

Västra Hamnen

CURRENT URBAN DEVELOPMENT

CONTACTS AND INFO

PRODUCTION

Malmö City Planning Office 2015

CONTACT US AT

vastrahamnen@malmö.se

WEBSITES

www.malmö.se/vastrahamnen

GRAPHIC DESIGN

Stina Andersson

PHOTOS, ILLUSTRATIONS

Malmö City Planning Office, unless stated otherwise

Cover photo: Joakim Lloyd-Raboff

CONTACTS AND INFORMATION	2
VÄSTRA HAMNEN IN MALMÖ	5
HISTORY OF VÄSTRA HAMNEN	6
VISION FOR VÄSTRA HAMNEN	9
NOW AND THE FUTURE	11
VALUE PROGRAMME FOR VÄSTRA HAMNEN	13
ECOLOGICAL SUSTAINABILITY	14
ECONOMIC SUSTAINABILITY	19
SOCIAL SUSTAINABILITY	21
SUSTAINABLE URBAN DEVELOPMENT	20
SUB-AREAS OF VÄSTRA HAMNEN	25
PARKS IN VÄSTRA HAMNEN	44

CONTENTS



2014 Lantmäteriet

VÄSTRA HAMNEN IN MALMÖ

Malmö is the third largest city in Sweden, with nearly 315,000 inhabitants and a population that has been growing for the last twenty years. Malmö used to be a city of heavy industry but has been transformed into a knowledge city since the late 1990s. Malmö University has around 25,000 students every year and is the biggest University in Sweden.

This transformation can be seen more clearly in Västra Hamnen than in any other part of Malmö. The Kockums crane was dismantled and shipped to South Korea in 2002. Instead, the high-rise Turning Torso has become a symbol of post-industrial Malmö. The Bo01 area, which was built for the European homes fair in 2001, was the first stage in the transformation of Västra Hamnen into a mixed-use built urban environment with homes, workplaces and services. The living urban spaces are combined with modern architecture and strict sustainability requirements. Approximately half of Västra Hamnen has now been constructed and the entire area is expected to have been fully developed in twenty years.



Västra Hamnen is located in the northern part of central Malmö.



HISTORY OF VÄSTRA HAMNEN

One hundred years ago, there was virtually nothing of what we now call Västra Hamnen. Primarily during the 20th century, Västra Hamnen was gradually created by reclaiming land from the sea. The last land was reclaimed in 1987 and Västra Hamnen gained the appearance we know today

Kockums, lilla kranen.

Kockums works

Kockums Mekaniska Verkstad was established in Västra Hamnen in the 1870s. But it was only in 1909 that Kockums finally left Davidshall in Malmö for Västra Hamnen. In the next 50 years, no land was reclaimed until permission was granted, with some hesitation, in the 1940s to reclaim land from the Öresund to the west. In 1958, Kockums needed a new, more modern office and the result was the Gängtappen building.

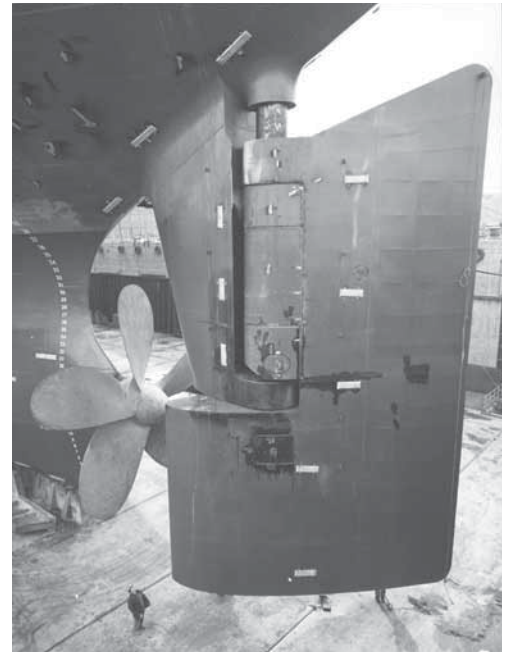
Saab factory

In 1986, it was decided that Kockums' civil shipbuilding would be discontinued. At roughly the same time, Saab-Scania announced that it had far-reaching plans to move to Västra Hamnen. After renovating Kockums Hall 7, Saab moved into what was then one of the most modern vehicle factories in Europe.

As soon as 1990, when Saab-Scania merged with General Motors to form Saab Automobile, there was restructuring and staff were laid off. The Saab factory was subsequently closed down and became the city's exhibition centre until 2009, when a large part of the building was demolished to make space for new quarters.



Kockums, maskinverkstaden 1929.



Fartygsroder.

“The first climate-friendly district in Sweden”



VISION FOR VÄSTRA HAMNEN

Västra Hamnen is Malmö's most obvious symbol of sustainable urban development. Its development began with Bo01, the European homes fair held in summer 2001, when the transformation of coastal industrial land into a densely-built urban area was displayed to the general public.

National example of sustainable urban development

Västra Hamnen is now a national example of sustainable urban development and a district with a mixture of housing, service industries, workplaces, education and recreation. Västra Hamnen has the inner city as its model with density and greenness as key words.

The district has a unique, attractive location with urban and natural features; it is within walking distance of the inner city, has good transport links and is close to Ribersborg beach. By continuing to develop these qualities and building a mixed city, it will be possible to link Västra Hamnen to the central parts of Malmö.

Proximity with sustainable means of transport

In a climate-friendly district, not only the buildings but also the means of transport are sustainable. The backbone of the transport system in Västra Hamnen is walking, cycling and public transport. The city has long-term plans for a tram line between Västra Hamnen and Rosengård/Lindängen.

Citytunneln was opened in December 2010. This is a rail connection that has improved transport between Malmö and Copenhagen. One of the tunnel exits is at Anna Lindhs plats at Universitetsholmen in Västra Hamnen.

Reconnection with the sea

The transformation of Västra Hamnen has meant that the city's original connection with the sea has been restored. The idea is for the streets and parks to run without interruption from the inner city of Malmö through Västra Hamnen and emerge in the Öresund. The possibility of living and being by the water in Västra Hamnen is an important quality.

A district for all Malmö residents

The aim for Västra Hamnen is for the district to be a place for all Malmö residents. The parks, the open spaces, the squares and the quays are designed to attract visitors from throughout the city. The public spaces are where people from different parts of the city should be able to meet. Västra Hamnen has a variety of urban environments, for example the skate park at Stapelbädden, the ranked seating along the shore at Sundspromenaden, the themed playground in Varvsparken and restaurants and services at Dockplatsen.

Structural plan for future development

Malmö City Planning Office, jan 2015



NOW AND THE FUTURE

'20,000 inhabitants in 20 years'

Half developed

At the beginning of 2014, the area had around 4,000 homes and approximately 10,000 jobs. The plans entail a total of around 11,000 homes and 17,000 jobs throughout Västra Hamnen. There will also be three schools and around fifteen preschools. Just over 20,000 people will be able to live here.

