

Varberg (SE) Local Living

It the time of “everything global” the shift to more local living is even more important. Exacerbated by the recent outbreak of a global pandemic we realise even more the importance of being able to live a good life locally.

Local living is about being able to walk, cycle, skateboard or rollerblade to your work, school, everyday shop, your GP, daily work-out or band practice. It is about having a place to go for an afternoon walk and your weekend coffee with friends.

Local living is about the appreciation of our communities and enriching them by engaging in them. It is about the understanding our connection to each other and tuning into the local nature, seasons, food and festivities.

Local living is about reducing emissions and saving resources; not only by reducing our vehicular traffic but mostly by living a more sustainable lifestyle, in which we consume less while share and repair more.

KU430

Redevelopment of Trädlyckevägen is an opportunity for the Håstens and Karlsberg to be transformed into complete neighbourhoods, that supports local living.

The strategy for local living at Trädlyckevägen is based on the following principles

- Building on existing assets- physical, natural and most importantly- human: local communities.
- Pilot Programs: Introducing programmatic anchors for the first phase of the transformation.
- Introducing a sustainable mix of functions and diverse residential offer.
- Active ground floors
- Creating a network of quality public and green open spaces.
- Promoting public transport, shared mobility and diverse non-vehicular movement, also for longer distances.

Building on existing assets and pilot programs

All existing infrastructure stays in place with reduced nodes and street profile redesigned. At least a third of the existing green is retained and programmed for use.

As the first phase of the redevelopment a number of temporary programmatic anchors (Pilot Programs) are introduced.

Anchor locations are chosen at the crossing points and close to bus stops, an already existing incentive to come to Trädlyckevägen. They take advantage of the existing mature green and program these spaces for active use. This first phase is about “getting acquainted” with Trädlyckevägen for the existing communities as well as putting it “on the map” for wider public.

Programmatic anchors are temporary and, if successful, can with time become part of the new development. They will inform the further planning process and test the demand for specific programs. Furthermore they can benefit the local communities already in the early stages of the

The programs proposed in this plan are meant as an example and it would be vital to discuss these in a number of workshops with local communities, local entrepreneurs, policy-makers and developers.

Anchors focus on public space upgrades and community programs but should be supported with a (temporary) commercial use such as cafe, restaurant, event location or specialised (small scale) retail.

Sustainable mix of functions and inclusive living

More than half of the daily trips Swedes make is travel to work, school or for daily services. Transformation of a linear structure such as Trädlyckevägen is a great opportunity to provide these daily destinations within comfortable walking or cycling distance for both Håstens and Karlsberg. The local centre at Håstens torg is the focus of commercial and local services. Along Trädlyckevägen non-residential programs are proposed with emphasis on places of work and social infrastructure. Dedicated workspaces can vary from small scale, informal shared office spaces to larger production spaces for local businesses such as catering, repair workshops, recording studio, surf-board builders etc. Social infrastructure functions such as child and elderly care, health care, small dependences of cultural or educational institutions not only provide local communities with daily services but also provide local work opportunities as well as opportunity for community engagement.

Residential offer should cater to a wide range of needs. Proposed mix of typologies includes single family houses, maisonettes and apartments. Especially important is to introduce a number of smaller dwellings to include first-time homeowners, singles, "empty nesters" etc. The plan proposes a mix of small and large family houses, apartments and maisonettes. The latter typology offers a higher residential density within a smaller scale of volume. Upper dwelling can have one or two floors. Assisted living is also included to allow persons unable to live completely independently to stay in their neighbourhood.

Active ground floors

Active ground floors ensure a lively and safe streetscape. All ground floors need to have "eyes on the street" and be able to spill over to the pavement. Multiuse of non-commercial spaces is proposed. A day-care facility can be used for parents' book club in the evening and as scouts meeting place in the weekend. This strategy contributes to the liveliness of the streetscape throughout the day.

Residential ground floors have an equally important role to play in the lively streetscape. Appropriate orientation, spacious front zones and safeguarding privacy (for example by introducing a green "soft border" in front of houses) will encourage the "spilling out" of the living onto the pavement and bringing liveliness to the street. Along the north side of Trädlyckevägen, with south front orientation, the front zone and green strip are more spacious.

At the south side a more common typology is the maisonette. It is a typology with two houses stacked, both with entrances from the street. More doors towards the street makes the activation of the street more frequent than apartment buildings with collective entrances. Lower maisonette dwelling has two floors, with the lower floor can be potentially used as a workspace- anything from hobby room, pottery studio or artisan cupcake maker. This strategy places more "eyes on the street" and contributes to safety.

Ground floors of assisted living are proposed to be used as workshops or common rooms for the residents. A small coffee corner accessible for public will encourage interaction of home residents and their neighbours.

Street frontages is generally 4 floors, with higher accents around main public spaces and in the local centre. High points should not exceed six floors. Urban fabric is porous and allows for various formal and informal pedestrian connections, avoiding to create dead-end spaces.

Network of green open spaces

Making space for nature in our cities is extremely important as it helps us deal with problems such as heat island effect, storm water runoff, pollution and noise. The presence of nature - and animals - is also key to our well-being. It contributes not only to the biodiversity but also to residents' well-being. It helps reduce stress, cardiovascular and respiratory diseases. As a place to walk and exercise it promotes social contact.

