

## **Trädlycke** A new centre - The polycentric neighbourhood within the city

Our proposal for the future development of Trädlycke revolves around creating the best conditions for a lively and regenerative neighbourhood where nature and biodiversity plays an integrated and significant role. The proposal works through a premise that secures urban life and liveability in synergy with the surrounding districts. Furthermore, it creates easy transitions and connections to the adjoining contextual features. These new connections are paramount to make sure residents and users from the adjacent neighbourhoods contribute to the new community and vice versa. Creating differentiated building typologies in addition to catering to a wide demographic group creates a diverse and coherent city district that binds the existing city together.

We break down the existing road that now acts as a barrier through strategic interventions of new buildings and green corridors - creating a visual and physical connection on both an immediate and larger scale.

This interaction connects multiple parts of the city and creates more day-to-day interaction between residents and users. Trädlyckevägen is thus transformed from a closed arterial road to a thriving city street.

The new visual and physical connections throughout the area work as catalysts to activate the urban fabric and infrastructure - a network of green spaces which connects the new city district with Varberg. The experience of a continuous green landscape on a human scale is considered a central identity of the area. The project develops this key feature further by differentiating the landscape allowing it to spread across roofs and roof terraces. The new city centre acts as the arrival plaza for Varberg. The green corridor breaks down the existing abrupt and hard transitions from district to road and creates new connections throughout the area. Community houses act as intensified gathering points inducing additional social cohesion between the different neighbourhoods.

### **Key strategies**

#### **1 . A lively urban street -**

#### **2. New communities**

#### **3. Strong green connections**

#### **4. Diversity**

### **Typologies**

We propose the addition of a varying ensemble of building heights. This will allow for a differentiating expression that reflects the social diversity in the new neighbourhood. A combination of multi-storey dwellings and townhouses caters to a wide group of users. We propose buildings with a maximum height of six stories as a way of accommodating both the existing residential areas and at the same time enable us to adapt to their new surroundings and the human scale.

A key principle for all new typologies are; a varying expression, differently angled roofs and expressions that reflect, respect and include the surrounding context. We strive to achieve a great mix of inhabitants to create new interactions and communities across age, ethnicity and social status. Through this new city district, we have the opportunity to create a place where families, young and elderly citizens live side by side and grow together through the quality of life created in the mix between generations and cultures.

The buildings south of the road are mainly organised as a fragmented carré structure with variations in heights and typology. The carré structure creates the opportunity for relatively high density and at the same time relatively low building heights. The fragmented structure maintains much of the existing green fabric and creates intimate green pockets protected against the road. The buildings slope downwards towards the residential areas and gradually rises towards the road.

Townhouses towards the north create a spine towards the industrial area and allow visual connections across the road.

The active groundfloor creates a daily life and the road is experienced much more in a city context and vibe.

Multi houses double as parking houses, a new type of 'heart space' for the neighbourhood and gathering spaces for the different smaller districts. With community houses and green rooftops, the 'Multi houses' become the point of gathering for the entirety of Varberg. They are shared by all residents and users and encourage social interaction.

All buildings are expected to be built according to present and future low energy housing standards using mostly local materials. The material palette is chosen to create an identifiable but diverse expression supporting the green structures of the area.

### **The Håstens square**

The new square of the neighbourhood will act as the beating heart of the entire neighbourhood - it is activated throughout the week by children and young people, workers and residents, café guests and shoppers. The surrounding context is strengthened by the new buildings. The square is organised around shops on an active ground floor and in the centre, a platform for recreation creates spaces for gathering at all scales.

The square manifests as an important and well-defined centre of the new neighbourhood. It becomes a physical manifestation of the transition of the entire area into a vibrant and inclusive neighbourhood. Mixed functions such as street food, market and activity house attract users from all of Varberg. The area will be embossed by this active, healthy and green vision through active urban spaces, fitness areas on ground level and the activity house. A community house as an extension of the activity house creates the opportunity for spontaneous meetings as well as arrangements between residents and users.