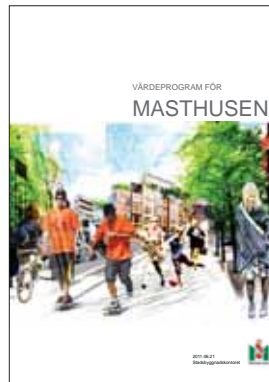
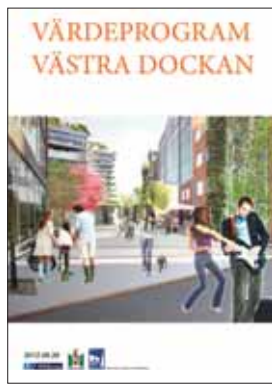
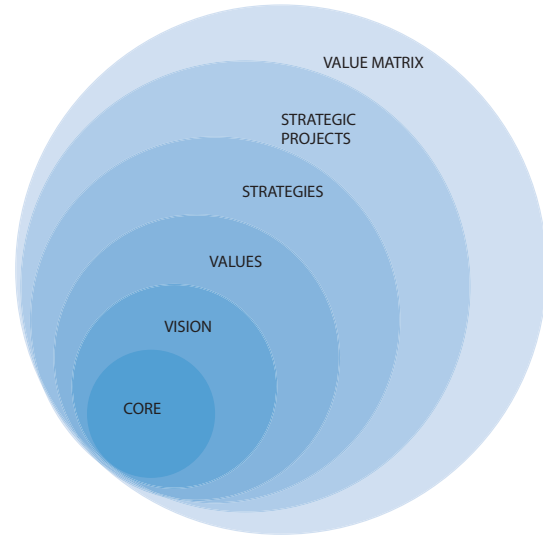
At present, it is mainly the eastern and western parts that are built on. Just over half of the area has current detailed development plans. The planning initiatives are now focused on the southern and central parts to link Västra Hamnen to the centre of Malmö. The last development area is Galeonen, which is located at the very north of the area.

Halfway evaluation after 10 years

After 10 years of development, the City of Malmö conducted a halfway evaluation of Västra Hamnen in 2011. The work was done to evaluate Västra Hamnen as a whole and thematic issues concerning transport and greenery and the physical sub-areas in Västra Hamnen. The evaluation forms the basis of the new, updated vision for Västra Hamnen.

The vision for Västra Hamnen is based on it being a national example of sustainable urban development and a mixed-use city. Parts of the vision and the objectives have already been achieved. With the new vision for Västra Hamnen 2031, the city has taken another step forwards, broadening the concept of sustainability. The behaviour and lifestyle of individuals become yet another important aspect of sustainable development.

Using the model for value-based urban development, there is continuous feedback to the core and the vision throughout the process. The model was produced jointly by the Urban Planning Department in Malmö and White arkitekter AB.



Value programme for subareas of Västra Hamnen

VALUE PROGRAMME IN VÄSTRA HAMNEN

In the work on the development of Västra Hamnen, the Urban Planning Department applies a value-based urban development model in partnership with the Traffic Department, the Real Estate Office, the Environmental Office and the respective developers.

Value-based is sustainable

Value planning involves developing a long-term value structure rather than a physical structure. Previously, the physical structures that were designed to function over a long period of time tended to be too locked and not allow space for flexibility. The risk is that the vision is lost and important qualities fall prey to compromise.

The value plan makes it possible

Using a value plan, the city indicates a general structure with priority values such as the focus on quality and sustainability. The value plan allows for flexible content that can vary over time as needs and conditions change. The plan has a number of strategies linked to it that have a supplementary function and allow for follow-up during the detailed planning stage. This method of working paves the way for a dialogue on shared values, feedback on sustainability and a continuous urban development process.

Model for value-based urban development

Core - the core describes the current situation of the area and formulates the problems for the continued development. This is the basis of the vision so that it does not become an imposition. The core roots the project in the sites.

Vision - the ring around the core describes the vision for the plan area. The vision must be engaging so that it can unite many forces and interests to work in the same direction.

Values - in the ring outside the vision are the guiding values for the vision work. They are the main priorities of the plan programme and will drive both the direction and the intentions of the work to achieve the vision. The values are linked to the three building blocks of the physical structure - thoroughfares, spaces and buildings. The main features of the structure are summarised in a value plan.

Strategies - the next ring in the model is the strategies established in the plan programme to create the qualities and characters described in the vision and values. The strategies are tools that help set priorities in the continued planning and development of the built environment.

Strategic projects and tools - the outer ring contains strategic projects and tools for planning, quality and design. The strategic projects require additional focus and are essential to achievement of the vision. The tools are the documents required for the planning process, for example detailed development plans, location studies and quality programmes.

ECOLOGICAL SUSTAINABILITY

Storm water

The rainwater that runs off roofs and land is also called storm water. In the first stage of Västra Hamnen, the objective was for all service water to be dealt with locally on site. The area was also planned to deal with future climate change, involving more and heavier rainfall.

In the Bo01 area, the storm water is not channelled in pipes under the ground. It runs in open canals along the streets. The rainwater passes through both canals and ponds in the area before it emerges in the Öresund. The open storm water system is not only beautiful to look at. The water is also partially cleaned by the flora in the ponds before it runs out into the sea. Research also shows that we humans feel better if we can hear running water and see greenery from our windows, and the storm water system gives residents this feature. Ponds and canals are popular with both residents and visitors. In addition, they create the conditions for more flora and fauna, enhancing the biodiversity of the area. However, the journey of the rainwater begins up on the roofs, where it is slowed down by green roofs, a smart solution used on many roofs in Västra Hamnen.



Energy

Local energy production is integrated from the start throughout Västra Hamnen. The first stage, Bo01, went furthest in this field and is planned to have a 100% locally produced energy supply from renewable sources.

Sun, wind and water

Many buildings in Västra Hamnen have solar panels for both heat and power production. There are a total of over 3000 m² of solar panels supplying heat to the district heating network. Some buildings also have small wind turbines on the roof, and the Bo01 area gets its power from a large wind turbine in Norra Hamnen. Nearly all dwellings in Västra Hamnen are heated by district heating, produced both from waste incineration and from solar energy and interseasonal storage in the bedrock.

Low energy consumption

In order that local renewable energy production goes as far as possible, it is important for energy use to be as low as possible. In the first stage, Bo01, energy use was higher than expected. Since then, the focus on energy use in buildings has increased and, in Fullriggaren, which was built in 2010-2012, as many as 200 of the 600 dwellings are passive houses. The preliminary evaluations also show that the actual energy use is closer to the target than in the earlier stages.



Soil remediation

Not so long ago, a large part of Västra Hamnen was sea. However, excavation materials were gradually tipped into the sea and industry was developed and then phased out in the area. Consequently, soil remediation was necessary before residential building could begin.

For the homes fair in 2001, surveys revealed high contents of toxic substances at certain sites and roughly 10,000 tonnes of excavated materials were processed.

The soil that was excavated underwent a number of tests and as much as 75% of the soil could be directly returned to the area. The remaining 25% was sent for remediation and processed chemically and biologically. However, in several sites, the pollution levels were so low that it was sufficient to cover the old soil with clean new soil.

The water in the canals in the Bo01 area is pumped in as the canal is planned and built to be several metres above sea level. This means that the water in the canal does not pass through polluted soil strata, minimising the risks of spreading toxic substances.

Recycling

A sustainable society needs to recycle, reuse and minimise consumption in all its cycles. All properties in Västra Hamnen must have access to facilities for separating packaging, food waste and mixed waste. Various methods have been tried out for collecting food waste in Västra Hamnen. In the Bo01 area, most dwellings have access to vacuum systems that are able to transport waste underground and refuse trucks do not need to drive into the residential quarter. They can stop outside and collect the waste.

