, delivering a built environment that has the premium connectivity and intelligent, flexible spatial organisation.

We have identified seven key drivers.

1. *Towards a knowledge city*  
— History has proven that universi-ties have a latent power to grow and expand, often in unpredictable ways. They also are able to dramati-cally transform the areas outside of their immediate boundaries. They cannot be seen in isolation from the surrounding world. The University of Lund's campus is a critical element within Helsingborg's urban realm and its potential should be unlocked to equal the strength of the harbour as the city's driving force.

2. *Position the transport hub at the heart of the city*  
— By consolidating the two ferry terminals, connections between the city centre and the water can be reinforced and a prime area freed to become a waterside urban park. The consolidated terminal would provide the new gateway to Helsingborg city. It would re-centre the city, drawing it together, enhancing the potential for development in the heart of the city and releasing the former ferry terminal site for waterfront development and underground parking.

3. *The consolidated transport spine and the new knowledge artery*  
— Helsingborg is currently divided by the high speed rail tracks. Rather than sink the line, the existing goods railway could be enlarged and the high speed network re-routed. The new transport spine would be hidden

within a cutting, creating a "green screen". This would unite the city and offer an economical, phased solution – without compromising the transport infrastructure in the short term. The former high speed line would become "University Street", anchoring the campus with a new knowledge artery.

4. *From a city for cars to a city for people*  
— If you take a new city like Detroit and compare it with an old one like Copenhagen, you find that the old is twice the density of the new, and the difference in fuel consumption is a factor of ten. The city can become an inviting, dynamic environment for the community if the public spaces in the old town are cleared and parking is consolidated below the deck.

5. *Greening Helsingborg*  
— A new linear park and an integrated green landscape strategy will provide the city with a new green heart. As the city meets the park, it rises to provide spectacular views across to Denmark and Helsingborg. Towards the edges, it falls away to a lower rise scale, creating a sense of space. The park becomes the connective tissue between the university, the ferry terminal and the city centre.

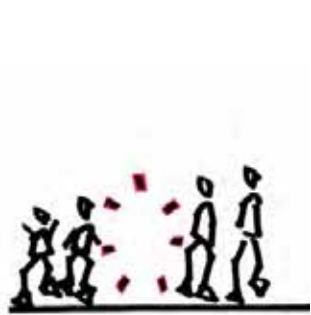
6. *Cause and effect – incremental growth*  
— The new Helsingborg is a city that is poised for growth. The strategy for change is phased, incremental and will allow the city to prosper in the short as well as long term.

7. *A gateway for the Oresund*  
— 25% of Sweden and Denmark's total GDP is produced here – it is one of the most dynamic cross-border regions in Europe – and Helsingborg is strategically located at its gate-way. The city's pivotal location and strategic role as a major transport hub can be reinforced locally and globally, symbolically and physically.

Analysis  
5 fundamental issues



Regional position



Need to attract young people



Proximity to the industry



Disconnection



Decentralisation



## Strategy

### Principal tools for development

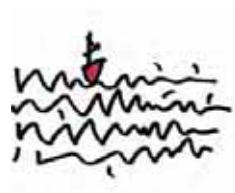
Our strategy to develop a vision for H+ from our analysis of the area was to identify those key issues which inform every element of the masterplan. The university is the generator for H+, the expansion of the campus will help to create a knowledge city that augments the focus on industry, logistics and commerce and to attract young people to the town. We have also addressed the demands of sustainability – economic, financial and ecological, so that H+ can ensure that Helsingborg has a robust

future. In order to move towards a knowledge city, it is crucial to establish a shared vision for the city and the campus. A parallel strategy between the city and the university could include the development of specialist programmes with industry partners and inter-disciplinary programmes which allow academics and the wider population to work together. In urban terms, the campus and the city can form a unified whole that is more than the sum of its parts, forging complimentary

development. The surrounding context becomes more oriented to the university while creating fertile ground for the expansion of businesses associated with the university. Our team has also considered a financial strategy related to investment, costs and the commercial evolution of the development.