The combination of multi-faceted functions creates a vibrant city life reinforced by the different housing types. These attract a wide demographic group. The active groundfloor contributes to outdoor life and activates the square around the clock. Furthermore, the square creates new connections for pedestrians. Green islands of different densities and heights create small green pockets of intimate spaces and break down the large scale of the square.

The already existing number of parking spaces are re-established in a parking level on the ground floor in the new building structures. Towards the square, several shops and public offers are introduced that will activate the square both during day and night time.

### **Green structures and infrastructure**

Our strategy for climate, environment and traffic revolves around creating cohesion and balance. The structure of the area connects to the surrounding areas contributing to strong mobility and intertwined community throughout.

The area today is experienced as a series of detached spaces - many of which don't interact with its surroundings. Hard transitions and the road Trädlyckevägen act as impenetrable barriers throughout the area - making the different districts inaccessible to one another. We strive to create better connections through green ties and green spaces both visually and physically.

Our proposal for a present smart mobility solution includes optimising bus mobility, bicycle lanes, car traffic, car-sharing and parking. Traffic solutions are integrated into the area in a way that generates urban life rather than diminishing it.

Our principles for integrating traffic and mobility:

Place and organise parking so that it supports urban life and quality.

Deal with car traffic at eye level.

Great accessibility makes a wonderful place for cyclists and pedestrians.

From the beginning, a smart sharing service system (MASS) is integrated.

Bus stops are made more effective.

Kiss & Ride stops along the road.

The existing number of parking spaces are re-established beneath the courtyards of the new structures. This ensures a short distance to shopping etc. Bus stops are integrated along the sides of new structures and bike paths are curved at soft angles so that the positive cycling experience is heightened without worsening travel time.

Generally, all existing green pockets are optimised to create a consistent qualitative area. New paths connect the south-facing quart yards along with the fragmented carrés and multi houses. Visual connections are linked together through green roof terraces and the green shifts in building mass. New paths slow down the forward-going movement and lock onto surrounding existing paths.

The car-free area between Solrosstigen and Baksippstigen is enhanced through new green structures. Green wedges are created to connect the area to enable new coherent recreational spaces. To visually bind the area together avenue trees are planted along and across Trädlyckevägen - creating clear passings and slowing down car traffic gently without undermining the importance of the road as a lifeline into the area. The accumulated network of paths will serve as a wonderful and for pedestrians and cyclists. They also serve as catalysts of the social adhesion in each quarter - everyone meets at eye level in shared spaces and the green city park. Hereby creating the best framework for a great neighbourhood developing ideas and community.

We offer cyclists and pedestrians diverse opportunities, connections and tempi throughout the area - from the quick separate connection - to the pedestrian walking to the bus, the parked car or to shop at the square. The path system is tied directly with the existing bicycle lanes towards Varberg Centrum.

### **Citizen involvement and co-financing through sale of plots**

Citizen involvement is an essential piece in order to succeed in creating a complex and well-functioning city district. We would like to encourage for the citizen involvement process to be started quickly, also to ensure that demand for the important small everyday elements is taken into account. We call this stage "Stage 0". Stage 0 can at the same time form the basis for studies of the most optimal plot sizes, in order to ensure an optimal framework for broad differentiation of typologies and apartment types. An important catalyst for prosperous green areas and multihouses etc., is co-financing for these through the sale of the future plots. We encourage that a percentage to be included in the purchase price for an overall development of the green areas, as well as the multi-family houses.

### **DGNB**

Real sustainability is the goal, and we believe that DGNB is a path to the goal. The development of Trädlycka will take place over a number of years. Therefore, it is absolutely essential that the urban structure and the holistic approach are both visionary and robust enough to be able to meet the demands and needs of the future. We recommend using DGNB as a process and quality assurance tool throughout the many years of development process, as a form of sustainability contract between the parties involved. The DGNB process must ensure that the great ambitions around sustainability are met, but also ensure that the commercial value of Trädlycka is strengthened both now and in the future.

