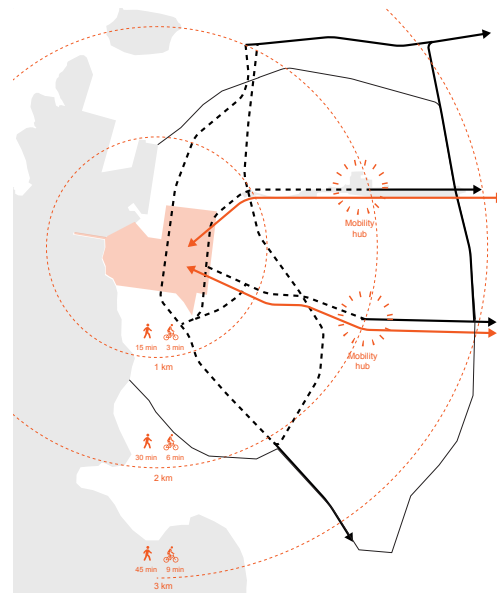


The Enfilade, The Park and The Heart

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VARBERG PUBLIC SPACE READING



VARBERG MOBILITY PROPOSAL

READING

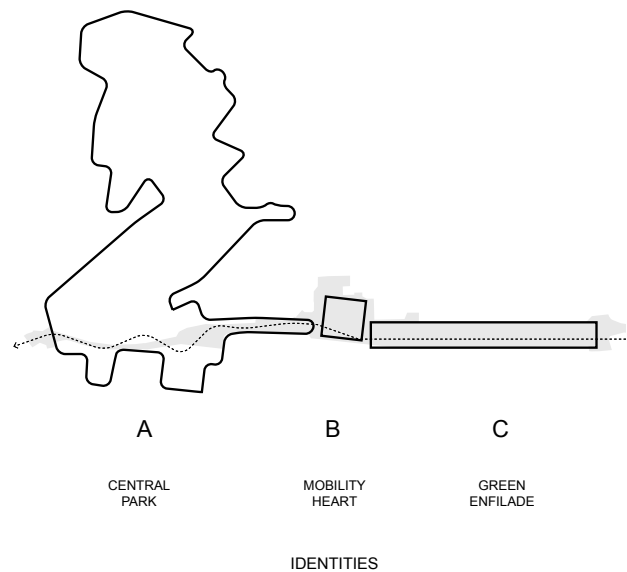
DOING (ALMOST) NOTHING

The project is triggered by the specificities and the unique elements of the existing Varberg's residential areas. It identifies the Brunnsberg with S:t Jörgen's cemetery and the water tower on the hill as a strong central green heart of its surrounding suburban housing neighbourhood; and the 'Great Sports Lawn' in the North of Håsten and Furberg Forest linked by the green corridors between them as the main recreational space shaping the Håsten and Karlberg residential neighbourhoods. These two strong figures of public spaces are used as the main drivers of the project proposal. The project sees them as catalysts to build upon - as the existing to be enhanced in the new mobility and densification project for the stretch along Trädlyckevägen.

THE MOBILITY APPARATUS AS PUBLIC SPACE

Following the development strategy of Varberg which promotes densification within 3 km from the city centre to stimulate the use of soft mobility over cars, the proposal focuses on the soft mobility experience with a route stretching along a series of vibrant public realms with a green character.

We furthermore propose to prioritise the 2 km radius around the city centre (30 min walk, 6 min bike distance) as a place where a car is a guest. At the city level, the proposal suggest to position two mobility hubs along its two chosen 'micro' mobility routes in this radius as transition nodes from the fast car based mobility to the soft mobility. These hubs are located in the local neighbourhood's centres and could host various public functions as parking houses, bike parking/rental, social amenities as kiosks, shopping, fitness and meeting rooms - in other words, as two new strong, public buildings for Varberg.



CONCEPT

IDENTITIES

The plan proposal is developed upon the areas existing two green elements - The Brunnsberg 'Central Park' and the linking element of the 'Great Sports Lawn' in the North and the Furuberg Forest in the South. Therefore the project is proposing to create a 3 strong identities rooted in the existing potential along Trädlyckevägen based on both landscape and building qualities, as structuring elements in this soft mobility line:

1. The 'Green Enfilade'
2. The 'Central Park'
3. The 'Mobility Heart'

1. The 'Green Enfilade' - series of diverse green /blue open courtyards with their face to the 'micro' mobility users. The linear line of the green rooms organises the new densification of built programs as stack of pitched roof buildings 'found' in the neighbourhood. The open spaces forms series of green rooms - six unique and different gardens with specific quality. All six gardens have a distinctive character and always offer a new experience - a forest garden, flower garden, shadow garden, water garden, food garden and sports garden.