Proposed green network is based on keeping part of the green buffer along Trädlyckevägen. Established trees have imminently more value than planting new ones (more CO2 absorption, established root systems). Keeping as much as possible of the existing trees should be a priority for the redevelopment of Trädlyckevägen.

The main green space is placed next to the local centre. It forms an important link between Hastens and Karlsberg forests. It is proposed to be upgraded by focussing on planting of local species at all layers- trees, shrubs, herbs, mushrooms and mosses. The existing underpass is widened to about 25 m to be able to perform as a link for flora and fauna. The size of this green area (measured within site boundary) has almost 1ha.

Other kept green areas form three smaller programmed "pocket parks". The network is complemented by a number of semi-public green spaces. South of Trädlyckevägen open block structures have shared gardens that offer safe informal play areas for children. North of Trädlyckevägen, the existing buffer green is enclosed by new volumes to form shared community gardens.

The mobility hubs are designed as nature inclusive structures, with vertical gardens along the facades and green roofs. They form part of the overall green network and contribute to overall biodiversity.

Along the whole length of Trädlyckevägen and along Äckregårdsvägen SuDS are incorporated for storm-water management. Additionally, the greening strategy of existing streets is proposed. Hard surface is narrowed from 7m to 4.5m and a green strip introduced.

Mobility

While Trädlyckevägen will stay a thoroughfare it can become a different kind of thoroughfare, with focus on public transport and non-vehicular movement. The profile of the street is kept in place but the roundabout nodes are reduced and the street profile redesigned. The new profile reduces vehicular land includes a cycle highway next to a regular cycle path, that accomodates also skaters, joggers, roller blades and other. Giving more space to non-vehicular than vehicular traffic and including a cycling highway can encourage residents of Varberg to cover also longer distances by alternative means of transport.

There is no individual parking provision for the new houses. Instead, parking is provided in the mobility hubs. These also function as locations for car and bike sharing, cargo bikes, e-bikes, e-scooters and similar. They include bicycle service points and electric charging stations. At the roofs of these structures solar panels are placed that are part of the flexible grid for the neighbourhood. Along the length of Trädlyckevägen bus bays double as parking bays for occasional drop-offs, short term parking, loading, service access and similar.

At the western end of Trädlyckevägen an additional mobility hub is proposed. Placing residents parking in a mobility hub would allow for the redevelopment of existing surface parking and creating a street frontage at that stretch of Trädlyckevägen. However, that area is outside site boundary, therefore it is only a suggestion.

Proposed Pilot Programs

- “Share-Sheds” and a panoramic footbridge. Proposed connection over the road is to create a fun way of crossing and connecting places. The school yard is proposed to be open to the public outside school hours (community festivities, kids parties, local football tournament etc) On the East side a row of small scale “huts” can accommodate spaces for after-school activities (scouts meetings, local band practice, art lessons) small repair shops (eg. bikes, toys) and gear rental (roller blades, footballs). These spaces can be run by parents, volunteers, teachers or small local entrepreneurs and aim to promote circular economy of sharing and repairing of goods as well as the importance of community engagement. The sheds are inspired by the beach huts and are made of wood, that can be recycled- or maybe is from recycling itself.
- Creative Hub. The city of Varberg promotes creativity, knowledge and innovation. This anchor is for local entrepreneurs or businesses related to topics of nature, nature inclusivity, biodiversity and circularity. A bunch of sea shipping containers are loosely placed within the existing trees. This looseness reflects a spirit of creativity and innovation that this place should foster. Existing beehives are kept.
- Event Square. Reorganising traffic at the local centre`s parking lot allows to create space that can be activated for local events. “Spilling over” of the activities and slowing down traffic at this to the other side of Trädlyckevägen will create more visibility to the events location. Weekend`s farmer market can offer local produce, family events organised by one- or both churches, in the winter there can be ice-skating and winter market, etc.
- Urban forest. With special attention to local species, plant diversity and planting density (based on the method developed by Akira Miyawaki) as well as with the involvement of local community the existing green area is transformed into a lush, diverse urban forest. It links the two larger green areas of Hastens and Karlsberg forests. To ensure continuity for flora and fauna the underpass is widened to ca. 25 metres. There is a community pavilion proposed that will serve as a community “tool shed” as well as education and diverse event location.
- Sport Park. The underpass is also widened and proposed as a location for an urban gym. With a use of simple and inexpensive elements it becomes a place to meet and do sports outside.
- Workspace Plaza Workspaces for local entrepreneurs is proposed at the entrance to the neighbourhood. These spaces could support local business initiatives and are aimed at service and production businesses, such as catering business, laundry services, surf-board builder, local brewer or anyone who needs a production space locally. Including a food truck or a coffee-van.

Overview of areas

Site area m ²	154.589	Non-residential program	Commercial	Community	Workspaces	Total	
Building footprint m ²	32.765	Gross area m ²	8.810	3.635	4.850	17.295	16%
Infrastructure m ²	24.363	% of non-residential area	51%	21%	28%		
Softscape m ²	45.935						
Hardscape m ²	51.526	Residential	Apartments	Maisonettes	Houses	dwelling/ha	Total
		GEA m2	41.000	16.790	15.135	52	72.925
		units	513	168	126		807
		% of residential program	64%	21%	16%		
		Mobility	GEA m2	No of parking spaces	p/dwelling	Total	
			15.640	562	0,7	15.640	15%
		Total gross area m²				105.860	100%
		FAR				0,68	