Landscape



Water



Environment



Infrastructure



Transport



Public/private realm



Typology



Connections



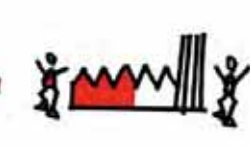
Sustainability



Financial



Phasing



Stakeholder

## Structure plan

### Headlines

Masterplanning, as opposed to building design or planning, must find a middle ground between the detailed design of a building with its facades drawn and entrances planned or the social and economic considerations that help structure a city. It may still be strategic in its relation to wider issues such as transport planning and utility infrastructure. It may also show

in detail how its fundamental principles can be achieved through an individual building's design. On occasions it can be prescriptive but for the most part it should be an indication of the opportunities that are available as the plan develops through time.



Towards a city knowledge



Position transport hub at the heart of the city



Consolidate transport spine



From a city for cars to a city for people



Greening Helsingborg



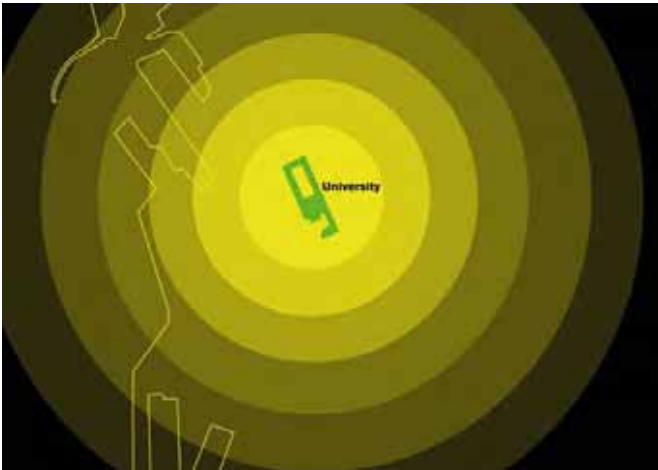
Cause and effect

Structureplan



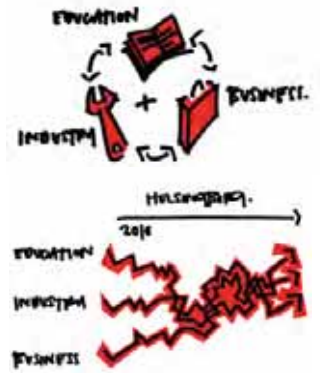
Towards a Knowledge City

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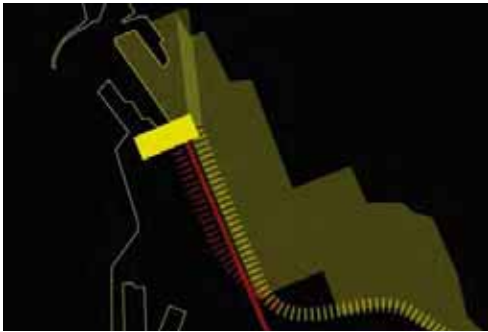


Partnerships

- Education
- Industry
- Business

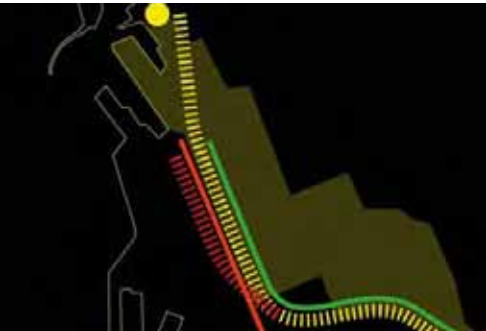
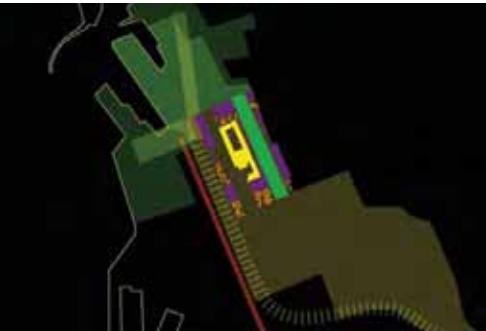


Position the transport hub





The consolidated transport spine and the new knowledge artery



From a city for cars to a city for people



H+ Shuttle network connects the city, minimizing the need for cars. All amenities are within a 5 minute walk from the shuttle stops.

