



# SUMMARY REPORT

FROM SIX ABC SEMINARS 2003 –2005



ALLIANCE OF BALTIC CITIES

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the City of Malmö  
Jonas Jakaitis,  
Paulina Golebiowska  
who have contributed with texts

## **ABC summary report including a Malmö seminar report.**

This summary report is an introduction and a description to the ideas and the experiences of the ABC-project. It is also a report of the Malmö seminar, which was the sixth and closing seminar in the ABCproject, held in Malmö, Sweden, in October 2005.

ABC – Alliance of Baltic Cities is a project run by the UBC Commission on Urban Planning and Design and supported by BSR InterregIIIB with Euro 255.957 Project period: March 2003 – February 2006.

The project has engaged 27 cities, 15 from EU-countries and 12 from non EU-countries. The project is engaging city planners and architects working in municipalities and local regions.

In the project there has been six common seminars with some 50 participants, working each five days at every seminar with these main issues: local circumstances in the host city and country, advices on how to solve local city planning problems, discussing specific common planning items such as developed urban management, cities as regional engines, and renewal of city districts.

The project has resulted in: steady contacts between colleagues, six examples/proposals on how to deal with city planning problems of today and tomorrow, forming of some "patrols" which can help other cities with planning problems, a number of Small Scale investments.

# Welcome to Malmö, dear colleagues

The Union of the Baltic Cities - UBC - is the parent organisation for the ABC-project. The certain UBC Commission on Urban Planning started in 1998. The three cities Malmö, Umeå and Helsinki were then the initiators. Ilmar Reepalu, chairman of the City Board of Malmö, was one of the engaged promoters.

As city Malmö reflects in many different ways the times of changes, which lots of UBC member cities are facing. Because of this, and because of Malmö's and Ilmar Reepalus roles, we start this summary report with a description of Malmö signed by Ilmar Reepalu.



*From the left: Ülar Saar (Pärnu), Ruth Kurs (Tartu), Ilmar Reepalu, Jaana Hämarik (Tartu), Marko Männik (Viljandi), Leelo Saar (Viljandi), Malle Reinloo (Pärnu).*

In the course of a few decades, Malmö has dramatically transformed itself, from a leading national industrial city to a global city of knowledge, situated right in the middle of one of Europe's most exiting and suggestive regions.

40 years ago one half of the citizens in Malmö got their provision by the traditional industry, by manufacturing. Today not even fifteen percent of the inhabitants receive their provision at the manufacturing industry. The old and classical industries, such as engineering industry, textile and ship-building are gone and at the short period of a few years in the 1990's nearly 30000 inhabitants in Malmö lost their jobs.

Now Malmö has recovered from this shock. The new Malmö is growing and developing, a city characterized of young vitality, of pride and diversity and of entrepreneurial spirit, of research, development and high class technology.

It is this Malmö we now continue working with. Partly to ensure that, we form a

city where all inhabitants receive their justified part of the welfare. Partly to ensure that, Malmö remains and develops as a growth engine in the Scanian part of the Öresound region.

In other words, Malmö shall be a socially and economically, and also ecologically sustainable city, a city on the forefront edge of development, capable to make use of the all good conditions given to us.

We shall continue making Malmö attractive in several respects. Our city centre, that twice in recent years has granted Malmö with the reward "city core of the year", as well as housing with Western Harbour and Turning Torso as probably the most spectacular examples. We shall also develop Malmö as a successful city of events and tourism.

Already today Malmö can offer pulsating folklore, ethnic and cultural diversity and a very rich supply of culture and other leisure activities. Now we continue building according to this model, daring the new

and challenging, at the same time making sure that we build more blocks of flats, as in our new residential area Annestad, not far from the bridge abutment.

And not to forget: The City tunnel, an investment that will change Malmö in several ways. Partly by a change in travelling patterns where more and more people will use the rail bounded public transport system, which will lead to great environmental advantages. Partly by creating new possibilities to produce new modern suburbs, as in Hyllie, with housing, shops, service and an arena for big events.

During some years in the beginning of the 1990's Malmö was a city marked by depression and pessimism. Today the situation is the complete opposite.

Today we build a new Malmö on a solid ground of optimism and faith in the future!

*Ilmar Reepalu  
Chairman of the City Board  
(architect and city planner)*

## Voices from ABC participants

# What has the ABC project meant to you as a professional?

Hvad har ABC projektet betydet fagligt for dig?

**Sirpa, Helsinki:** A tremendous chance to deepen my knowledge and skills in the branch of city planning as well as lots of many friends, in whom I can trust when ever I need honest opinions of my ideas.

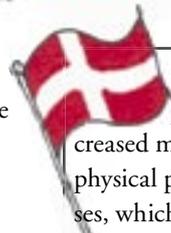
**Connie, Kolding:** The ABC project has opened my eyes for the different problems and challenges in the different countries and cities - but in the end it is the same way of working that is requested from planners and architects.

**Håkan, Sundsvall:** Except that the seminars have given me joy and new friends they have given me some real good experience. To work with new colleagues in a new environment with the aim to solve a specific local issue has been very stimulating and exciting for me.

**Lars-Göran, Umeå:** A much better understanding of the different urban situations in other BSR countries, specially from the Baltic states, and a lot of valuable experiences from different planning situations that is useful for me in my daily work, in my ordinary profession.

*Svar: En mycket bättre förståelse av de olika förutsättningarna för samhällsplanering i de andra Östersjöländerna, särskilt i de baltiska staterna. Jag har också fått massor av värdefulla erfarenheter från skilda planeringssituationer som jag kan ha stor nytta av i mitt dagliga arbete som kommunal planerare.*

**Piret, Pärnu:** Different ABC seminars have given me a chance to meet kind people, sharpen my mind having a fresh look on new things, draw me away from my own town's workday and problems and see the world



**Georg, Kolding:** The ABC project has in a unique way increased my professional knowledge on physical planning matters and processes, which I would not have missed.

*Svar: ABC projektet har givet mig en enestående mulighed for at styrke mit kendskab til fysisk planlægning og tilhørende arbejdsmetoder, som jeg ikke vil undvære*

**Karri, Pärnu:** As a professional, I feel that I have got some valuable experience that has given me more self-confidence and imagination what others are doing, but now I'd like to go deeper.



**Ann, Vaasa:** I have learned a lot about city planning and related topics during these 3 ABC years and every single seminar has been a pleasant break from normal work like a "vitamin shot".

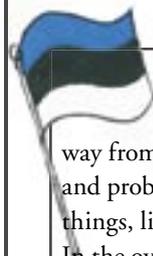
*Olen oppinut paljon kaupunkisuunnittelusta ja siihen liittyvistä aiheista näiden kolmen ABC-vuoden aikana ja jokainen seminaari on ollut mukava tauko normaalista työstä, pieni vitamiinipilleri.*

**Theodora, Lahti:** This has been a valuable learning experience, as I have had a chance to observe closely how my colleagues from different countries handle planning problems as well as what kind of solutions they suggest for solving them.

**Gunilla, Malmö:** The ABC project has allowed me to meet planners from other countries with whom I have worked and discussed together and thus learnt and exchanged experiences, as well as gotten to know colleagues to stay in touch with professionally in the future.

**Ritva, Turku:** In addition to expected benefits of forming some new networks of city planners, the ABC-project has been to me personally a revelation about professional working methods. Although I have personally lived and worked in many countries outside Finland, it has been still unexpected and amazing to see the multitude of ways professional planners and designers from different backgrounds and cultures can solve the same problem! I think that this method has been highly rewarding to all participants. I am proud to have been part of it.

**Åke, Malmö:** It has meant inspiring meetings, intense discussions and an understanding of the Baltic Region with its connection through history.



**Marko, Viljandi:** ABC project means to me a getaway from my everyday environment and problems. It allows seeing similar things, like the City is, in another way. In the overall scale each city in different countries has similar problems and all planners and city architects are working on with the same goals, but in another, on detail look, help to see those aspects which can be different and which have to be in other way in my town.

*ABC projekt tähendab mulle võimalust ära minna oma igapäevasest keskkonnast ja probleemidest. Üldjoontes on igal linnal erinevatest maadest sarnased probleemid ning planeerijad ja linnaarhitektid töötavad samade eesmärkide nimel, aga teisalt detailsemal vaatlusel, saame näha neid aspekte, mis võivad olla erinevad ja mis kindlasti on teistmoodi kui minu linnas.*

Was hat das ABC Projekt für Dich als Fachmann bedeutet?

Mitä ABC-projekti on merkinnyt sinulle ammatillisesti

Vad har ABC-projektet betytt för dig i yrket som planerare?

Mida tähendab ABC projekt sulle kui oma eriala spetsialistile?

Kāda nozīme bija ABC projektam Jums kā profesionālim?

Jakie znaczenie miał dla Ciebie, jako czynnego urbanisty projekt ABC?

Ką Jums kaip profesionalui reiškia ABC projektas?



**Maria, Gdansk:** The most valuable experience what I want to bring back home comes from exchanging different experiences how to deal practically with common urban issues in our so called "post modern" cities. It enhances my personal knowledge and broad up perspective for farther discussions and solutions for our local development.