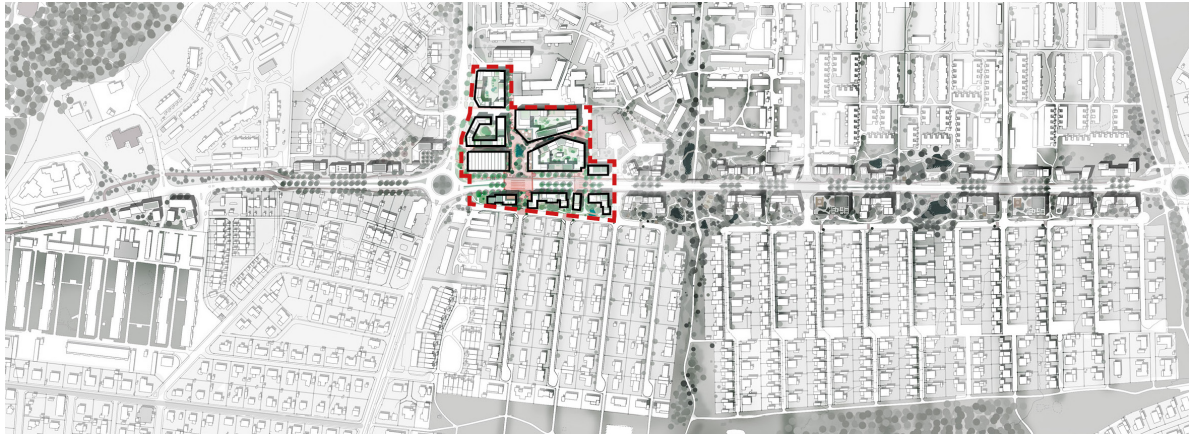
### **Development phases**

Selected stages should not be seen as a final answer in relation to implementation. Due to the boundaries of the area, flexibility is created to develop side-by-side if desired. But we believe that it will be advantageous to follow the following plan if stage development for the area is desired.

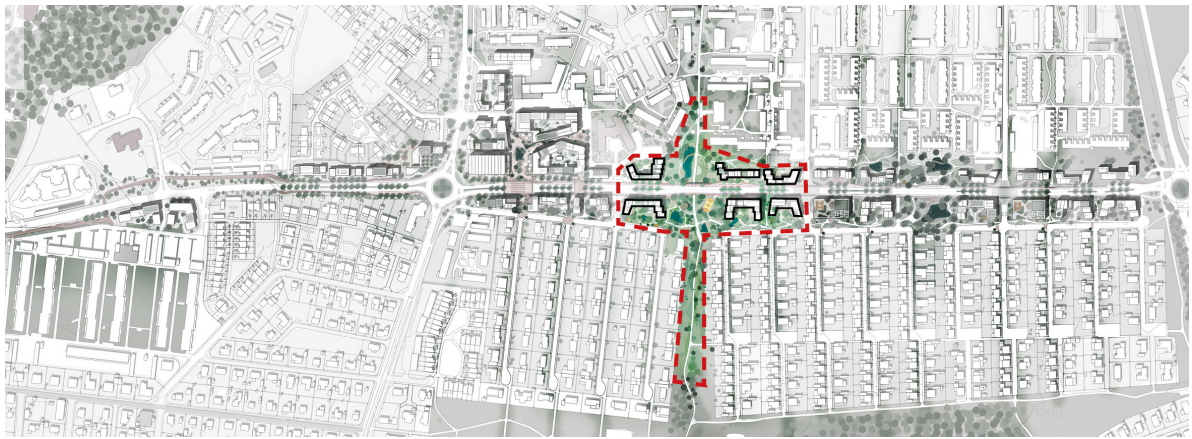
GN377



PHASE 1



GN377



PHASE 3



PHASE 4