Some dwellings, for example the 147 in the Turning Torso, have waste disposal units in their sinks that are connected to a separate collection tank from which refuse trucks can collect food waste. This new application proved to be so successful that it subsequently became standard in Fullriggaren quarter, where all 600 dwellings were fitted with waste disposal units from the start. The food waste collected throughout Malmö is then converted into biogas which can be used to fuel city buses, for example, and biofertiliser that can replace artificial fertiliser on fields.



Sustainable travel

Sustainable travel

The City of Malmö has a target of reducing car journeys by Malmö residents to 30%. Västra Hamnen's long-term objective is for walking, cycling and public transport to account for at least 75% of residents' journeys and 70% of journeys to work by 2031.

Initiatives on a broad front

Sustainable travel primarily involves measures related to physical planning and influencing behaviour, with travel being integrated in the planning of an area or a new installation. To achieve the objective, work is required on several different levels, involving both influencing behaviour and creating good physical conditions for people to choose to walk, cycle or take public transport.



Part of this involves influencing travel before it has started. The City of Malmö works with concepts such as mobility management, where information, communication and partnerships with various operators give people knowledge and opportunities to try new means of transport.

Successful pilot projects with car and cycle pools have been implemented in partnership with developers and property owners. There are plans for new cycle bridges linking Västra Hamnen to the inner city. MalmöExpressen has meant a massive improvement in comfort and capacity for travel by bus to and from Västra Hamnen and preparations are being made for future tram links.



The photos show Stora Varvsgatan in Västra Hamnen.
Depending on the means of transport (car, bus, cycle), different surface areas are required for the same number of travellers.

TEN AREAS OF INITIATIVE HAVE BEEN IDENTIFIED AND STRATEGIES HAVE BEEN DEVELOPED FOR HOW THE WORK SHOULD BE CONTINUED.

Influencing behaviour, and dialogue

1. Communicate the city's approach to transport and spread information
2. Intensify mobility management initiatives linked to companies and workplaces
3. Intensify information and mobility management initiatives linked to housing
4. Develop ways of providing information about sustainable travel to visitors
5. Participate actively in developers' environmental certification

A physical structure that supports walking, cycling and public transport

6. Cycling must be visible and prioritised
7. Short, safe and pedestrian-friendly
8. Fast, high-capacity public transport
9. Vehicle traffic on human terms
10. Multistorey car parks as the parking solution

Green space factor

Green space factor is a planning instrument that guarantees a certain volume of greenery in residential courtyards. Areas of water, depth of soil and the opportunity for rainwater to penetrate into the ground are encouraged. The walls and roofs of buildings are also included in the calculation by means of green roofs and climbing plants. Green roofs mostly involve a thin covering of drought-resistant plants being laid on the roof. In recent times, thicker green roofs with higher biodiversity and greater capacity to deal with surface water have also been installed.

Green space factor was introduced in 2001 in connection with the Bo01 the international housing exhibition fair. The positive results led to the instrument now being used in the city's new construction projects, primarily via its inclusion in Miljöbyggprogram Syd.

The General Plan for Malmö states that 'Green space factor is a tool for ensuring that green qualities are achieved in connection with construction. Green space factor can be used where appropriate and can be developed to be more applicable in different contexts. The aim is to contribute to good living conditions for humans, animals and plants'.

The greenery and water that green space factor leads to make a positive contribution to the urban environment in



various ways that benefit us humans. These are called ecosystem services, and examples are recreation, improved local climate, noise reduction and reduced risks of flooding. The General Plan states that: 'Ecosystem services must be valued, taken into consideration and reinforced in urban planning, maintenance and management so that their values and functions do not deteriorate'.

Green points

To promote biodiversity, green space factor is supplemented with 'green points'. At the time of Bo01, there was a list of 35 wide-ranging environmental measures, at least 10 of which were to be implemented in each residential courtyard. The system green of points was then continued in a modified form in Flagghusen and now exists in an even more modified form in Miljöbyggprogram Syd. The programme requires at least three bird and bat nesting boxes or other animal houses, two natural biotopes and visible management of service water to achieve the highest level.

ECONOMIC SUSTAINABILITY



Malmö has developed from a typical industrial city to knowledge and experience city in a very short period of time. This change is clearest in Västra Hamnen. Kockums was previously the backbone of Malmö but more people now work in Västra Hamnen than during the glory days of the shipyard. High-tech, knowledge intensive service companies have moved in and the old shipyard area has become Malmö's new centre for IT companies. Malmö University, with its just over 25,000 students, is also located here. The proximity between companies and the University in Västra Hamnen means that partnerships between them are well established. It is also the location of one of the city's two innovation areas, with MINC (Malmö Inkubator), Cleantech City, SVT (Swedish Television) and MECK (Media Evolution City) as examples of innovative and creative industries. There are currently approximately 300 companies in Västra Hamnen that together employ around 8,000 people.



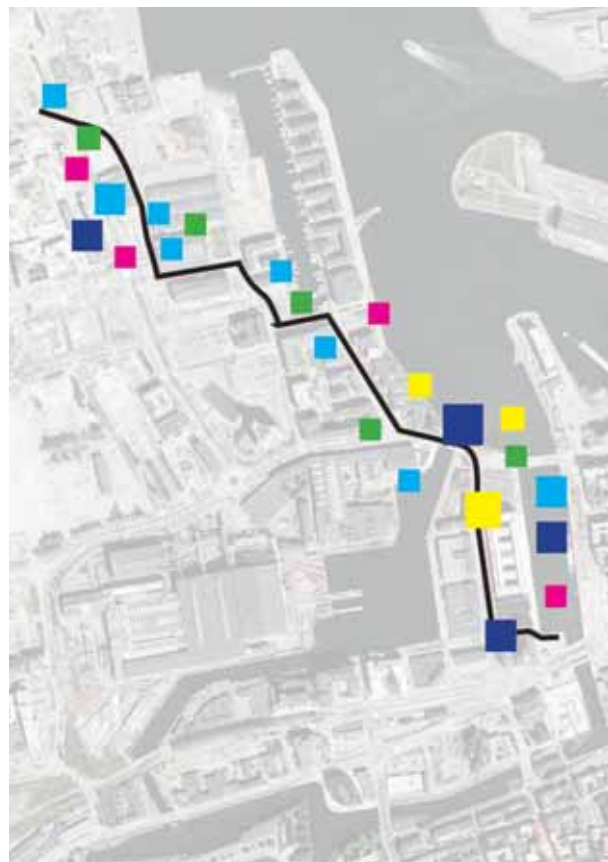
The Line – Atlas

The Line is an urban development project in which the focus is on modern workplaces in a networking city. Urban environment, urban life and urban space are to be developed so that they promote businesses and workplaces.

The Line extends between Central Station and Dockan and comprises more than 300 businesses and institutions, 6,000 employees and 10,000 students in a business community that is already active.

The basic idea of the development project is to develop businesses, the community and the urban environment. The vision is to create the world's most innovative business environment, the most attractive, most modern workplaces and a strong community of businesses, institutions and employees. All in an inspirational, attractive urban environment that promotes innovation, development, interaction and economic growth.

The Line examines the development opportunities along its route, meeting places and other urban facilities. Premises, buildings and spaces can be used and transformed in a manner that emphasises the individual business and the community - Sharing Economy.



Activities include a survey of a selection of businesses along The Line, an employee conference, an atlas in which all businesses and institutions can present themselves and a proposal for the establishment of a number of temporary activities along The Line - Pop Up City.