Principles to develop a compact city – H+

Density

Amenities, distances and transport

Public transport

Population requirements

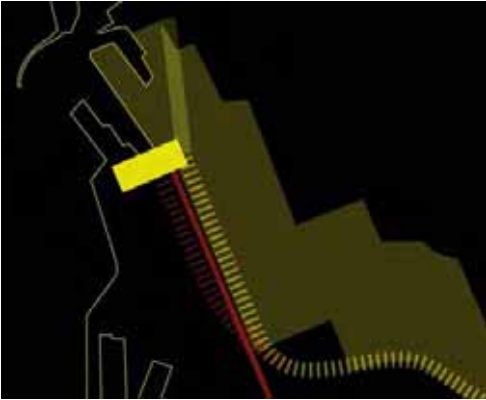
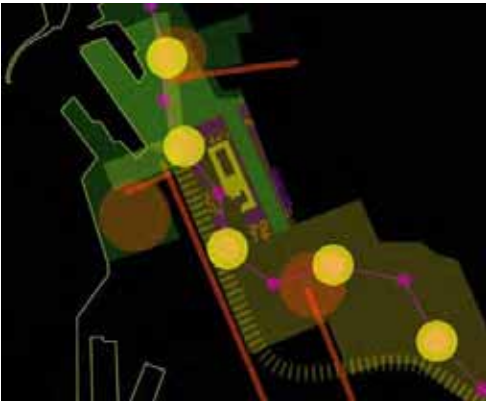
Greening Helsingborg

A new linear park and a integrated green landscape strategy will provide the city with a green heart. As he city meets the park, it rises to provide spectacular viws across to Denmark and Helsingborg. Towards the edges, it falls away to a lower rise scale, creating a sense of space. The park becomes the connective tissue between the university, the transport interchange and the city centre.



Infrastructure

Cause and effect – incremental growth



Our vision for a reinvigorated sustainable Helsingborg is founded on a belief that the H+ Masterplan will result in a better quality of life for the residents and visitors of the city. Cities of the future should be more attractive places in which to live and work. If any sustainable initiative does not result in a great place to be, if it isn't a place that you really want to live in or visit, if it does not lift the spirits, then it is not fulfilling a central part of its function. Over the following pages, we have highlighted a number of key scenarios that together, convey the human experience of our vision. These experiences often work at a discreet level, quietly demonstrating the potential to reinvigorate declining urban areas to build richer, more sustainable communities for the future. The design quietly lifts the quality of the built environment, bringing the waterfront back to life. There are green parks

and a substantial investment in public spaces. University Street is a dynamic symbol of the centrality of the university to the city as a whole. It is full of the life of Helsingborg and animates its surrounding context. The housing elements are carefully embedded in the landscape and the urban grain. Views of the Sound and water-side promenade areas have been created.



Inzoom

University – knowledge artery



New transport hub







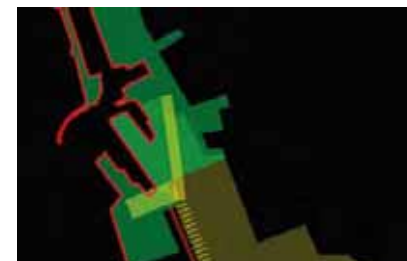
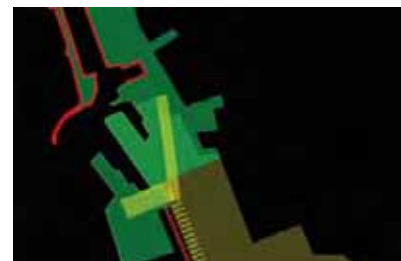
## Greening Helsingborg