Największą wartością wyniesioną z uczestnictwa w projekcie była wymiana różnorodnych doświadczeń i prezentacje rozwiązań charakterystycznych i typowych problemów naszych „postmodernistycznych” miast. Wymiana tych doświadczeń poszerzyła moją osobistą wiedzę i rozszerzyła perspektywę dla dalszych dyskusji nad lokalnymi rozwiązaniami urbanistycznymi.

**Ugis, Liepaja:** If it really would be possible to put the answer in just one sentence- I doubt if it would be worth attending the seminars. It turned out three main aspects, which I consider important: 1) Regional aspects, 2) Interdisciplinary aspects, and 3) Exercising the professional communication skills. Not even mentioning the special feeling of belonging to some old-fellows company that you have managed to create.



**Andreas, Rostock:** The UBC spatial development expert community became my professional family very fast. I found a lot of friends, from some of them I learned a lot, for others my own professional experiences were helpful.

Die UBC-Gemeinschaft der (räumlichen) Entwicklungsexperten wurde sehr schnell mein kollegiales "zu Hause". Ich fand eine Menge Gleichgesinnter; von einigen konnte ich (noch) viel lernen, für andere wiederum war meine berufliche Erfahrung von Nutzen.



**Jonas, Vilnius:** Practical seminars let us understand more deeply reasoning of urban development questions, solving urban development problems of countries of BSR (our neighbours). Communicating, knowledge and experience are very important not only in the frames of ABC project, but also in the later creative action. Only the immediate cooperation solving concrete problems in the concrete situations increases creativity.

Jie, praktiniai seminarai, leidžia giliau suprasti BJR šalių (mūsų kaimynių) kolegų samprotavimus urbanistinio planavimo klausimais, sprendžiant šiandienos urbanistinės raidos problemas. Komunikuojant, žinios ir patyrimas – labai svarbūs dalyviams ne tik ABC projekto rėmuose, bet ir jų vėlesnėje kūryboje. Tik betarpiškas bendradarbiavimas sprendžiant konkrečias problemas konkrečiose situacijose, paskatina kūrybiškumą.



**Ineta, Jekabpils:** These seminars were a great experience about planning process in Europe cities. The best thing is the understanding that development process in other countries and cities is the same to Jekabpils and they have problems like ours. Very good was working together in work groups to find solutions of problems.

Šie semināri bija liela pieredze par plānošanu Eiropas pilsētās. Vislielākais guvums ir sapratne, ka attīstības process citās valstīs un pilsētās ir līdzīgs kā tas notiek Jēkabpilī un ka arī problēmas ir līdzīgas mūsējām. Ļoti veiksmīga bija darbošanās darba grupās, lai rastu risinājumu šīm problēmām.

**Gvido, Riga:** The ABC project has widened my perspective on towns and cities around Baltic Sea region, its strengths and sensitiveness in a changing world. It has given me a possibility to share and learn from knowledge brought to the meetings.

**Tomas, Umeå:** New perspectives on several common urban planning issues, while working together with colleagues from so many cities around the Baltic Sea. Better self confidence when colleagues confirm many of my own ideas about and experiences from city planning. New friends to talk with when I'm trying to solve planning problems in my own city.

**Ryszard, Gdansk:** For me, it has been my own development of our common in BSR, planning, urban, even architectural philosophy.

**Gunta, Liepaja:** I had a priceless possibility to test my understanding about the city planning by different professional and live - experience of every ABC partner. It makes me better as a professional and as a human.

**Marek, Gdynia:** ABC Project was the great opportunity to get to know colleagues in the same line of work from neighbouring Baltic countries and to discover that we are dealing with very similar urban problems.

# Our ABC method

## 1. We are some 50 colleagues...

...municipality employed architects, city planners, engineers, social scientists from 27 cities in seven different countries. Some of us are older and more experienced, some are young. We come one or two from each city. Some cities are small, some are rather big.



## 5. We work with planning issues...

... in three or four problem areas – city blocks, chosen by the host city. We visit the places, guided by local colleagues. We then work together with “learning by doing”. We give and take – we teach the host city colleagues and they teach us. We learn from the host city colleagues and they learn from us



## 2. We meet twice every year...

...at common seminars, normally in April and October. The host city for each seminar is decided in advance. The participating cities are divided into three smaller groups, so called “work packages” – shortened WP. Each WP takes responsibility to arrange two seminars and is also producing the seminar report afterwards. The seminar starts on a Wednesday evening, and ends on a Sunday morning. We have no home work. We are together not more than one BUS FULL.



## 6. We work intensely ...

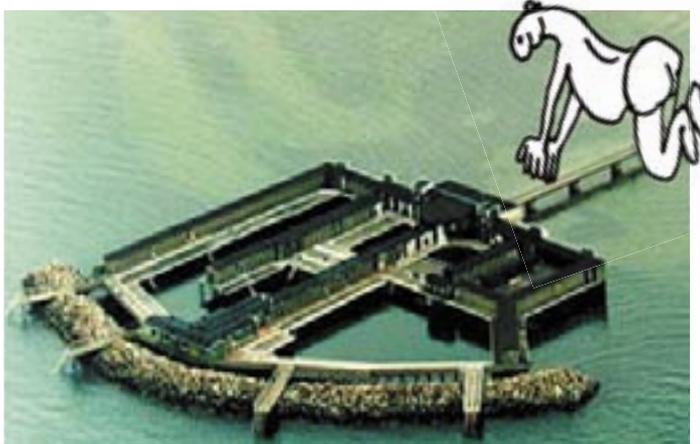
... with these “burning questions” in small groups for two whole days in total. We present and discuss our results on Sunday morning. As a result, the host city gets many hours of expertise for a very small cost.



### 3. Together we use cheap flights...

...to the seminar host city, and we stay at the same hotel. We start with a Get together evening when already familiar colleagues catch up on what is new since last time and new participants are presented and welcomed into our group.

All days and on one other evening we work. One evening the host city invites us for a reception or dinner. The last evening we enjoy a place of local treasure...



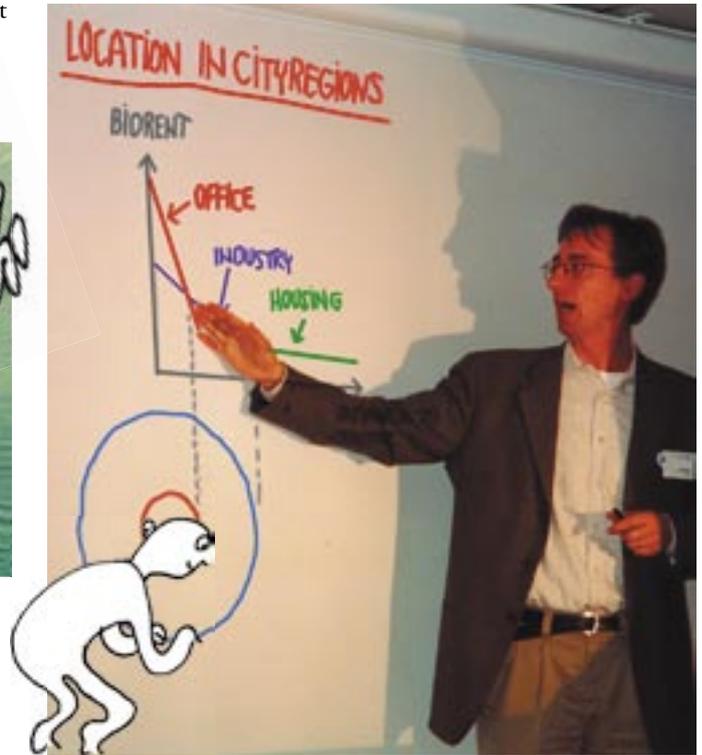
### 7. Our home organisation is...

the Union of Baltic Cities – UBC. Within this we have our own “Commission on urban planning and public design”. We have some 50 cities in this commission. We have got strong financial support by BSR InterregIIIB during 2003 - 2005. Our own contribution is the time we spend at the seminars. All expenses at the seminar place are centrally paid. The cost of travel ticket is refunded afterwards,



### 4. We are curious...

...and we learn about the seminar host city very soon. The mayor of the host city greets us welcome. We listen to lectures about the country, the planning legislations and the region around the host city and of course about the city we visit



### 8. Our dreams are about...

... continuing our group work and build a real Baltic Academy of City Planning. We anticipate to receive financial support from the EU for this building process during the coming years.



# The Malmö ABC seminar 5-9 oktober 2005

## An introduction to Malmö

Malmö is a dynamic city in the south of Sweden. Almost 270.000 inhabitants makes the city the third largest in the country. The geographical position and the well developed infrastructure, give Malmö many possibilities, which are well reflected in the ongoing development of the city.

Since 1998, the new established Malmö University strengthens the city's identity as very urban, rich of impulses from everywhere, and with a very young population.

Malmö is the commercial centre of southern Sweden. Companies for logistics, retail and wholesale trade, construction and property are among the most common.

The landscape is typical for the Skåne Region; the unbuilt areas in the surroundings are agricultural. The nature in the city itself is characterized of the long beach which extends a few kilometres along the city, the channel and the green big parks.

Malmö is facing an exciting future with fantastic opportunities, but not without difficulties. The city has to handle the great differences between the western and the eastern parts of the city. In this work there is a strategic plan trying to grab hold of the problems which have been the consequences of the segregation; the unemployment, the economic and social exclusion, to mention a few. The plan is to turn it into a challenge to make welfare reachable for everybody. This work has just begun and it aims to have an overall perspective.