SOCIAL SUSTAINABILITY



In a sustainable district, there must be opportunities to interact with other people and carry out cultural activities. The social aspects must be considered from different angles. Stapelbäddsparken, which is dominated by a concrete skate park, is in the centre of Västra Hamnen. The park is a meeting place across generational borders with a range of activities that promote quality of life and health.

The initiatives in the parks, the themed playground, the promenades and the outdoor pools at Daniaparken and Scaniabadet must be seen in the same way. Another important meeting place is Skånes Dansteater, which has been developed into a popular meeting place and an elite centre in the region.

Different forms of tenure are also part of social sustainability. In Bo01, a large part of the housing is tenant-owner flats. This situation was changed in Flagghusen, Fullriggaren and Kappseglaren, where over half of housing is rented dwellings. The planning in these areas focused greatly on safety and security aspects, among other things via the design of meeting places.



SUSTAINABLE URBAN DEVELOPMENT

The city and the developers are working with various models for sustainable urban development in Västra Hamnen.

Breem communities – a pioneering sustainability project

Breem Communities is a certification system for urban districts developed by BrE in the UK. The system covers all aspects of sustainability, ecological, social and economic sustainability. Great importance is attached to partnership between the various players in the urban development process so that the sustainability ideas and the methods characterise the entire process.

Breem Communities is built up around eight categories. In turn, the categories have a total of around fifty aspects that are assessed and awarded points. In terms of transport, Breem assesses factors including travel opportunities within the area with the emphasis on car-free alternatives. It takes into account how well the area creates opportunities for business activities and good service for the residents and workers in the district. Place Shaping is an assessment factor that involves assessing whether the area has gained a clear identity, i.e. is easy to navigate for users, and whether this identity feels right and natural in its context. Breem also evaluates whether the operators have created a lively area that is integrated with the surrounding areas.

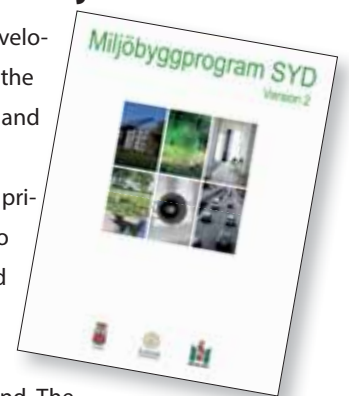
Sweden Green Building Council has adapted BREEAM to Swedish conditions and the Swedish version, BREEAM-SE, has been the version of BREEAM used on the Swedish market since 2013. The work in Masthusen follows the principles of Breem Communities.

Miljöbyggprogram SYD (Green Construction Programme SOUTH) – shared environmental objectives

Miljöbyggprogram SYD was developed via a partnership between the City of Malmö, the City of Lund and Lund University.

Miljöbyggprogram SYD is primarily aimed at developers who want to build on municipal land and is applied to the construction of new housing and business premises in Malmö and Lund. The programme is incorporated in the decisions and agreements signed between the parties in connection with land allocation or other types of agreement (although not land development agreements).

The programme will be evaluated continuously. Continuous work is done to ensure that the programme follows developments in sustainable building.



'ByggaBoDialogen' (sustainability) dialogue – building knowledge about sustainability

'The positive discussion' (Det goda samtalet) began in April 2004. Together with 13 developers and committed citizens, the City of Malmö began a dialogue on architecture, planning issues, the environment and quality. The objective was for the discussion itself – the dialogue – to lead to a finished detailed development plan for good, sustainable housing at

reasonable prices in the residential area of Flagghusen.

The idea was for the developers to benefit from each other's knowledge. By working together, they could develop new sustainable solutions and lower their production costs. Three years after the start, the first tenants moved into Flagghusen.





1. **Kajplats 01.** Arkitekt: Wingårdh Arkitekter AB. Byggherre: MKB Fastigheter AB.
2. **Vitruvius.** Arkitekt: Arkitektmagasinet. Byggherre: Seniorgården/JM AB.
3. **Tegelborgen.** Arkitekt: Månsson Dahlbäck Ark.kontor AB. Byggherre: MKB.
4. **Turning Torso.** Arkitekt: Santiago Calatrava/Samark Arkitektur & Design AB. Byggherre: HSB Sundafastigheter.
5. **Tomt nr 10.** Arkitekt fas 2: Urban Vision AB. Byggherre: Midroc Property Development AB/Utvecklingsbolaget Harmoni AB.
6. **Entréhuset.** Arkitekt: Mario Ciampi Architetto Associati SA och Arkitektlaget Skåne HB. Byggherre: Skanska Nya Hem.
7. **Tango.** Arkitekt: Moore Ruble Yudell Architects and Planners/Sweco FFNS Arkitekter AB. Byggherre: MKB.
8. **Scaniaplatsen.** Arkitekt: Erskine & Tovatt arkitektkontor AB. Byggherre: NCC Boende.
9. **Västra Hamnens skola.** Arkitekt: HMXW Arkitekter. Byggherre: Malmö stad.
10. **Packhus I-IV.** Arkitekt: Karmebäck & Krüger. Byggherre: Packwerk Bygg och Fastigheter AB.
11. **Villa Yxhult.** Arkitekt: Bengt Hidemark Arkitektkontor AB. Byggherre: Yxhult AB.



9.

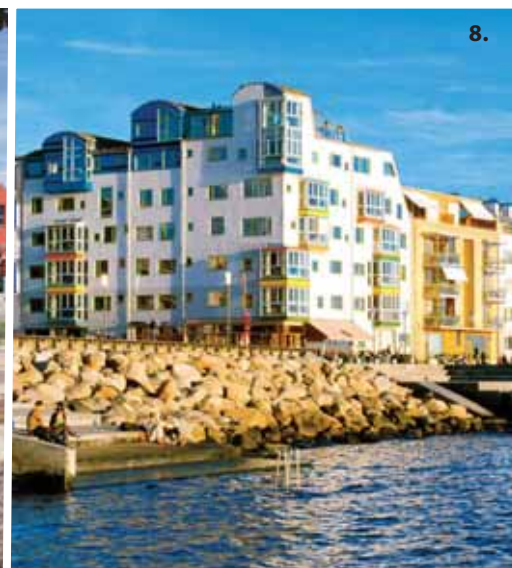


7.



11.

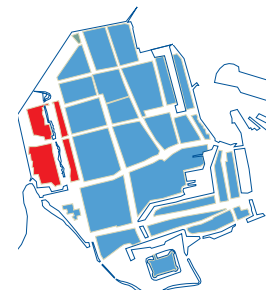
10.



8.

Bo01

'National example of sustainable urban development'



A model for sustainable urban development

Bo01 is an attractive district in Malmö and a well-known internationally leading example of sustainable urban development. The sustainability initiatives in Bo01 have received a number of awards and attract study visits from all over the world. The initiatives in Bo01 have also been extremely important to the local work for ecologically sustainable development in Malmö.

The development of Västra Hamnen began with the European homes fair Bo01 in summer 2001. The last stage was the passive houses in the Salongen quarter, which was completed in summer 2011. The area has 1,425 homes and also contains offices, businesses and multistorey car parks.

In many ways, Bo01 set the standard for the development of all of Västra Hamnen. The major success of locally produced renewable energy and architectural diversity has made the area an example for other urban development projects in Sweden and in other parts of the world.