## The compact city – New Neighbourhood



## Release the waterfront. Expand the heart of the city.



## Living at the seafront – H+ living

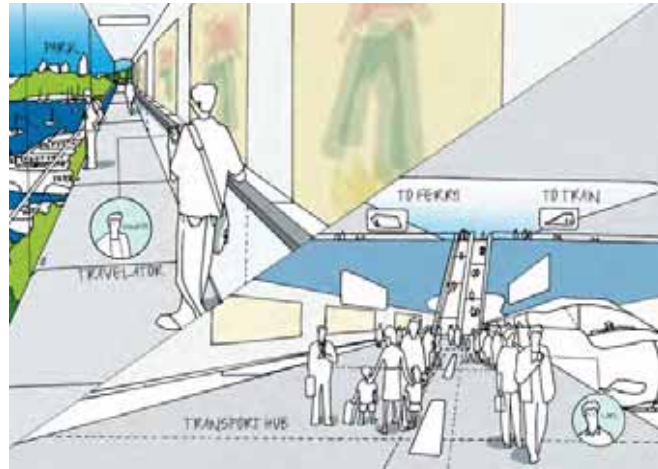


## A day in the area

Lars and Magnus had been good friends when they studied together in Helsingborg in 2009. After they graduated, Magnus stayed on to do post-graduate study and subsequently established his own logistics company, while Lars left to pursue a career in engineering in Stockholm. Some 25 years later - May 2035 - they meet up again on Lars' return visit to the city of his student years...

### 1. Arrival

View from a distance of the city from the ferry: waterside park, city tumbling down to the water's edge, the harbor, the container port is still a strong presence, but seems much more a part of the city.



### 2. Meeting Magnus at the new transport interchange

This is an amazing 21st Century transport experience! There's everything here – seems like the world has come to Helsingborg! Magnus said he'll be arriving by electric travelator – apparently it takes him direct to the interchange from the park next to his appartement.



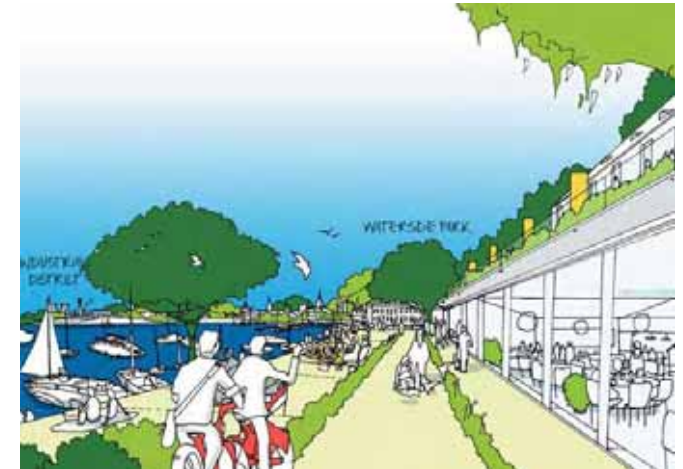
### 3. Pick up a bicycle for the day

I haven't seen Magnus for 25 years – Since we were students together in Helsingborg at the Lund University. He looks quite different ...although some things don't change...everybody here still cycles everywhere. We pick up one of the free "Borg-bikes" for hire for the day.



### 4. Picnic by the water in the new park

There's a new waterside park where the ferry terminal used to be! We meet up with Magnus' family and have lunch by the water.





### 5. Cycle ride

I cycle with Magnus along one of the new cycle lanes. We enter a park wich threads its way through a whole new area of the city. Its like the Raa has grown – there is all the charm, the the old medieval street pattern...and most importantly – there are no cars!

Helsingborg has become a city for people. Magnus tells me that the car parking is now all below ground, and hardly anyone drives here anymore. You have everything you need close to hand.



### 6. Visit to the University

A trip to Helsingborg could not be complete without a visit tour to our old haunt – the Lund University campus. When we were students, the University was a world apart from the city. Now it is at its heart! After winding our way through the pretty cycle lanes, we come to "University Street". It is 21st May – the city's official birthday, and the whole street is animated today with live music, kiosks selling books, flowers,... even herring! The campus has become a hub of activity for people of all ages – there is something for everyone here. It is as if Helsingborg has become a true "knowledge city".



### 8. Shopping for dinner

Magnus suggests we stop off to buy som fresh fish for dinner on the way home – there is a fish-monger in the new shopping area next to the park. We remember the bad old days of having to drive to the out-of-town supermarket for our groceries!