## City Planning in Malmö – a personal perspective by Christer Larsson, City Planning Director:



Christer Larsson

Malmö is my hometown since 1998. During the years I've lived here, the city of Malmö has changed a great deal, and developed in many different ways. It is exciting to be a part of that development in such a dynamic city. I look upon my work as a task of great responsibility, full of challenges.



City Planning as an important factor of success in city structure and sustainability is obvious. We have already got confirmation of that we in many ways have been successful, for one thing because of changing the attitudes towards Malmö by different measures in city planning, which have led to an increasing interest among people to move to Malmö.

We need to continue the work and develop it further, not least when it comes to issues concerning social and economic sustainability.

In the further development of city planning in Malmö, it is a great asset to exchange experiences with our neighbour countries. Among other things, the existing cooperation is fruitful when it comes to issues of methods and sustainability.

There are many challenges for the City of Malmö to deal with when it comes to city planning. Some of them concern planning and building in unexploited areas, for instance in parts of Hyllie and Husie, or in new-built areas. Some concern continuing the planning and building process in new-built areas, for instance Western Harbour. Other challenges to deal with are issues of

renewal in existing areas, and I am glad that the ABC seminar work in Malmö focused on two of these; both old industrial areas; one situated in the western parts of Malmö and one in the eastern parts. In Limhamn industrial area the expansion has been carried on for quite a while, and continues for several years ahead. In Sorgenfri, the tasks are quite different, but sufficiently complex, and they demand a great deal of wisdom to reach success.

The ABC-method of meeting, cooperating and working together, is important to us. As the ABC-project is about to end, it is time to use the experiences to continue the good work.

It is important to all urban development that new forms of cooperation will be introduced. One such form, the Baltic Academy of City Planning, has already been presented.

I look forward to meeting you and other colleagues in this future form of cooperation between our cities and City Planning Offices. Malmö would fit in very well in the project and we welcome you all to take part of Malmö's further experiences during that running project!

### Malmö seminar structure

The Malmö seminar was the sixth and last in the ABC project. The participants arrived on the Wednesday when they were introduced to the city of Malmö. There were lectures as well as tours around the city. On the Thursday-Saturday the seminar focused on working with local development sites in smaller workshops. The members of the workshops visited the former industrial areas of Limhamn and Sorngfri and then discussed how they could be developed in the future. The ideas were presented by sketches and conceptual drawings on the final day of the seminar. The city architect and the local planners involved in the area developments were present. Both the final developments and ideas on process, ways in which to realize them, were presented.

### The seminar idea and the Baltic Academy of City Planning

The program for the seminar in Malmö introduced some of the ideas of the Baltic Academy of City Planning, hopefully starting 2006. In the Baltic Academy project there will be more focus on further education of the participating planners and on lectures on topics that are relevant for the Baltic cities. In the Malmö seminar such lectures were introduced and given on two consecutive mornings. The themes introduced in this seminar were 'Social and Physical Integration' and 'Public Private Partnerships'. The lecturers came from the private sector, the university and the municipality. Concluding discussions and debate added to the lectures that were given. Combining lectures and workshops proved to be successful. The participants of the seminar were discussing the topics of the lectures while working on the Malmö sites.

### A different perspective: Jakriborg- small scale housing estate causing debate



During the Malmö seminar, a tour to the housing area Jakriborg was offered as a contrast to Malmö and as an example of ongoing Swedish architecture debate. Jakriborg is a part of the small village Hjärup, which is situated between Malmö and Lund. You pass the village easily by train or bus.

Jakriborg is a housing estate under construction. 300 flats are ready and will be followed by 2700 more. The debate is not about the small scale, which is appreciated, and taken for granted, but about the architectural ideal realized by the two brothers who owns the land and the construction company. It is built like a Hanseatic city, and it is the nostalgia which provokes and causes debate.

The Architect and professor Thomas Hellquist, very engaged in the debate himself, guided the participants through the area. According to him, Jakriborg is quite a good area. It has well defined public spaces, and he points out the fact that the townscape has a relaxed balance between theme and variation. He also emphasized the importance of building projects which not slavishly follow the same aesthetic convention. Thomas Hellquist left us with important questions to reflect more about. Is the use of pastiche a kind of copying or interpretation? Does one type of design further a longing for urban life and another not?

### Anchor – city renewal example from Lahti



During the Malmö seminar participants have shared their experiences with each other in many different ways. Malmö and the former seminar cities have presented some of their ongoing projects, but other cities have also had chances to do that. For instance, Theodora Rissanen from Lahti proudly presented the Anchor project, which is an important example of successful urban development in Lahti.

The city of Lahti is situated on the shores of lake Vesijärvi. It used to be an industrial city but became in need of development in the mid 1980's. The waterfront area, some 100 hectares, was suitable for a renewal project.

One of the particular aims was to open the area to be used by all citizens, because until present there has been only few and narrow parts of lakeshore near the centre and free for everybody. The new vision was achieved through an open architectural competition.

Anchor is now a waterfront with a residential area for 4,000 inhabitants, a commercial area and an area with offices. There is also city's Congress and a concert hall ("Sibelius-Hall"), a developed harbour and a marina.

# Malmö seminar lectures

## Social and physical integration

The Thursday's lectures were on social and physical integration. This is a question common discussed in Sweden and seen as very important to the society as a whole, and especially important in urban areas.

**Kent Andersson**, who is the Local government commissioner of Integration and employment directorate, and also a member of Metropolis' steering committee, introduced the theme by presenting Malmö through the angle of integration. He also pointed out the need for a more holistic perspective. He described the usual way of tackling the subject, as looking at either social or physical integration, and he emphasized the need of an ongoing discussion, paying attention to both physical and social aspects of integration.



*Lia Ghilardi: Every place has there own distinctive resources, and they are worth branding.*

**Lia Ghilardi**, urban sociologist, described a working method called Cultural Planning, which can be used as a way to get a deeper understanding of a place in order to brand it in a sustainable way. She pointed out the need for an interdisciplinary and holistic way of thinking about identity and the culture of a place, and how this lead to social and economic sustainability.

Lia Ghilardi described the risks of adopting 'cosmetic' changes which she sees as resulting in general assumptions about places. She was also critical about the use of flagship projects as tools for place mar-

keting, because of their general touch they fit in everywhere and nowhere at the same time.

According to Lia Ghilardi, Cultural Planning is a creative way of identifying the distinctive cultural resources of a city. One of her crucial points is that every place has its own special cultural DNA and this is what needs to be mapped before any strategy is undertaken. This process of research is a tool for policy makers through which they can establish a more 'democratic' dialogue with local communities thus making economic development more competitive and in tune with local needs, aspirations, and potential.



*Per Svensson: Integration is a word that is almost as easy to misure as the word democracy.*

**Per Svensson** is one of the most engaged knowledgeable Swedish journalists in city issues. He emphasized the need of economic integration as an important way of reducing segregation in society. He took up sceptical outlook to the opinion of the need of integration when it comes to housing and living. Instead of seeing segregation in living as a danger, he described the risks of gated communities tendenses in society. According to him, there's nothing wrong with areas where there for instance only live rich people, as long as the areas are physically open to everybody.



*Uffe Palludan: When we talk about future, we don't talk about what already exists, but about change and what could come to exist. Fantasy is more important than knowledge.*

*Knowledge only proceeds from what already exists.*

**Uffe Palludan** is Director of Copenhagen Institute of Future Research. He is a specialist on the Öresund Region. With his lecture he described integration from a regional perspective, and the long-term effects of a strategically planned integration between two neighbour countries, regions and cities.

Uffe Palludan emphasized the importance of future visions when you want to reach more integration within a region. First of all; it is necessary to see the possibility of an area as one region. In the case of the Öresund Region, this means to focus on the possibilities and the advantages of integration instead of focusing on two different areas in two different countries.

## Public Private Partnership

Under the heading of Public Private Partnership, we invited four speakers, with experiences of partnership buildings from different perspectives and in different kinds of sectors. The introducer and moderator was the former City Planning Director **Mats Olsson**. He gave a broad background to Malmö and the need of partnership and through different examples he showed how partnerships can be useful as a way of developing a local area or a whole city.



*Charlotte Ahlgren: The more attractive region, the more attractive Science Park! The more attractive city, the more attractive Science Park!*

**Charlotte Ahlgren**, Director of Medeon Science Park in Malmö, gave an interesting overview of a partnership between science, healthcare, municipality and stakeholders. Medeon AB is a non-profit organization, owned by the City of Malmö and the real estate Wihlborgs. Medeon AB is the marketing and development organization for the science park.

She emphasized the importance of the place to situate for a partnership. She described how and why Malmö as a city and Öresund as a region is a good place to a science park.

At the present, Medeon is facing a successful development and according to Charlotte Ahlgren, one of the reasons is the strategic place. It is situated in the city, next to the University Hospital and Malmö University, faculty of health and society. Nereby, there are green areas, restaurants, shopping. The communications are extremely good. And it's right in the middle of what's called the Medicon Valley. There is also expansion area available. Charlotte Ahlgren also emphasized the win-win situation; that the city is good for the partnership and that the partnership is good for the city.