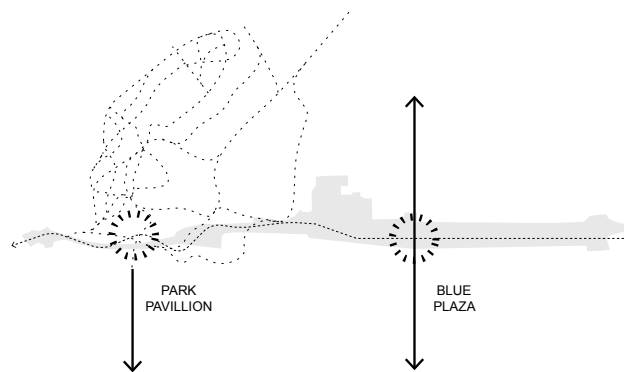
The main urbanistic logic is based on the solar and mobility organisation - the building volumes on the Northern side buffers the noise from the car road with a higher density buildings and ensures optimal solar orientation towards the South with a lower building heights.

The expression of the 'Green Enfilade' follows strict geometric lines and logic (lines of trees, sharp lines of rainwater infiltration gardens, and rectangular lawns, green planters as well as strict, rectangular organisation of building blocks).

2. The 'Central Park' - the celebrated green lung of Varberg. The landscape identity continues the logic of the great green ensemble already present at the site and extends it towards the South of Trädlyckevägen. It forms

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CROSSINGS AS ICONIC PUBLIC SPACES

a low maintenance, natural landscape and acts as a biodiversity battery for the city. The extended park is shaped with soft hills, storm-water irrigation ponds, natural lines of the mobility and semi-paved secondary pathways linking to the surrounding neighbourhood. Buildings in this park are envisioned as 'sculptures in the park' - follies of unique built structures (public pavilions, social buildings, temporary installations).

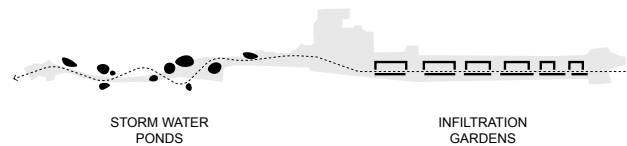
3. The 'Mobility Heart' - Håsten torg mobility and commercial hub as the node between the residential neighbourhoods. This urban design of this dynamic heart is based on a strategy of voids connecting all the existing pathways surrounding it and forming village like plot structure of the development. The identity of the plots is a mix of large footprint commercial buildings (large stores, parking houses etc) and micro scale 'traditional market' identity plots (hosting programs as kiosks, market stalls, artisan shops, pop-up stores). The open spaces are experienced as intimate streets and alleys in a modern way.

CROSSINGS AS ICONIC PUBLIC SPACES

The plan suggests to create two iconic crossing points of the Trädlyckevägen - both not just a crossings of an infrastructure line but strong, iconic public spaces. Each of the crossing pathways forms the main link to the surrounding neighbourhoods.

The 'Green Enfilade' is linked through the revitalised green corridor linking the 'Great Sports Lawn' in the North and the Furuberg Forest in the South. The green corridor is activated with series of sports fields and playgrounds. The crossing itself forms a unique water plaza - the blue gate towards the soft mobility corridor of Trädlyckevägen.

The 'Central Park' is crossed with the existing park network of the water tower hill and the Fridhemsgatan in the South. The path network links various public attractions, public buildings and unique vistas of the park. The cross point is marked with an iconic levitating pavilion structure with a panoramic public function experience.



WATER STORAGE AS LANDSCAPE QUALITY

MOBILITY

The new walking and cycling route is designed to follow two identities of the movement. The 'Central Park' route is a curved trajectory, ride-in-the-park experience with a variation in the width of the line itself - in wider parts reaching 9m and incorporating in it different functions (as sitting elements, play fields) and in narrower parts only being 6 m wide (4m for cyclists and 2 m for pedestrians) but in a close contact to nature. In the park route car and bus lane sometimes collide and sometimes diverge from the soft mobility lane. The diverging areas between the lines create safety zones for more convenient pedestrian crossings and form the basis for the formality of the whole park.

In the 'Green Enfilade' the typical road is split into two - a main car and bus street at the North (optimised for faster vehicles) and the recreational, soft mobility promenade cutting through the open courtyards of the proposed urban blocks. The soft mobility promenade, connects the entrances to the blocks, their public functions and creates the overall experience of the 'barcode' of green/blue urban rooms.

GREEN / BLUE

Green is central in the project - the project is a showcase of the triumph of plant life - with vegetation spilling over paths, seeding between paving stones, spreading into ponds and climbing up walls. All of the green areas have a clear purpose, either recreational or ecological or for water storage. In the project water storage is designed as a landscape quality - as an open and natural system of infiltration gardens collecting the water from the roof of the new development in the 'Green Enfilade' or storm water ponds in the 'Central Park'.