### 7. Magnus' office (exterior view)

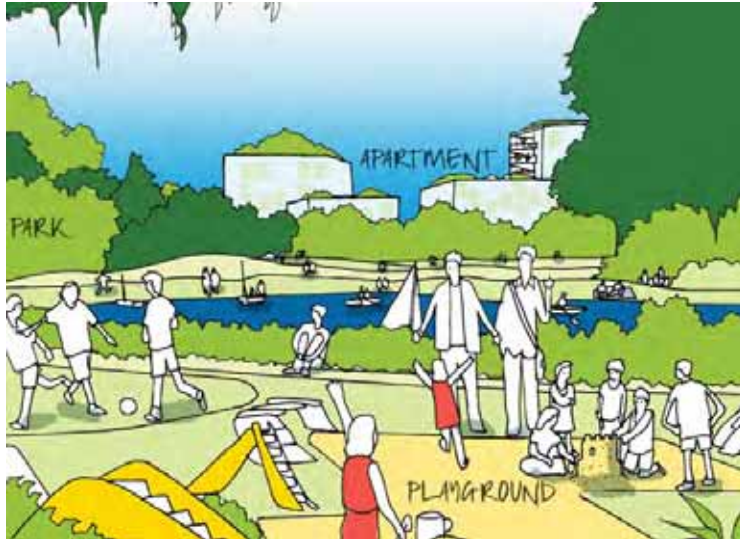
Magnus wants to introduce me to his business partner. After graduating, they set up a company that creates new logistics technology, and their biggest clients work out of the Helsingborg container port. We park our bicycles at the Borg-bike depot and we take a stroll through the campus to "Helsingpreneur quarter". It is a dynamic new area full of graduate start-up companies, with strong links to the university. The perfect stepping stone from student life to business.