When it comes to structure and organization, one strength of Medeon is that it is a science park with a focus – medicine and health care. This makes branding more easy compared to what it is to a science park with general content. Another advantage is the in-house services, for established companies as well as start-ups. The perhaps most important fact, though, is that Med-

eon functions as a door-opener. The local and international network that Medeon offers, makes the Science Park attractive to companies who want to establish in the region. And this network had not been that easy to achieve in another region.



*Jeanette Berggren: An association of Town Centre Management works for all the different stakeholders. You have to be in their confidence. To succeed you have to put up a strategy. You also have to deliver. The work gets more sustainable if you involve the citizens and pay attention to their opinions.*

**Jeanette Berggren** is Director of The Swedish Association of Town Centre Management. It is an umbrella organization embracing 170 members. The association arranges seminars, study tours and initiate studies, all aiming to exchange experiences of town centre management and town centre development. Another important role is as a moulder of public opinion in town centre issues.

Different cities organize their local town centre management in different ways. It can be a formal or an informal public-private partnership. By bringing together stakeholders from various sectors, the town centre management works as a hub, collecting important knowledge, and creating networks with an innovative strength. The TCM combines long- and short term objectives in order to initiate actions in diverse fields.

Jeanette Berggren stressed that a partnership has to have active members and focus on a common interest. There may be different reasons for the different stakeholders to work together and reach the aims, but there is a clear win-win situation. She also pointed out the importance of developing new working methods and relying on the process.



*Eva Dalman: Sometimes it sounds too idyllic when we talk about partnership, like if it was some kind of altruism or friendship. Such positive effects can come out of a partnership, but the real*

*engine in co-operations is the advantages for one's organization.*

**Eva Dalman**, Architect, described partnerships in the building sector, and she gave further details about participation in Western Harbour in Malmö.

She described two phases of participation organized in different kinds of public-private partnerships. At an early stage, the city of Malmö involved the energy supplier in a very successful partnership, which led to a 100% locally produced renewable energy in the area. Another partnership started as an open invitation to anyone interested in investing in the area. Those who showed up formed a developer's group.

The dialogue between the City of Malmö and the developers started even before anyone had bought any land or built anything, which facilitated not only the cooperation but also the results of the partnerships. For instance, they drew up an ecological quality program and agreed on shared costs for the public space.

As a part of a government project, a second phase of participation started off. It's called The Creative Dialogue and has much in common with similar projects around the nation. In Western Harbour, this was a chance to develop the process of public-private partnership even more. This is for instance done by sharing knowledge and a vision for the area. The process is still on, and focuses on sustainability. So far, it has resulted in an overall agreement between the different stakeholders.

# Workshop Norra Sorgenfri

## Background:



Northern Sorgenfri (“Free from sorrows”) is an old industrial area rather centrally located. It is situated between the city centre and the eastern parts of Malmö. The area comprises approx 60 hectares. It is developed rather extensively by small scale work places and many properties are abandoned. The area consists of big blocks, as large as 300 m × 170 m. The green structure within the area is represented mainly by the cemeteries.

In the northern part is the block Rönnen (lat. Sorbus), formerly Värnhem’s hospital, which has partly been transformed into student housing. In the north towards the railroad is the residential block Katrinelund, built in the 1960’s. To the south of the residential block is the shopping center with supermarket Willy’s and other retailers. Nearby, there is an allotment-garden area. In the west are the bus garage and offices of E.ON (energy company) and gas works. For the rest, the area consists of mixed industrial businesses, but also many empty lots. There are large as well as small companies established within the area. The thoroughfare Nobelvägen cuts through the area from north to south as a great barrier between west and east.

A characteristic feature in the area is the diversity of many different industries located here, something that has been the case over the last 100 years.

In recent years the area has become home to other activities but industrial and commercial purposes. For instance the Swe-



dish Migration authority is situated in the area in a former company office. Some NGO:s such as a collective of artists have also moved into the area. A group of young men have built a skateboard ramp in one of the empty lots. The same lot was for a period of time the gathering site for many homeless persons, sleeping in tents and an old caravan.

There are some problems to consider in the area. For instance, the industrial activities have in some lots caused contamination of the soil. The continental railway line runs through the area, which causes heavy freight traffic, including dangerous goods. The area has also been associated with cases of black economy and street prostitution.

### The Task:

The city of Malmö is working with a vision for Norra Sorgenfri. The comprehensive goals are:

- New development allowing for integration between the eastern suburbs, for example Rosengård, and the city centre
- An area suitable for living and small scale offices



By organizing a workshop, the City Planning Office hoped to get inspired and get some new concrete ideas.

The participants started off with a guided tour lead by Joakim Axelsson and Christina Andreasson, architects, City Planning Office. Then they arrived at the Conference Hall at the City Office, to start the workshops. The participants were divided into two different groups and the results of the groups are presented separately below the text.



## Workshop Group 1

During the opening discussion, the participants talked about the crucial facts about the area, and they used them as a starting point for planning proposals:

- The area is situated in the central parts of Malmö
- Existing structures may be used
- There are good connections with the surrounding areas
- There is already lots of infrastructure
- There are restrictions to consider, for instance because of the railway
- There is a need of more flats in Malmö
- The green cemeteries are a supply
- The area needs some kind of attraction
- It is important to brand the area

## Visions

The time for a vision to be implemented was suggested to be 15-20 years or more. The flexibility and ability of the area to be developed step by step as well as sustainability of the structure was also noted. It was very important for the group to find the way to enhance social and physical integration and create connection between two city grids. Changing the image and reputation of Sorgenfri, through giving a new character to Nobelvägen and Industrigatan to generate activities and making the area a popular inner city district with mix of dwellings, job opportunities and entertainment was also stressed.

## Main Structure

The group suggested to create a pattern of smaller quarters to make it possible to develop the area in stages and try to minimi-



ze the conflicts between housing and risky factors and problems with ownership.

First step should be made at the bus facilities area. Spectacular and successful development at the bus facilities area could stimulate and enhance the interest of further developments in the rest of the Sorgenfri area. A theme to be multiplied in other blocks that would underline the identity of place would be created.

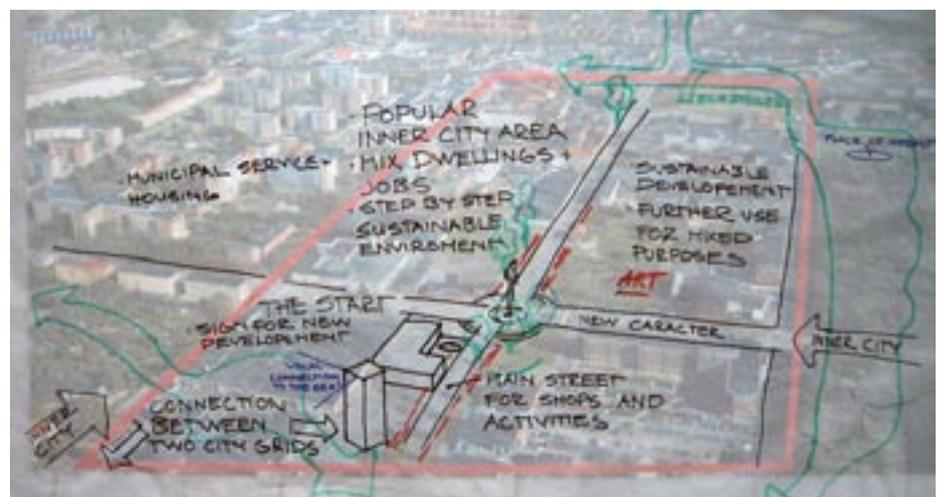
The Nobelvägen and Industrigatan crossroad (roundabout) would be the heart of the area, "pumping the blood within the Sorgenfri blood system". It would combi-

ne the most important public space with a landmark.

The group recommended multifunctional use of the area: housing, offices, retail, non-polluting and non disturbing industries, offices in 2,3,4 storeyed buildings. Some greenery and factories should be kept along the railway as a buffer-zone. A new railway station near the crossroad with Industrigatan was also discussed.

## Detailed Structure

Combination of public and private life in the neighbourhood was proposed by the workgroup. The group stated that the



block-structure should be kept and completed with new “inner block” streets. Pedestrian paths should be connected with public spaces inside the quarters (in courtyards), and also continue across main streets and open spaces for city and community events. Pedestrian public spaces network should be underlined and enhanced by architecture. The participants stressed that shops and other “attractions” should be promoted along the streets.

The planners also stated that cemetery should have more openings to the pedestrian links and should be continued in the green pedestrian paths. The workgroup participants recommended that some of them would be continued within the quarters as open public spaces. Cemetery paths network shows the possibilities and the ways to divide the quarters into smaller ones.

Green paths was also noted to be strengthened to create a connected network of green areas.

The group also suggested that existing buildings should be examined in case that they could be reused.

## Group 2

The participants started off by describing spontaneously what they had noticed about the area during the guided tour. Among other things they mentioned the following:



- Many nice buildings with high quality that should be respected when making new establishments
- No human scale
- A smaller structure is needed
- Lot of traffic
- Lack of public space
- The cemetery and the whole area could be scary at night
- Lack of interesting landmark
- Mixed productions
- It is like an island in Malmö, not integrated with the town
- The cemetery is an important green area

in the district, functioning like a park

After this run-through, the participants did a brainstorming about what to put in to the area, and then they continued in smaller groups to raise important issues and come up with proposals. Finally they all assembled and exchanged ideas and came up with a joint proposal.