Attractive urban environment

Bo01 has become a part of Malmö and is a popular meeting place for all Malmö residents. Part of the successful concept of Bo01 is the exciting urban structure and varied architecture. Important aspects include the human scale, the curved pedestrian streets, sequences of spaces in varying sizes, inner wind-protected alleys and carefully designed urban spaces.

Turning Torso

The 190-metre high building Turning Torso was designed by the architect Santiago Calatrava. The building was finished in 2005 and is owned by HSB. The 54 floors house offices, homes and meeting rooms in the top two floors.

European Village

At the far north of the Bo01 area, by the canal, is the European Village. This is where nine European countries display their architecture, technology, building materials and traditions. The buildings are characteristic of their countries of origin but are adapted to the climate and building conditions of Malmö.



1.



2.



3.



4.

6.

5.



8.



7.



9.

1. Isbergs gata.

2. Region Skåne. Arkitekt: Kari Nissen Brodtkorb AS.

Byggherre: Wihlborgs fastigheter AB.

3. Midskeppet/Högmasten. Arkitekt: Wingårdhs Arkitektkontor AB.

Byggherre: JM AB.

4. ÅF-huset. Arkitekt: Fojab Arkitekter AB.

Byggherre: Wihlborgs fastigheter AB.

5. Gängtappen. Arkitekt: Paul Hedqvist.

6. P-huset Skrovet. Arkitekt: Krook & Tjäder AB, Malmö.

Byggherre: Wihlborgs fastigheter AB.

7. Gängtappen 2. Arkitekt: Jais Arkitekter AB.

Byggherre: Wihlborgs fastigheter AB.

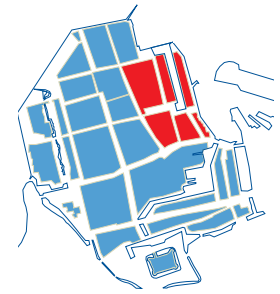
8. Dansteatern Båghallarna. Arkitekt: Tema arkitekter.

Byggherre: Utvecklings AB Kranen/Wihlborgs fastigheter AB.

9. Dockan. Byggherre: Dockan Exploatering AB.

DOCKAN

'Where the city meets the sea'



Dockan

Since the sale of the Kockums crane, Dockan has become an attractive area with mixed functions. The marina and the fantastic view of the harbour entrance and the Öresund make Dockan one of Malmö's most sought-after areas for offices and homes. The establishment of Malmö University in the area has meant that thousands of students come here every day. Båghallarna, formerly the cold store for Kockums, is home to Skånes Dansteater. At the inner edge of the old crane basin is the Dockplatsen square.

Western Dockan

The area is being planned, and the aim is for the Dockan area to be extended with a park and new buildings for homes and offices. The area contains valuable older buildings such as Kockums' old industrial halls, which give the area a unique character.

Southern Dockan

Region Skåne's regional administration centre is at Dockplatsen. Approximately 500 people work there. The developer is Wihlborgs and the building was designed by the Norwegian firm of architects Kari Nissen Brodtkorb. The building is made of slate-blue Dutch brick and was awarded the City of Malmö's urban planning prize in 2011.



1. Flygbild Flagghusen.

2. Gårdsmiljö.

3. Kommendörkaptanen 1.

Arkitekt: White arkitekter / Arkitekthuset i Jönköping AB. Byggherre: Byggvesta.

4. Kommendörkaptanen 3.

Arkitekt: Cord Siegel, Pontus Åqvist, Malmö. Byggherre: Brf. Urbana Villor, Malmö.



2.



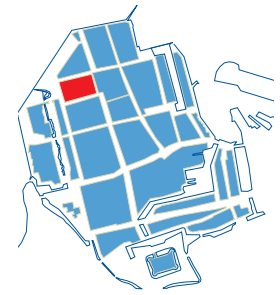
3.



4.

FLAGGHUSEN

'The positive discussion'



The first tenants moved into the area in 2007. Flagghusen consists of 626 dwellings, of which 62% are rented and the rest are tenant-owner flats. The area also contains a preschool, housing for persons with certain functional impairments and business premises on the ground floors. Along Västra Varvsgatan adjacent to the area, there are public transport, a school and the local park Varvsparken.

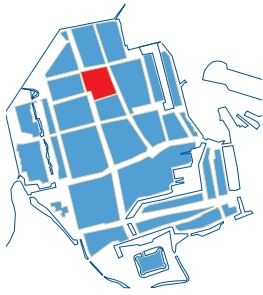
'The positive discussion'

After the Bo01 homes fair, there was some criticism and reactions primarily to the high housing costs, the segregated housing, poor building quality and the high energy consumption of the housing. When the planning of the next area, Flagghusen, was due to begin, the city wanted to counter the criticism by formulating new objectives. The City of Malmö invited the developers to a 'positive discussion' (Det goda samtalet) within the framework of the Swedish National Board of Housing, Building and Planning's ByggaBo dialogue (an initiative to achieve sustainable construction and housing).

The planning method is based on dialogue between the operators and on voluntary agreements. The parties met regularly between 2004 and 2008 in workshops, seminars, lectures and various working groups.

Four aspects of sustainability:

- High architectural quality.
- Social sustainability: focusing on flexible design of housing, safety and security, meeting places and housing designed carefully to allow residents to remain throughout all stages of life
- Economic sustainability: affordable housing by means of an efficient, careful process.
- Ecological sustainability: energy efficiency, moisture protection, phaseout of toxic substances, high biological quality and waste sorting close to the property.



FULLRIGGAREN

‘The biggest collection of passive and low-energy buildings in Sweden’

Fullriggaren is the third development project for housing on municipal land in Västra Hamnen. Development began in 2009 and the last buildings were completed in 2013. Fullriggaren comprises approximately 630 homes, and 85% of dwellings are rented. The remainder are tenant-owner flats and owner-occupied flats. Fullriggaren also has office buildings, a preschool and housing for persons with certain functional impairments. There are two small parks in the centre of the area and the large Varvsparken is close by. There is a multistorey car park with a car pool, of which all households and workplaces initially have automatic membership. Public transport is available next to the area.

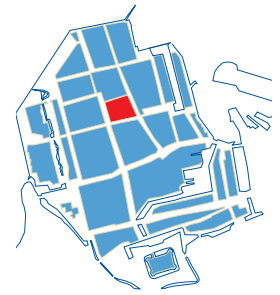
Sustainability initiatives

Twelve developers have together implemented a number of sustainability initiatives in the area. Fullriggaren has the biggest collection of passive and mini-energy buildings in Sweden. The area is also the biggest in Sweden in which organic waste is collected via waste disposal units, separate pipe networks and collection tanks for biogas production. Renewable energy is produced locally via solar panels and solar cells. The properties in Fullriggaren have a green space designed according to a specific biotope, nesting boxes and nests for insects or birds and trees and bushes that are fruit-bearing or nectar-producing. Miljöbyggprogram SYD has been applied in the project to guarantee high quality in terms of energy, moisture protection, internal environment and urban biodiversity.



KAPPSEGLAREN

‘Climate-friendly energy solutions’



Kappseglaren is the fourth development project for housing on municipal land in Västra Hamnen. Development began in 2011 and the area is expected to be fully developed in 2016.

Kappseglaren consists of four quarters: Koggen, Klosterbåten, Klippern and Klyvaren, and comprises around 320 dwellings. 70% are rented and the remainder are tenant-owner flats or owner-occupied flats. There is also a preschool, offices and business premises, plus a small park with a playground. Close by are Varvsparken and Stapelbäddsparken with various opportunities for activities, relaxation and play. Public transport is available next to the area, including Malmöexpressen.