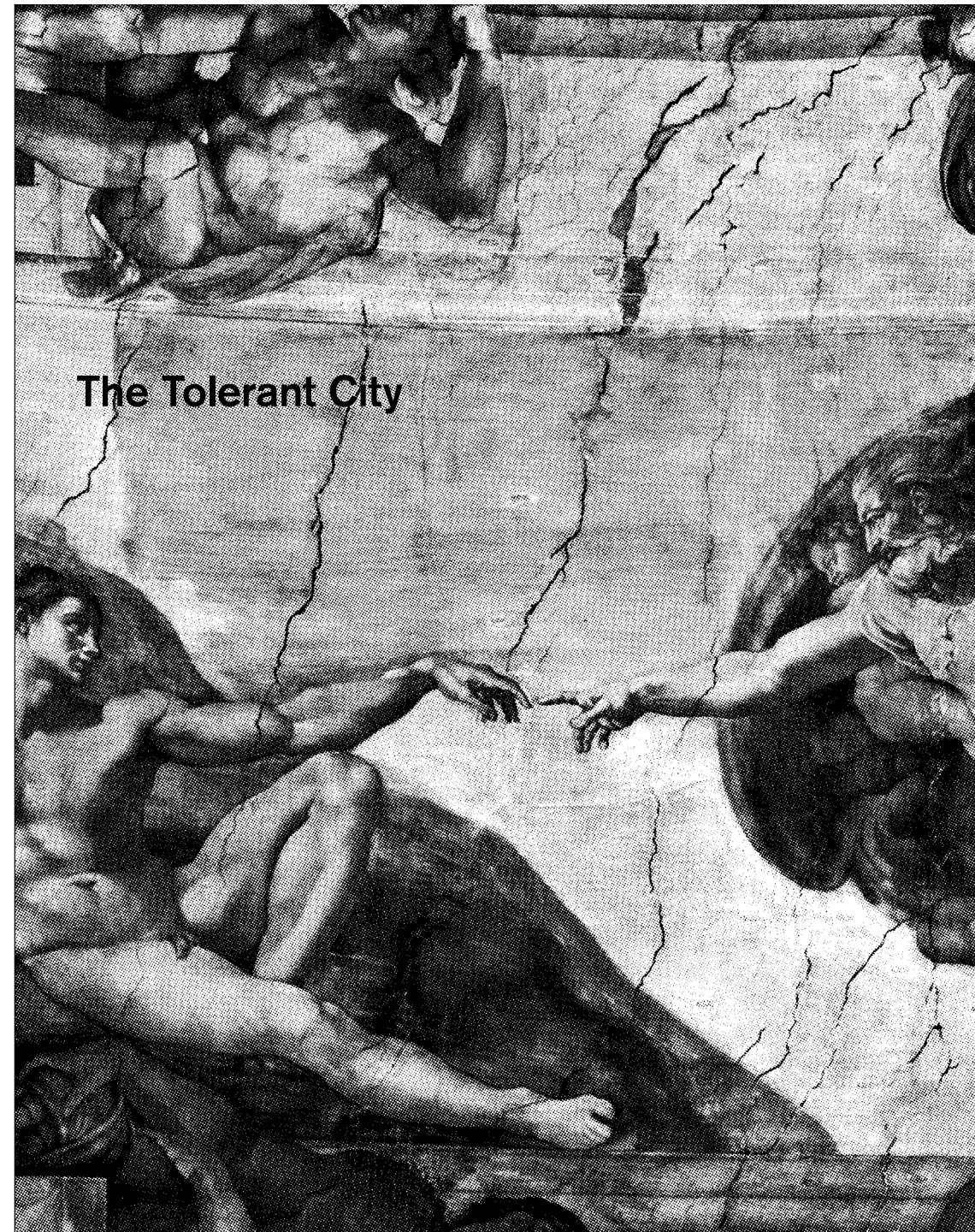
9. Arrive at Magnus' apartment building

We bump into his two kids, Sofia and Marika, in the playground on the way to the apartment. The building faces directly onto the park – it is a wonderful amenity.



10. Upstairs on the terrace

We go up to Magnus' apartment – it is on the 14th floor and the views to Denmark and the Sound are beautiful. Even more breathtaking is the view of the city of Helsingborg below us. As dusk falls, the lights twinkle below us.





## The Tolerant City

### Tools for developing the H+ area

Visionen är att tillåta den toleranta staden växa i H + området genom en flexibel och lärorikt planeringsprocess. Utgångspunkten är Helsingborgs unika egenskaper, dess landskap, vatten, historia och nuvarande välskötta verksamheter. H+ områdets industriella och inbjudande kvaliteter, de dubbla silhuetterna bestående av Landborgsplatån och hamnens skyline, och inte minst områdets olika karaktärer har varit huvudegenskaperna i projektet. En inneboende önskan om närhet till vattnet, hållbarhet i både social och fysisk mening, mötesplatser och mångfald har varit tydliga krav i arbetet med projektet.

I strukturplanen utgör tid en fjärde dimension med avsikt att undersöka hur Den Toleranta Staden skall kunna växa, fullständig men hela tiden med sikte mot framtiden. Strukturplanen utgår från en fast förbindelse mellan Helsingborg och Helsingör, men hanterar inte detta som en förutsättning. Strukturplanen är ett ramverk med exakta mål och riktlinjer som kan utvecklas och få konkret form på flera olika sätt. Genom att strategisk utveckla sambandet mellan fasthet och flexibilitet i förhållande till en rad faktorer förvandlas projektet till ett robust planeringsverktyg.

En dynamisk och anpassningsbar planeringsprocess är i stor utsträckning "hållbarhet". Inte bara den fysiska organisationen av området, men också dess atmosfär, dess kulturella och funktionella innehåll har behandlats i syfte att skapa Den Toleranta Staden. De olika delområdena välkomnar en stor mångfald av människor och ett ännu okänt framtida liv, medan de vävs samman med övriga Helsingborg, psykiskt såväl som fysiskt.

*The city is used and created simultaneously;  
it is never consumed or expended*

The vision is to let The Tolerant City grow in the H+ area through a flexible and instructive planning process. The point of departure is Helsingborg's unique characteristics, the landscape, the water, history and the current well-run activities. The industrial and inviting qualities of the H+ area, the double horizon between the Landborg plateau and the skyline of the harbour, and, not least, the separated constitution of the area have been the principal parameters of the project. 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 structure plan has faith in a fixed link between Helsingborg and Elsinore, but does not treat this as a prerequisite. The structure plan is a framework with exact objectives and guidelines that may be developed and gain tangible form in a number of ways. This simultaneity of firmness and flexibility is developed strategically in relation to a series of factors that collectively turn the project into a robust planning tool.