The group presented questions of identity as a main topic. They pointed out the importance of considering the existent character of the area when renewing it. They





saw a need of strengthen the identity of the district. Making an inventory and an analysis of the existing conditions would be a startingpoint. But at the same time there is a need for an analysis of the lacks and what to put into the area in order to give it a clear identity easy to brand. To succeed with this, they stressed the need of a landmark or public activities to get visitors to the area. Because as long as people don't visit an area, it remains rather anonymous and with a vague identity.

The participants stressed the importance of saving some old buildings to get a feeling of the history, but also to use them as a way of branding the character of the area, and they suggested that new buildings ought to be influenced by the existing ones.

- Analyse which buildings are reasonable to keep and map information. Try to give a new life for some old buildings remembering the history at the same time
- Give ideas which let the area develop step-by-step
- Work with mixed blocks, small scale.

Preserve high qualitative buildings and design new buildings with rough and similar character like the existing buildings

- Something special is needed in the area, to profile it and to make people visit Norra Sorgenfri
- Divide the greater blocks into smaller to walk through and get a human scale
- The green structure is important. Our vision is a green corridor from the graveyard towards the city centre. Change the industrial plots, which are barriers, and replace them with green areas
- Reduce the traffic. Make promenades, roads for pedestrians and bicyclists.
- A shopping mall is needed
- to get the area more interesting for visitors, we suggest an activity centre in the warehouse and a transformation of the bushall into a sports-facilities' place.

They presented their visions as concrete ideas:

- Switch the old well-known name Sorgenfri Industrial Area into Sorgenfri Dwelling
- Integrate railway function for a new en-

trance (may be a centre and a link to east)

- Connect the existing green belt of cemeteries
- Create a new service area for Malmö (recreation, sport, skating, roller area, park)
- Make a broad green bridge
- Organize traffic in a new way, new station, slow down street-traffic, make roundabout
- Let the new blocks be in a human scale
- Make a higher quality to space by upgrading the green in the streets.
- Make a quality program for the long run

### **Agneta Hammer, City Architect in Malmö, comments:**

The seminar and the results of the workshop are very useful for the further work in Malmö to develop the northern Sorgenfri Industrial Area. The main impression is that it is amazing how well the working groups could capture the main topics in the area and bring forward thoughts, ideas and suggestions for the future development.

Many of the ideas strengthen the ideas that have been stressed in the work that already have been done in Malmö. Others were new ideas to consider.

Common for the thoughts in the groups were the importance of developing the area step by step being started with either something spectacular or something that put the public interest on the area. There should be a multifunctional use and a quite small scale. Important is also the idea of a new railway station near the crossroad with Industrigatan and Nobelvägen. To create a connection between the two cities grids are crucial in a comprehensive Malmö view. Some useful thoughts about defining the target group for future residences were discussed. What are the different roles among the stakeholders in the area and how should the work in partnership be organised where other crucial questions.

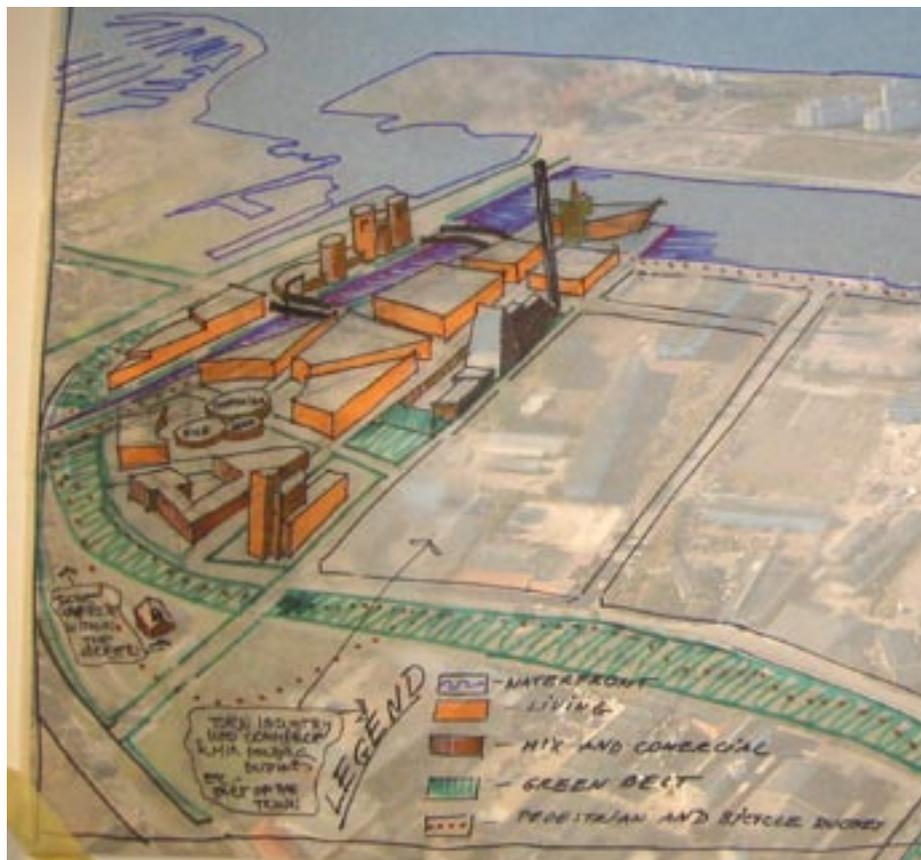
# Workshop Limhamn industrial area

## Background

The Limhamn industrial area is located by the sea in the southwest of Malmö. The area belongs to the district of Limhamn, which used to be a separate community until the beginning of the 20th century, when it became a part of Malmö. The Limhamn industrial area is a large area, where the businesses that the district was founded upon – fishery and cement industry – are still located.

The area is demarcated in the north by the blocks Glasbruket and Cementen, and by a heating plant in use during wintertime. The block Glasbruket will be transformed into a housing area and Cementen will become a business area. In the north part of the industrial area, south of the heating plant, the cement works area is located, containing large silos and industrial buildings. Along the eastern border there are railway tracks, previously used for transports to the cement works. South of the cement works the road Övägen, leading to an artificial island, is located. This island will be transformed into a housing area in the future. South of Övägen lies the old fishing harbour of Limhamn. The harbour is still in use and has kept its unique charm and many of the original buildings from when it was founded in 1882. The harbour also houses the Limhamn-Dragör ferry terminal, not in operation since the building of the Öresund bridge. Next to the harbour lies the small block Gråsejen, which is also a part of the area. Here the remains of the very first lime kiln from the 18th century can be found, and also an office building and a small park.

The entire area has been shaped to fit the industries, with very few aesthetical regards. The functions have decided the present structure. But now the area is facing new challenges: the industrial era belongs to the past and there is a need for new functions. To finance the moving of



the cement works, a relatively high level of exploitation is necessary. The area should have approximately 1000 apartments and there is also a demand for more small boat berths.

## Workshop Group 1

After a visit to the site the group was assembled at the city hall. At first the discussions dealt with the existing structure – trying to understand the area's relation to Limhamn city centre and the surrounding





city. What are the main roads of Limhamn? Is the railway in use today? Will the industrial activities be kept in the area? Who owns the land today?

As sketching starts the group is divided into several subgroups. As a result of this there's not one discussion. Each group investigates different questions, members shift places and form new groups:

One group explored the possibility of enhancing the waterfront qualities by bringing more water into the area. By suggesting a system of canals, bringing water closer to the Limhamn centre, more areas with the highly desired water contact are created. This increases the feeling of Limhamn being situated on the shoreline. There's also an idea of a closer linkage between the new area and the existing city. The proposal for Glasbruket is not taken into consideration though it's suggested orientation of buildings and building scale is preserved.

One suggestion contains a network of landfills outside the area, extending the shoreline and creating several artificial islands. A structure of waterfront housing is created with a close connection to the sea and maritime activities.

One group used the existing industri-

al structures as an offspring for new additions. The proposal is based on the sense that the area today, already, has immense qualities. Moving inside the area offers an experience not found everyday.

By keeping the buildings and reprogramming them for new uses, these qualities are kept at the same time offering lots of space for additions.

Another important part of the proposal is a green belt linking the recreational areas north of the site with parks and the waterfront south of the area. This link follows the remaining railroad creating a green zone between the existing city centre and the new areas.

The system of transport is redrawn in one of the proposals. A new tram is suggested, serving the entire city and integrating Limhamn and the site with the Malmö city centre.

General ideas can be extracted from the proposals. Almost all groups try to establish a closer connection to the Limhamn city centre. One way of expressing this is to preserve the "Limhamn scale". A need of linking the green belts north and south of the area by extending them through and around the harbour is expressed. Most of the proposals use landfill, land moderation, to extend the seaside qualities to larger areas. As one group expressed it –turn Limhamn closer to Öresund. All groups keep the existing fishing harbour. All groups suggested reuse of the industrial buildings and silos. An example of new use are a cultural centre or maybe, why not! a BB King Blues Centre.