Leading edge construction projects

All developers apply Miljöbyggprogram SYD and there has been a particular focus on energy, moisture-proofness, indoor environment and urban biodiversity. Several of the construction projects have also succeeded well in achieving their high ambitions.

The property Klyvaren 1 is one of the first completely carbon-neutral blocks of flats built. Next to Klippern 2 is E.ON's building Hållbarheten, which is a pilot project for smart energy systems. Despite small outdoor areas, Klippern

1 has succeeded in achieving the highest level in biodiversity by making maximum use of roof surfaces for the outdoor environment. Kosterbåten 1 is being built with small area-efficient rented dwellings and will be the first Nordic Ecolabel-marked block of flats in Skåne.



**Bostadshus Hållbarheten/
The Hållbarheten residential block.**

Arkitekt: *hauschild+siegel architecture*. Byggherre: *E-ON / hauschild+siegel*.

1.



1. Kv Tyfönen – Studio. Arkitekt: schmidt/hammer/lassen A/S, Danmark. Byggherre: Skanska Öresund. **2. Godsmagasinet, Gäddan 9.** Arkitekt: Wingårdhs arkitekter. Byggherre: Annabostäder. **3. Tornhuset "Urbana hängsel".**

Arkitekt: Kim Utzon Arkitekter. Byggherre: Malmö stad. **4. Kv Gäddan, Neptunigatan.** Arkitekt: Nyréns Arkitekter. Byggherre: Skanska Öresund. **5. Kv Niagara.** Arkitekt: Lundgaard & Tranberg Arkitekter. Byggherre: Akademiska Hus.

6. Citykajen, kontor. Arkitekt: Arkitektbyrån i Göteborg AB. Byggherre: Skanska Öresund. **7. Hjälmarekajen, kontor.** Arkitekt: White Arkitekter. Byggherre: Skanska Öresund. **8. Lärarygskolan.** Arkitekt: Diener & Diener Arkitekten i samarbete med Fojab. Byggherre: DIL Nordic Deutsche Bank.

2.



3.



4.



5.



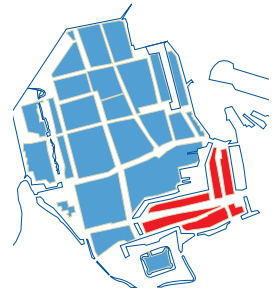
6.

7.

8.



UNIVERSITETSHOLMEN



Close to the central station

At Universitetsholmen, Malmö University has the largest proportion of its premises and students dominate the street life. Universitetsholmen has a central location. Only the canal separates the area from Gamla Väster. Universitetsholmen is a transition zone in which the large-scale industrial buildings of the port are mixed with more small-scale building before finally switching to the dense structure of the inner city.

Kv Tyfonen, Studio - a new meeting place

A land allocation competition was won by the Meeting Point Malmö proposal designed by schmidt/hammer/lassen A/S. The building, which will have 14 floors and a total area of 22,000 m², will contain public spaces, offices and a hotel.

Kv Niagara - new educational premises

Lundgaard & Tranberg Arkitekter A/S won the competition with the Samband (connections) proposal. The building will house the University's new office premises and part of the ground floor will have premises for the general public. The project consists of three buildings of five, seven and eleven floors with glass and metal façades that are connected by an open atrium.

Kv Gäddan – mixed buildings

Gäddan quarter will be transformed into a densely-built, mixed-use urban area with homes, offices, a preschool and meeting places. In the transformation of Gäddan quarter, vehicular traffic will be moved from Citadellsvägen to Neptunigatan. This will free up the waterside, which will be transformed into a recreational walking and cycling route.

Godsmagasinet/Gäddan 9 – old meets new

The culturally and historically valuable warehouse was built in the late 19th century and was part of the western station area that used the rail route between Malmö and Ystad. The service was discontinued in 1955, when the railway was connected to Malmö Central Station. The warehouse, with a modern extension, is intended to contain a market hall. Beside it there will be an entrance area next to a verdant outdoor café. The market hall is expected to have been completed by summer 2016.

Tornhuset

The architecture competition for the extension to Tornhuset, the old harbour administration on Bagers plats, was won by Kim Utzon Arkitekter in Copenhagen with their 'Urbana hängsel' (urban hinges) proposal. Together, the buildings will be the new home for the World Maritime University.



Arkitekt: Schmidt Hammer Lassen. Landskapsarkitekt: SLA och Sweco. Byggherre: Skanska Sverige AB.



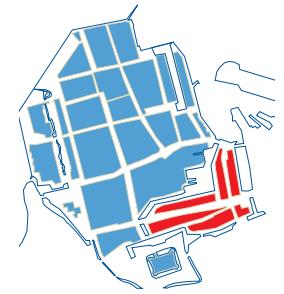
Park space between Malmö Live and Sjömanskyrkan.



The park space consists of the entrance from Nordenskiöldsgatan with space for cycling parking..

UNIVERSITETSHOLMEN

Malmö Live



Malmö Live

Malmö Live is a new conference, concert and hotel centre which will open in 2015. The centre is centrally located at Universitetsholmen, close to the city centre and Malmö Central Station. Malmö Live is an important part of the growing urban development towards the sea.

Activities inside and outside

The entire centre comprises a total area of 43,000 m². The conference part will accommodate up to 1,500 people. The concert hall will have 1,600 seats and the hotel around 445 rooms.

Malmö Live will enrich and enhance the life of the city and be a link between old and new and between the city centre and Västra Hamnen. It will be an attractive new meeting place with activities both inside and outside. Malmö Live will be extremely important for the entire region.