A dynamic and adaptable planning process is to a large extent "sustainability". Not only the physical organization of the area, but also its ambience, its cultural and functional content have been dealt with in order to create The Tolerant City. The different districts open themselves to a great variety of people and a future life as yet unknown, while they interweave with the rest of Helsingborg, psychologically as well as physically.

## The blue meets the green





Blue meets green



Integration



Diversity

The Tolerant City 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.

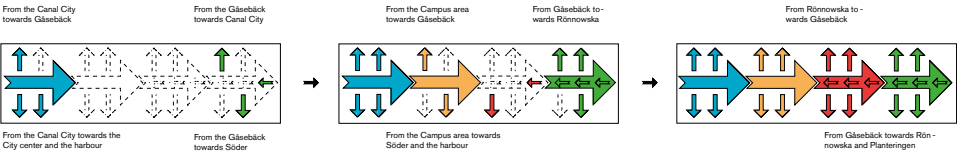
#### Live planning

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.



Flexible planning

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.

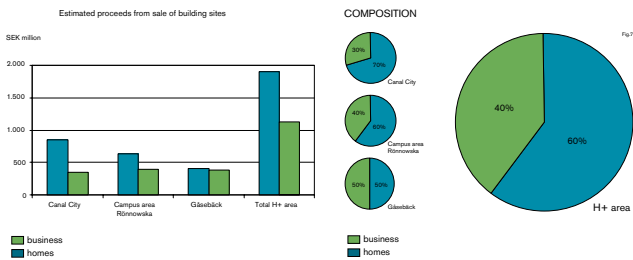


Possible process



Economy

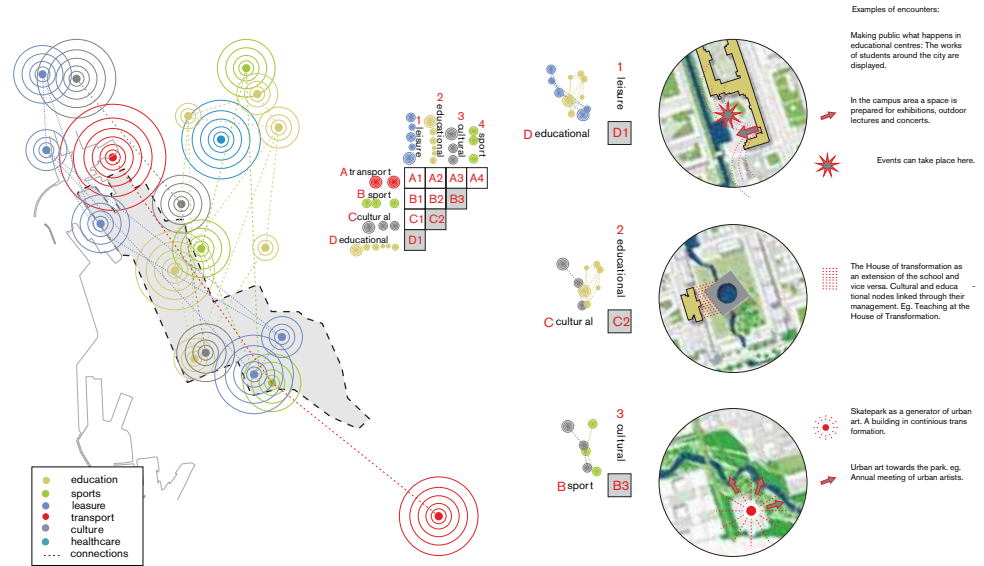
By developing an appealing city space/environment, the possibilities for attracting private funds are significantly increased. Diversification may generate a reasonable profit, while the risk with regard to investment is reduced in an otherwise financially risky era. Social development will for many years hence be borne along by human capital. The occurrence of raw materials and other natural circumstances will no longer determine where economic growth conditions are favourable. On the contrary, softer values will to a wide extent characterize the localization of growth centres and thereby create optimum qualifications for a culturally and economically affluent society.