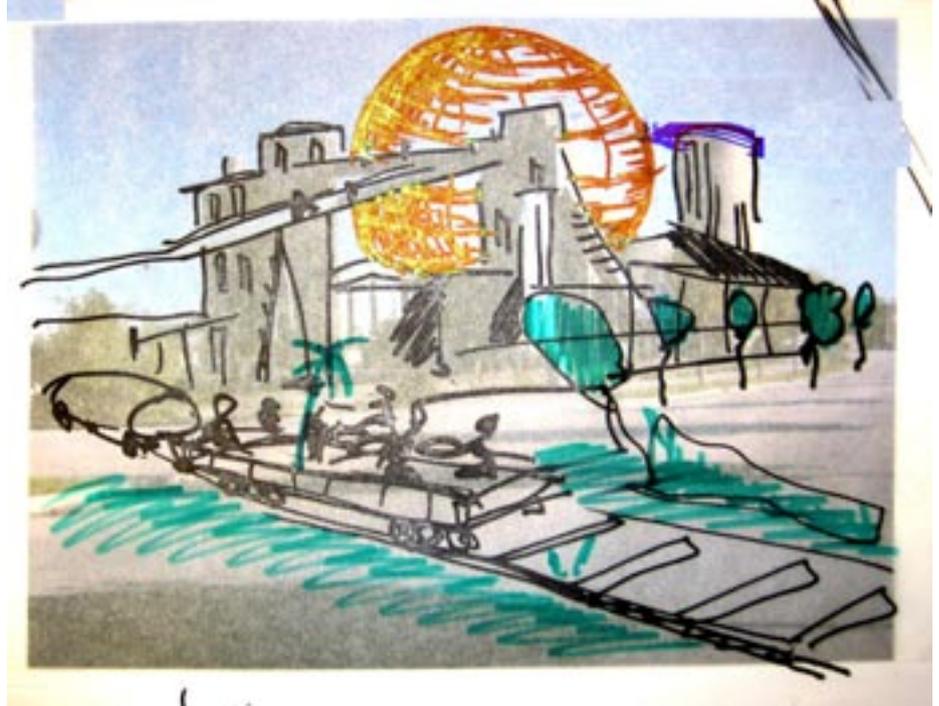
## Workshop group 2

The group started off by brainstorming, raising important issues and sharing ideas. During this introduction, the following was discussed:

- Are the industrial buildings important to the area?
- Is a structural solution our issue?
- Is there a “master pattern”?
- Can we create something just as inspiring as that which already exists in the area?
- This could be the heart of Limhamn – an attractive place – a green connection
- Should there be bridges to the island?
- Should the project comprehend more than housing?
- Should a channel be constructed?
- An “Urban Waterfront”-theme should fit well for the area and such a theme would integrate the area with the city centre and its channels
- Urban structure is needed; this could include the island
- Keep the three biggest silos situated along the road Övägen and use them as dwelling houses. The silos could become an important landmark in the area
- Functions needed in the area seems to be housing, schools, business, and recreation

The group discussed the area in relation to the rest of Limhamn and came up with different ideas of how to strengthen the identity and make the areas connect. For instance, the old ferry terminal could become a shopping centre, or a fish market, which would be useful for the rest of Limhamn as well. Small offices would bring activity to the area during daytime. The road Övägen is an important axis in the area and could be developed as a commercial street.

The old railway tracks could become a green connection suitable for both pedestrians and bicyclists.



The participants were engaged in issues concerning the structure of the buildings in the block Cementen. They agreed that the buildings should be lowest near the water, and highest in the direction towards the rest of Limhamn. They suggested a sculptural structure.

Concerning the road Övägen, the participants emphasized that the sides are important, because they are often forgotten when it comes to planning. They also suggested that an architectural competition should be held for the planning of the landscape around the old railway.



**Comments:**

Sofia Öreberg, architect, City Planning Office:

As always, it is refreshing to experience how new perspectives of an old project both can inspire to new ideas, but also confirm that old thoughts are, somewhat, correct.

The Limhamn industrial area has been a challenge for us for many years now, and as realization comes closer, there is always a risk that the main idea – the essence of the structure – becomes less obvious. Practical issues, such as environment factors, measurements of the traffic system or financial priorities, tend to take all the focus. After the ABC workshop, with the analysis and ideas that were presented, I was reassured that we are still on the right track.

I was strengthened in some of our vague ideas of what structures and spaces that are important – with a dozen highly qualified urban planners pointing out the unique qualities of Limhamn harbour, we must definitely preserve them!

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# Footprints from Kolding

(April 23-27, 2003)

Kolding is situated in an attractive position in south-eastern Jutland at Kolding inlet. The scenery around city is characterized by ridges and stream valleys that give the open land identity and structure. The scenery stretches into the central part of the city as green wedges. In spatial planning, the municipality gives high priority to preserving these natural resources that are important for quality of life and well-being.

The inner city has been under continuous clearance and urban renewal. This has enhanced the qualities of the city area and made it much more attractive. However, there are still open challenges of improvement.

The domestic area along the northern coast of the inlet is in great demand. Along the south coast, nature preservation has hindered an urban development. Today the coast areas are of national interest.

Besides the urban areas Kolding Municipality covers a large rural area. One fourth of the population of the municipality live in the rural area. In total the municipality stretches over an area of about 240 km<sup>2</sup>.

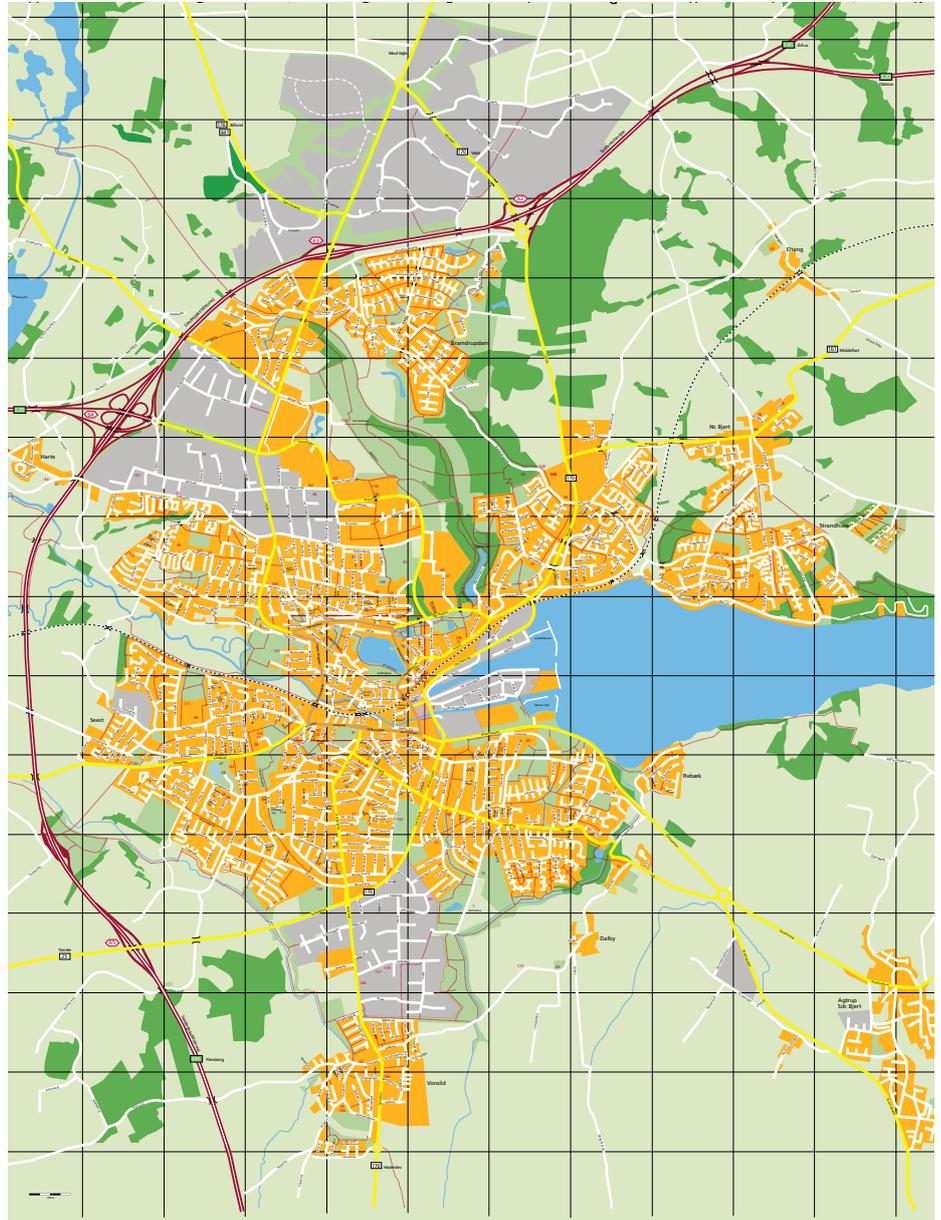
Kolding is situated in one of Denmark's most important traffic junctions.

There are 63.000 inhabitants.

## The themes of the workgroups

### Workgroup 1, sustainability in urban renewal:

- New use of old building structures and restore housing schemes
- How to add quality to urban area?



### Workgroup 2, commerce and infrastructure:

- Possibilities
- Central and external commercial centres
- Reaching the waterfront

### Workgroup 3, Sustainability in new housing schemes

- How to organize the planning?
- How to work with flexibility?