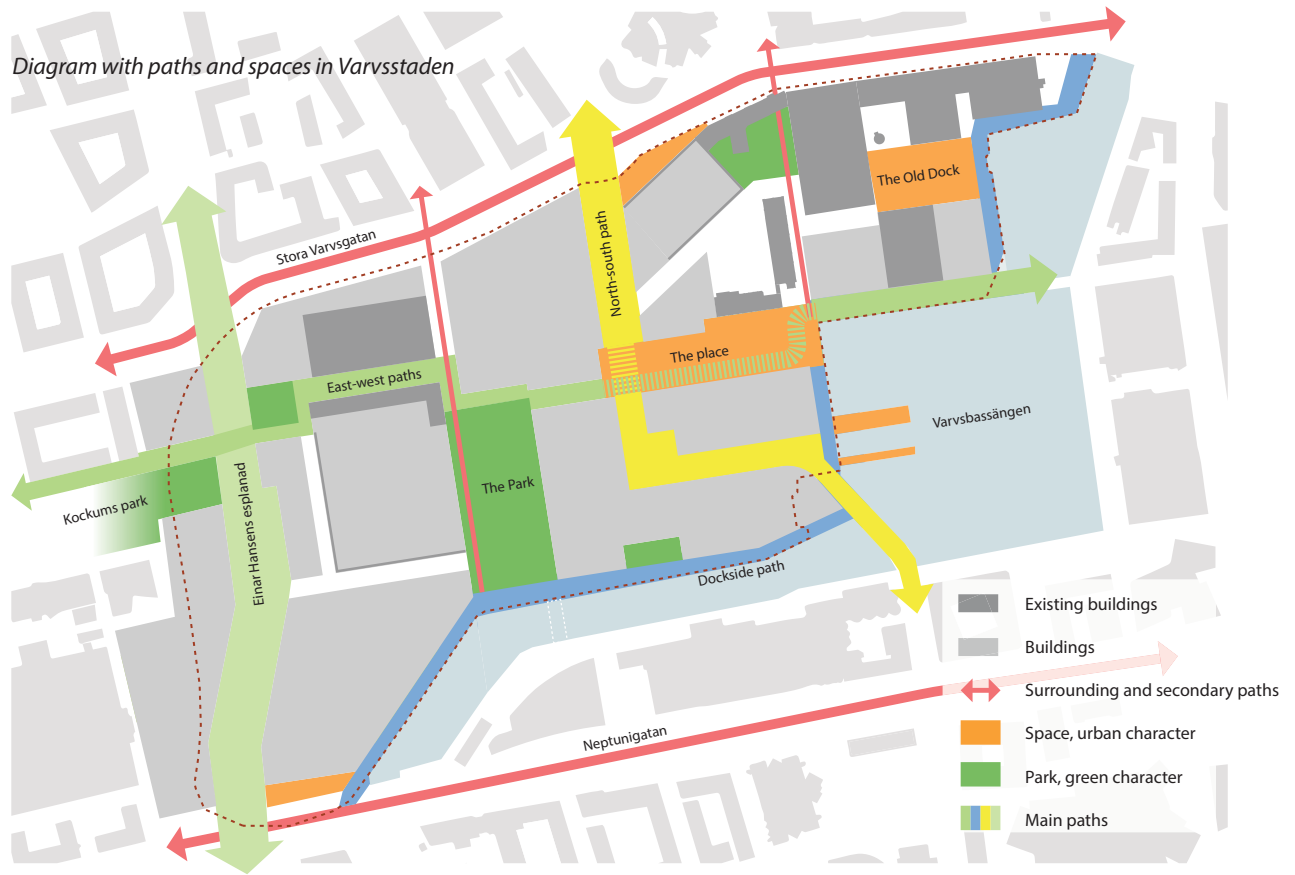
The works on the public outdoor environments will be completed in 2016. The surrounding public spaces such as the entrance square, the canal promenade with large wooden jetties and the park and green spaces will be a major asset for Malmö residents and visitors. Buildings will be built in the quarter for offices and around 150 homes. These will be completed in 2016.



Photo Skanska.



Diagram with paths and spaces in Varvsstaden



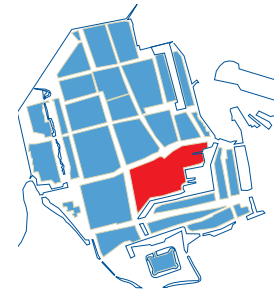
The park. Ill: White arkitekter



The place. Ill: White arkitekter

VARVSSTADEN

'Contrasting Varvsstaden'



Shipyard heritage

The history of Varvsstaden begins with the development of the port in the late 18th century. In the 1870s, Kockums moved parts of its activities to the area, which then came to be dominated by the shipbuilding industry.

Link between Västra Hamnen and city

The land is currently owned by Annehem/Peab, which plan to build around 1,500 homes, new premises for around 5,000 jobs, a primary and lower secondary school and several preschools in the area.

Varvsstaden has every opportunity to be an attractive, sustainable district with its historical environments, the large inner water area and its location in relation to the city. New bridges for pedestrians, cycles and public transport will link the central parts of Malmö to Västra Hamnen.

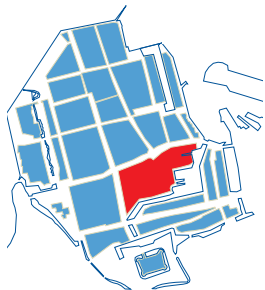
The transformation is in progress

Swedish Television and Media Evolution City (MEC) have been on site for several years. There is still some manufacturing industry in the area but, as it gradually disappears, the transformation can increase in scope.

The City of Malmö has prepared a development plan that provides guidelines for the continued planning. The development plan covers the interaction between private construction projects and the city's public spaces and functions. Visions and strategies have been specified and visualised. The physical structure has now largely been established and includes thoroughfares and spaces, green structures, conservation, public services and mobility features. The development plan clearly shows the way forward, but also provides scope for flexibility over time. This is an important aspect as development will take place in stages over a period of 20 - 25 years.

Detailed development plans, next stage

Detailed development planning work is already in progress in the north-eastern part of Varvsstaden, south and west of SVT and Media Evolution City. The planning of the south-western part of the area began in 2014. This includes Einar Hansens Esplanad, a school, a preschool and several quarters of homes, offices and multistorey car parks.



VARVSSTADEN

'Contrasting Varvsstaden'

MEC - Media Evolution City

Media Evolution City is a step towards the creation of an innovation incubator in moving images, for example film, TV, computer games and mobile platforms. Media Evolution City is an important development centre in Västra Hamnen and a hub for video media from a regional perspective.

Media Evolution City is located in both historical and modern environments. One of the old shipyard buildings from the Kockums era has been conserved and linked to a modern extension towards the dry dock. This is an open, flexible planning structure that makes it possible for tenants to adapt the physical environment to their needs.



Media Evolution City.

Arkitekt: Juul & Frost Ark. Byggherre: Wihlborg Media Center HB.

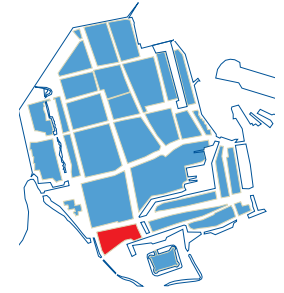
Gamla Dockan

A square space made of concrete slabs with additional black granite flat rocks has been constructed at Malmö's oldest dry dock, built in 1857. Along the quay in a wind-protected southern position, there is a generous wooden wharf with recessed effect lighting.

It is possible to go down to the upper part of the dry dock, which has seating specially designed by Mats Theselius, who also designed the railing around the dry dock. The dock gate will have an artistic design by Kristina Matousch in the form of a pedestrian bridge of Corten steel with waterfalls both into the dock and out towards Södra Varvsbassängen.



CITADELLSFOGEN



Citadellsfogen is the south-western entrance to Västra Hamnen. South of the area is Malmöhus Castle (the citadel) and to west are the expanses of Öresundsparken and Ribersborgsstranden.

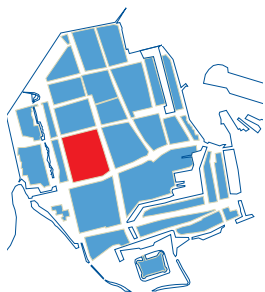
The area will continue to have a high volume of vehicular traffic but there will also be space for public transport, pedestrians and cyclists. The conditions for pedestrians and cyclists to move through the area must be improved.

Changes happening

Several changes will take place in the next few years. The World Maritime University is moving to Universitetsholmen, railway traffic will cease and the housing in the temporary pavilions will be removed. This will give Citadellsfogen new opportunities to develop into a densely-built, mixed-use urban area with an attractive location by the canals and proximity to Malmö's large parks.



General map, three approaches to Västra Hamnen marked with yellow arrows.



MASTHUSEN

'The multifunctional hub'

Sustainable Masthusen

Masthusen largely comprises the area around the former Saab factory and subsequent MalmöMässan exhibition centre. After the exhibition activities ceased in 2010, the exhibition halls were demolished in the same year to make way for 18 new quarters with space for approximately 1,500 homes, offices, shops and services. In partnership with the developer Diligentia, the City of Malmö has developed a value programme that indicates the direction in which the area is to be developed. This is how the programme's vision and core values are described.