Cultural strategy

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.

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.



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.



Public 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

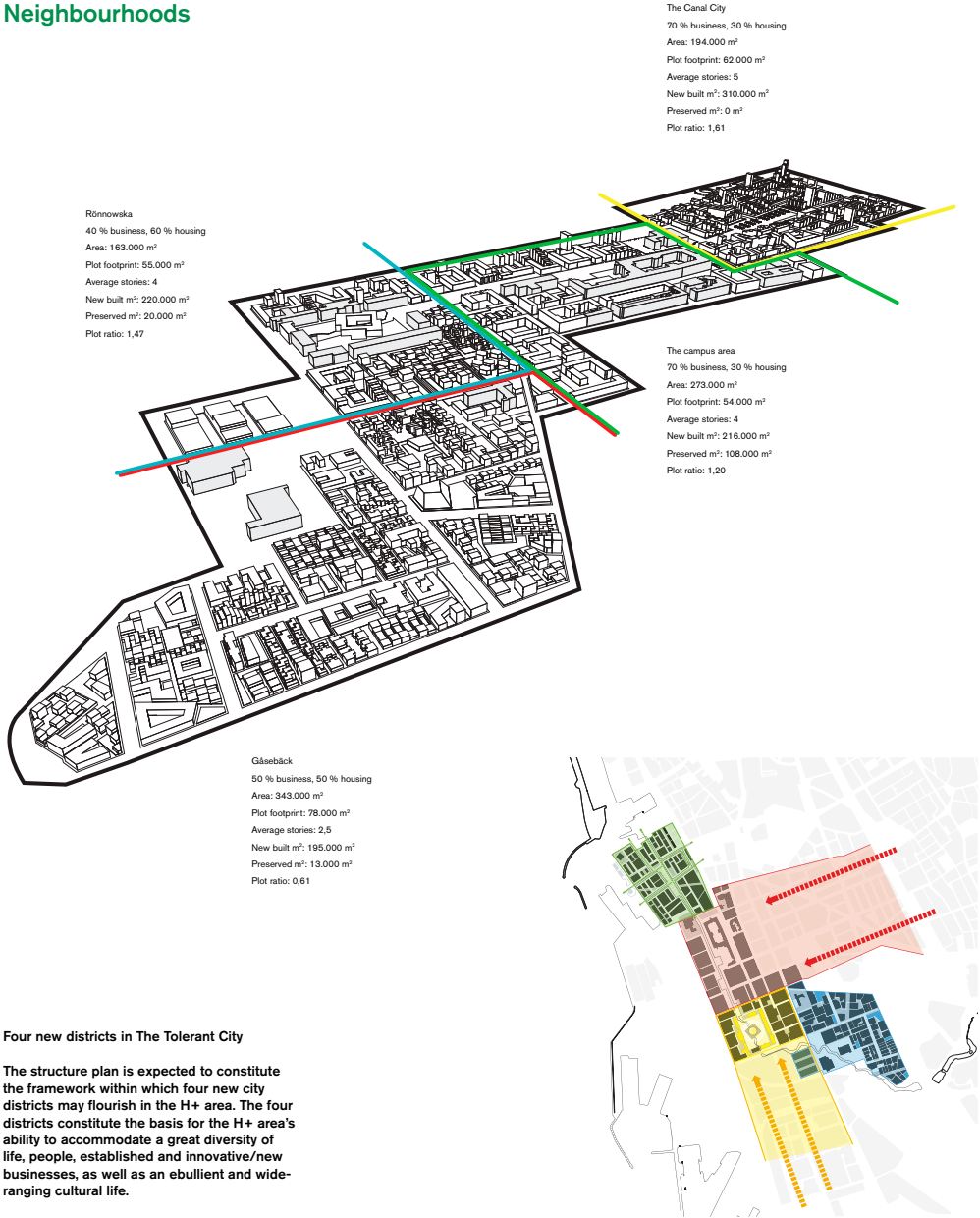
To move around in the city is to live in the city. The city streets will be adventures in their own right.

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.



Neighbourhoods





Strategy Traffic

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.



Strategy Sustainability

- 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