Two of the three working groups pointed at the same theme viz; **“Water To The City, The City To The Water”**.

We started a project aimed at rejuvenating the recreative qualities of the areas along the banks of Kolding Aa, a stream that runs through a park, a lake and to the harbour.

The concept was to let the stream follow a tunnel under the railway line. Glass walls along the tunnel would make part of the river bed visible from within the tunnel thereby affording pedestrians walking to and from the railway station a sight of a fish filled underwater life.

Unfortunately this project did not get the necessary attention because of financial constraints on the tunnel work.

Instead all energy was used on the area between the castle, the lake and the railway station.

A design competition was held and all 5 entries had worked with the theme – “Water To The Area”.

The winning project proposed a small pond, fountain, water vapour and running water.

Even though our working group has not attained its goals, it should be noted that we have made considerable progress in the theme of bringing “Water To The City”.

Kolding City Council has commenced work on another “Water-To-The-City” project involving the construction 2 bridges and refurbishment of 13 bridges across the stream Kolding Aa.

Today there are 13 bridges crossing the stream; 2 of them are railway bridges, 2 are pedestrian bridges and 9 are street



*In the open place in front of the railway station a new building is under construction.*

crossings. The idea is to give the 13 existing bridges and the 2 new bridges similar characteristics and the establishment of a connection with a pedestrian street along the banks of the stream..

As for the bridges, the main idea is that all bridges should in one way or the other, be characterised by archs or the circular shape.

This project has been going a bit slow. There are many parties involved, but there is some progress, and when completed (many years from now) we will have ac-

hieved our goal of bringing “The City To The Water”.

Construction work on the first bridge will commence in 2006

Even though we in the city council knew the importance of “The Water”, the seminar opened up new perspectives. Though the main ideas may not be brought to life, preliminary footsteps in bringing “Water To The City, The City To The Water” have been taken and parties working for the city council are now fully aware of the concept.

# Footprints from Vaasa

(October 16-19, 2003)

The City of Vaasa was founded in 1606 by King Charles IX of Sweden at the oldest harbour and trading point of Ostrobothnia. After the great fire in 1852, when the old densely built city with wooden houses was almost completely destroyed, it was decided to rebuild the new city on the seashore seven kilometres westwards.

The provincial architect, C.A. Setterberg, drew up a city plan. The baselines for the plan were inspired and influenced by the empire city planning style and fire security regulations. The grid street plan, market squares and underlined status of public buildings were typical for an empire city plan. The five wide esplanades and fire alleys, which divide the blocks, were partly planned from fire security regulations and partly from architectural reasoning.

The forces of the past Ice Age still have a strong effect in the Vaasa region today. The land is assumed to have risen 250 metres since the glaciers melted, and is expected to rise a further 180 metres unless a new Ice Age occurs. The annual land uplift is about one centimetre. The shoreline moves out quite considerably every year in the shallow waters of Vaasa.

Vaasa today represents the educational, cultural and tourist centre of Western Finland. Vaasa is also a many-sided industrial city offering good possibilities of development especially for the international energy industry. The population of Vaasa is almost 57 000. Bilingualism is very perceptible in the every day life and an advantage for the city and its development.

Vaasa has centuries old traditions as a school and educational city. The city's educational flagship of today is the University of Vaasa. There are also two Swedish units of higher education; the Swedish School of Economics and Business Administration and the University of Ost-



robothnia. Besides these scientific educational institutions there are also two institutes of higher vocational education. The number of students exceeds 10 000.

## The ABC-Seminar in Vaasa

The ABC-seminar in Vaasa was held in 16-19 October 2003 and was focusing on the theme "Cities as Regional Engines".

## The workshops

The first workshop was held on the subject "Development of the Regional Attraction"



and the two most important conclusions from the workshop are:

The municipalities in the Vaasa region should focus more on the regional aspects of their actions. More effort should be spent on developing the co-operation between the municipalities. The opportunities to create a stronger regional profile and attractiveness for the Vaasa region, in competition with Helsinki, Tampere and other parts of Finland, could be improved if a joint development strategy was outlined and local policy-making was implemented according to it.

The profile of Vaasa should be more accentuated. One way to do that could be to establish a significant landmark on Vaskiluoto Island - some type of unique and attractive high quality architecture that would attract visitors from all around the world, i.e. a "World Heritage Centre" to display the unique land uplift phenomenon, a high-class congress-, opera and concert hall, or some other profiling landmark, yet to be invented. However, if this is to be done, it must be done with a very high ambition. Comparisons should be made with landmarks like the Sydney Opera House or other landmarks possessing the same level of attraction.

The second workshop was held on the subject "The significance of developed traffic infrastructure in the region".

As a main centre in the Ostrobothnia region, Vaasa generates 330 000 journeys per day, most of them by car. Due to geographic reasons most of the traffic, also the heavy traffic, goes into or through the city centre. The public transportation systems are sparsely developed. Good parking solutions are on the other hand supporting the city centre vitality. Some of the workshop group conclusions are to improve public transportation. The existing ideas of a new traffic centre close by the railway station and to extend and connect the pedestrian zone to the traffic centre are steps in the right direction. The group propose to take advantage of the rather short distances between the different city areas and



build some strategic bicycle paths to increase the travel by bicycle. An other proposal is to use and expand the existing railway lines to develop a local train, connecting the city centre and nearby residential areas with the Vaasa knowledge parks, the airport, the Academill and Vaskiluoto island, with its harbour and recreation facilities.

The third workshop worked with “Renewal of the former garrison area of Vaasa”, where the military activities ended in 1998. Together with the Orthodox Church, the former military garrison area forms some really precise and characteristic squares in the town centre. On the whole, the area with the wooden barracks is an example of outstanding art in terms of town planning. The whole well organised composition of land and buildings appears able to withstand quite radical new uses. As function follows form, the renewal programme can start wherever it is wanted most, without knowing the final result for the whole area in detail. The most important aspect is to choose new functions, which are well suited to existing buildings and their surroundings. The area can be divided into three zones. It appears that the more southwards you walk in the former military garrison area, the bigger the changes in the environment you might be allowed to make. It will be an exciting and rewarding task to work with the renewal of such an area, and to be able to mix new uses with the existing town plan and architecture.

### The footprints of the seminar

It is too optimistic to believe that a one-day workshop can create new revolutionary ideas and planning suggestions. One can say that the largest benefit of the seminar was to confirm our own ideas, and to notice that we are going in the right direction.

The first workgroup suggested a closer co-



operation across the municipal borders. VASEK was founded at the beginning of 2004. The company’s aim is to work towards the development of the entire Vaasa region, comprising 11 municipalities. During 2004, VASEK built-up a development strategy focusing on commercial life, and during 2006 a regional service strategy should be formed.

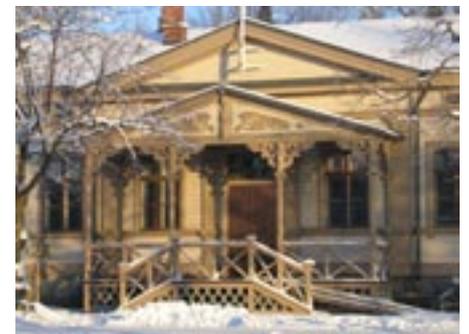
Another theme that the workgroup took-up concerned the development of residential areas along the shores in order to make Vaasa more attractive. This discussion has been taken further and now there are plans for residential areas along the shores, both at Vaskiluoto and at the housing exhibition area at Suvilahhti.

The other group suggested the development of a local railway from the harbour to the airport. This suggestion has been researched and a development plan has been made. However, due to the high costs involved, any potential implementation has been postponed for reconsideration at a future date. The group also suggested an expansion of the pedestrian area. The pedestrian area has been expanded, although not as much as the group suggested, and the market square is ready.

Since the Garrison Group worked with a more concrete subject and a more defined area, interesting ideas developed during the workshop. City planning has concentrated on the following ideas: keeping the avenue known as Kirkkopuistikko as the most important axle in the city, dividing

the area into three zones and permitting new high-rise buildings at the southernmost part of the area. At present, the possibility of developing the mid-zone into a culture centre is being investigated. The new alteration of the town plan is being made at present and is expected to be completed by the summer, 2006.

### The best small-scale investments



During the workshops many proposals for small-scale investments were made. They are very different in size and some of them were actually big-scale investments. One interesting proposal, made by the second workgroup, possible to realize, was the creation of a walkway between the library and the pedestrian zone. This way, called “The culture alley” is already drawn in the comprehensive plan for the city centre and the first part of the alley is implemented. At the moment a detail plan for the block next to the library is under process. A parking lot will in three year be transformed into a housing block, with “The Cultural alley” dividing it.

In the third workgroup some good and realistic proposals for the garrison area were made. A very interesting proposal was to create a special flag for the area. Another was to make signs, informing about the history of the area.

# Footprints from Liepāja

(April 21-25, 2004)

## LIEPĀJA – an overview

Liepāja is located in the western part of Latvia, on the eastern coast of the Baltic Sea. Liepāja is the third largest city of Latvia. The city was mentioned in the historical documents for the first time 1253. It received town rights in 1625. Total area is 60,4 km<sup>2</sup>. The Population of Liepāja, was in 2003 86476. The density of population (inhabitants per km<sup>2</sup>), in 2003 was 1432. The housing takes 29 % of the area. The waterfront has a total length of 65 km.