*The new office building on the square in Masthusen.
Arkitekt: Kanozi. Byggherre: Diligentia.*

The multifunctional hub

- Masthusen is the hub linking the various parts of Västra Hamnen together by creating connections and meeting places in the centre of the district. Masthusen is a place to move through, not around.
- Masthusen is sustainable in that it is rich in urban greenery and is ecologically, economically and socially sustainable.
- Masthusen is a city that is alive 24 hours a day, 365 days a year. There are businesses and housing and the structure has built-in flexibility to cope with changes in use over time.
- Masthusen is a meeting place for everyone in the city. The good city is accessible to all and thus sustainable.

Active thoroughfares

The thoroughfares through Masthusen promote movement through the area and link up with surrounding thoroughfares. The thoroughfares are accessible, attractive, safe, always multifunctional and with clear priority for pedestrians and their speed and scale.

A string of public spaces

Masthusen has a variety of public spaces, from small, intimate spaces as an extension of the street space to the central square. Its location some way in from the sea makes it possible to create a good microclimate that contributes to making the spaces attractive meeting places. The spaces are in sequences. From one space you can see or imagine where the next is located.

Good architecture with the focus on people

The density of the built environment produces a flow of people that contributes to creating a socially and economically sustainable city. The scale of the built environment is based on human proportions and senses and the design is varied to enhance legibility.

Active ground floors support the public spaces. The character of the buildings is urban, solid, robust and rooted in the future.



Vision of Masthusen.



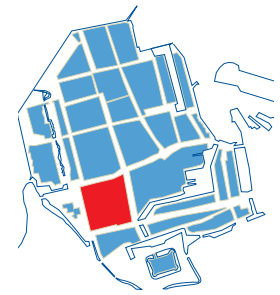
World Trade Center on Kockums torg.
Arkitekt: Krook & Tjäder AB, Malmö.
Byggherre: Midroc Property Development.



Vision of inner space in Hamnporten.
Illustration White Arkitekter.

HAMNPORTEN

'Experience-rich on a human scale'



Hamnporten is in the south-west. It is in the process of being transformed from a pure business area into a mixed-use urban area with both new and older buildings. In recent years, new office buildings have been constructed, including the World Trade Center, a hotel and homes along Västra Varvsgatan. Kockums park has been built in the centre of the area. The western part has been finished, and the eastern part will be completed in 2015. The southern part of Hamnporten is still dominated by large industrial and office buildings which may be changed to make space for new quarter and street structures.

Vision - experience-rich on a human scale

The vision for Hamnporten is of an experience-rich, varied mosaic on a human scale by creating:

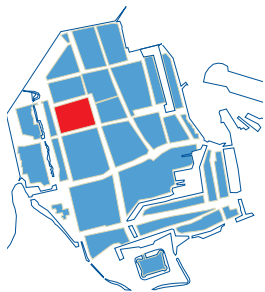
- Dense, varied urban spaces for an eventful eye-level experience
- Thoroughfares that are protected from the elements and where pedestrians have priority
- Green public meeting places on a human scale that encourage people to rest and play
- Diversity of functions, scale and expression to produce a living, safe city round the clock.

Inviting, experience-rich thoroughfares

Hamnporten also has more small-scale thoroughfares which allow people to move and stop in a different way from along the surrounding large streets. Thoroughfares in Hamnporten must be inviting and experience-rich. The changing directions of the thoroughfares create broken sightlines and a good microclimate in the otherwise exposed Västra Hamnen. The two new inner thoroughfares have good links to the surrounding districts of Masthusen, Varvsstaden and Citadellsfogen. The thoroughfares are designed with priority for pedestrians and with windows and entrances facing the thoroughfares to create a safe, living urban environment.

Densely-built, mixed-use urban area

The mixture of housing and businesses of different types that already exists in Hamnporten is a quality that can be developed and produces the conditions for rich city life. The inner built environment is characterised by a human scale of five floors and less, while the buildings on the edges are higher in places to create a good microclimate and protection against noise and wind from surrounding streets.



VARVSPARKEN

Varvsparken is a district park covering just over 4 hectares with spacious areas for play, activities and relaxation. The park's various spaces and themed gardens are linked by paths, all of which lead to the circular, centrally located, sunken, open grass area, Pelousen. Sollekplatsen is a very popular themed playground and is a natural meeting place in Västra Hamnen. Varvsparken has been developed in several stages. Now only the last stage remains.

Promenade and water feature

A 100-metre long water feature is being created along Lilla Varvsgatan with south-facing steps and an attractive promenade that links the east and west of the district. The water feature will be ornamented with the names of the 700 vessels



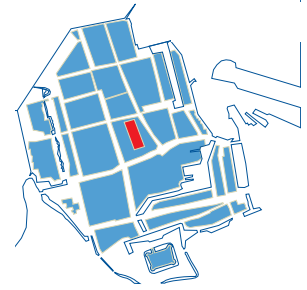
Varvsparken has a themed playground - Sollekplatsen (sun playground)

made during the shipyard period and will have a monument with history from the Kockums era.

Directly next to the southern promenade there is also a roughly 1,000 m² flower garden surrounded by a pear hedge. In the north-western part of the park, a small entrance area is being created with a large single tree and a round bench.



STAPELBÄDDSPARKEN



Stapelbäddsparken is in the centre of Västra Hamnen and is an activity park, located in an old shipbuilding area, where the historical environment meets new urban design. It is a creative meeting place that has been developed in stages over a period of ten years in partnership with associations and users.

The park offers opportunities to try various extreme sports. It has one of northern Europe's best skate parks, covering an area of approximately 4,000 m², a boulder park with three climbing walls and a 1,500 m² concrete floor with features including a Roller Derby track. The park also contains a street basketball court and a small outdoor gym.

Malmö's last remaining slipway, Stapelbädd 7, has been retained from the shipbuilding era. The building was used to

build hulls and has given the park its name. Today, it houses STPLN, a meeting place for creative production, a 'Makers' Space' for experimentation, creation and ideas development. The roof of Stapelbädden is part of the park and offers greenery and seating with a view over Västra Hamnen.





SCANIABADET / KOCKUMS PARK

Scaniabadet

Scaniabadet is located in the northern part of Västra Hamnen next to Scaniaparken. It is a wonderful deep sea bathing area with a 75-metre long and 20-metre wide sun deck with ranked seating and jetties. There is a proposal to develop Scaniabadet with a lagoon, two seawater pools and sun decks. The pools will be at different heights and be designed differently. The plans also include space for a 2,000 m² sun deck in a western position which can accommodate around 3,000 spectators for events. The idea is for Scaniabadet to be a place not only for bathing, but also for various events throughout the year. It is currently unclear when the development of Scaniabadet will begin.



Kockums Park

The design of the park is based on the 'Gränsland' (border country) proposal by White Arkitekter. In the border country between the elevated oak and pine-clad hills, the land opens up into a largely surfaced, generous thoroughfare for movement and rest. The contrast between natural vegetation developing freely and urban squares gives the park its tension. The walls are characterised by a Kockums-inspired pattern in graphic concrete. There is a variety of seating, small play areas and grass areas. The longitudinal sides of the park are marked by two 50-metre long overhead cranes. The majority of the park's lighting and various items of play equipment are mounted on the overhead cranes, inspired by the Kockums industrial era.



www.malmo.se/vastrahamnen