The city has an overflow of lands. This because of two main reasons. Liepāja used to be the largest navy base in the Baltic and much of the territory was used for military needs. But after the withdrawal of the Soviet Army, 1/3 of the land lost its old function. The other reason is that most of formerly extensively used civil industrial lands are in the process of transition, too.

The city of Liepāja has been taking lots of initiatives to develop the city. A strong strategy which combines city planning efforts, infrastructure investments and economic solutions to attract investors is starting to give results. One of the crucial issues for Liepāja is revitalisation of existing blocks and built areas. If this will succeed, Liepāja has good chances to a very good urban development.

## The workshops of the ABC seminar

### WG 1 Revitalisation of mass-housing blocks from 80-ties in Ezerkrasts (Lakeside)

*A wasted territory between two rather boring typical housing districts from Soviet time provides unique opportunity to develop new housing area with better solutions.*

#### The task:

The Lakeside and wasteland is, definitely, a potentially exclusive site. How could we



develop this site in a sustainable way, considering environmental, social and economical issues?.

How can we get a planning structure which provides the best and well balanced mix of housing and other functions, of built up areas and land-/water-scape, of urban and nature?

### WG 2 Revitalisation of historical blocks at Veca Ostmala (Old Portside)

*An old and once romantic area between the very centre of the town and Old Portside. It became abandoned because it had been cut off from the waterside by a wall that was built. It was once the busiest area in town. Ships, sailors and goods came and went, each bringing a piece of The Big World with them. Some of the oldest buildings in town are still here.*



#### The task:

How will we get life back into the area again, once the access to the Portside is provided now?

The question is – how to encourage, uphold, and make ones believe and others to change their habits? How to maintain the scale and keep the intimacy of backyards here?

### WG3 Revitalisation of former Military City: Housing for Karosta

*A huge area, actually- a completely self-contained town itself has been created and existed for almost 100 years, depending solely on military base. 10 years after removal of troops we are still on our way to adopt it as an inbred part of the city.*

#### The task:

The bank of Channel is, definitely, a potentially exclusive site- southern exposure to the waterfront with the possibility to develop some boat marinas. How to develop this site in a sustainable way? Should it be developed as a housing estate? Or left as public landscape? What functions should be there?





## Footprints of the seminar (one and half a year later)

### WG 1: Revitalisation of mass-housing blocks from 80-ties in Ezerkrasts (Lakeside)

The limits of ongoing planning project have been extended to include the whole coastal zone of Liepaja lake. Now it turns out to be a more comprehensive study of Lakeside's ecological values, recreational and housing potentials. Some ideas, inspired during our seminar- as green corridors along the Lakeside and green links to the centre are incorporated in the plan. Other initiatives came up inspired by the ideas of Lakeside development perspectives.

The plan for the particular site discussed at our seminar is completed now. Mixed development of housing of different height and some local businesses are grouped along inner green pedestrian street leading from Main Street to the waterfront. Lower groups of row-houses are facing waterfront still leaving space for public access to the water and natural landscape. The primary school, kindergarten and special housing for elderly people are planned on the plots, owned by city.

Down at the lakeside a public marina and a small beach for swimming in the lake are planned to serve as a local recreation facilities.

A strip of lake's protection zone is strictly separated from the housing by artificial channels, thus preventing the natural



wetland's ecosystem from recreational pressure and creating a natural buffer-zone.

### WG 2 :Revitalisation of historical blocks at Veca Ostmala (Old Portside)

The reconstruction of the Portside promenade itself was continued. Started 3 years ago with breaking down the wall and constructing the "bridge" platform, now it spans another few hundred meters connecting the re-opened Seamen street to the portside and town's centre.

Like it was advised in seminar's proposals a brand new pavement, benches and lighting were erected.

In the focal point, closer to the centre a sculptural object- "The Amber [Sand]-glass" was erected. Few years ago the citizens were asked to donate small pieces of amber picked up on the beach. People was extremely responsive and now the whole pile of *Tears of the Sun* (as amber sometimes is called) is representing thousands of moments in the flow of Liepaja time in the *sandglass*.



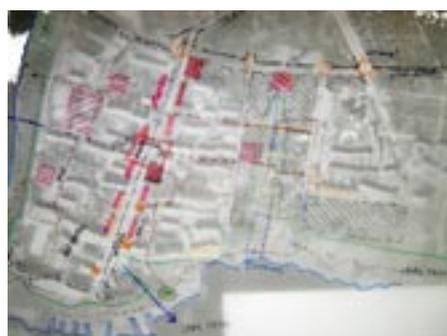
Although not completely finished yet, still the first stages of reconstruction won the National prize for The Best Design of City Landscape of the Year 2004.

### WG3 Revitalisation of former Military City: Housing for Karosta

The future of this site is still under discussions, depending on whether or not a Marine training centre is going to be developed in the place.

Still other parts of Karosta district are expecting dramatic changes while this particular site is waiting for the future.

Few kilometres north where the rest of remains of former military buildings meet the excellent dunes and pine forest there is a site for recently planned village. It is planned to house mixed society- starting from villas on rather large plots to more dense row-housing, all close to the sea and forest. Sites for local community centre with day-care centre for kids and some services and local business are planned as well to provide mixed use and more liveable environment.



# Footprint from

## Viljandi seminar – Culture, nature and built environment

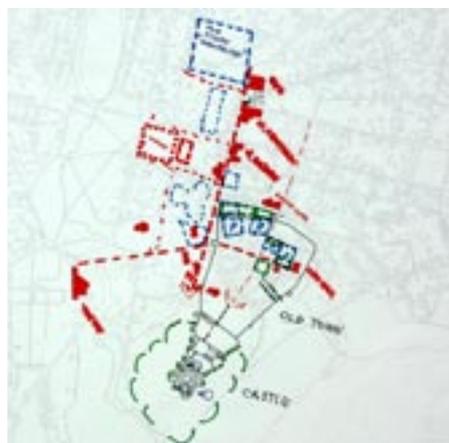
22.09 – 26.09.2004

**Introduction** –The town is situated in the Southern Estonia on the Saka-la Upland. The population of town is presently about 21 000. This region is well-known for its beautiful nature and rich cultural life. Viljandi Castle Park lies on the slopes of the primeval valley and these good landscape conditions enabled to develop Viljandi already long time ago – the town has a history of 720 years. A beautiful lake Viljandi also lies in this valley and the lakeside is the right place to spend sunny summer days or snowy winter time.

### Master plan

In the Viljandi master plan concentrates a lot of its ancient landscape and defines green corridors in the town and determines the rules to handle these. There are defined public function areas and all architectural requirements on buildings and objects outlook. The Master plan take care of green landscape areas, which allow to create beautiful views, opportunities for resting and spend leisure time and new recreational areas.

### Workshop I - Connecting the historical town with the town centre - Tallinn Street



Tallinn Street is becoming the main street in the town centre. It is close to the old town and new centre area. The old town has burned down repeatedly and there

are many empty spaces in the town centre, sites now turned into parks or less designed green areas. Lossi Street, previously the old town main street, has to find its own character now that Tallinn Street has become more important. A development can be influenced by detailed and thematic planning as well as by local regulations like parking fees.

Viljandi is spread out and it is necessary to make the town space denser. To increase the quality we have to activate the land use. In the town centre we have to build better car parks. The citizens should have better opportunity to use a bike.

Members of the workgroup thought that it is necessary to keep the development in the old town balanced - green and living areas are mixed with public and business function areas. It is very important to think about different age groups and to offer various activities. Next year construction will begin on a kindergarten in the old town.

#### Small scale investments

2. To reduce parking places. To build up pedestrian areas (it could be like paradise for senior citizens). *Result - We plan to build Arkaadia garden, but still mostly for children.*

4. To define the historical Town Wall and make it visible (for example, to show that in the cobblestone pavement). *See you about it in footprints.*

### Workshop II - Wooden ecological housing: restoring and constructing new

Nowadays gentrification process is going on in many towns. It is a phenomenon of revival in old abandoned working-class district. Today gentrification process is beginning in Kantreküla.

In addition to Viljandi's old town, also Kantreküla has a long history and mi-



lieu values. At the beginning of 20th century Kantreküla livened up due to the railway station and became important for the town. Kantreküla had a human scale as a living and working area. Today it has become a slum for poor people. It is necessary to develop modern infrastructure and revitalize the old housing district. Today we are against demolishing these wooden houses and if it is unavoidable then we request to build new one in the same scale and with an old style street line.

Kantreküla needs a new attraction, though. The aim is to improve Viljandi's reputation as a nice place to live and Kantreküla is one of cheapest way to get a home in human friendly environment.

*Small scale investment* •Pedestrian streets are needed for connecting Kantreküla to historical town.

### Workshop III - Viljandi Lake, lakeside development and green areas and their connection to the town



Viljandi have interesting and enjoyable conditions of landscape and nature. It is



evident to enhance the natural situation and to work out such a strategy.

The beach and waterfront of Lake Viljandi is currently a space for leisure. There should be dwelling houses, public areas, entertainment facilities etc. Old Vikerkaare restaurant should be used as a public centre.

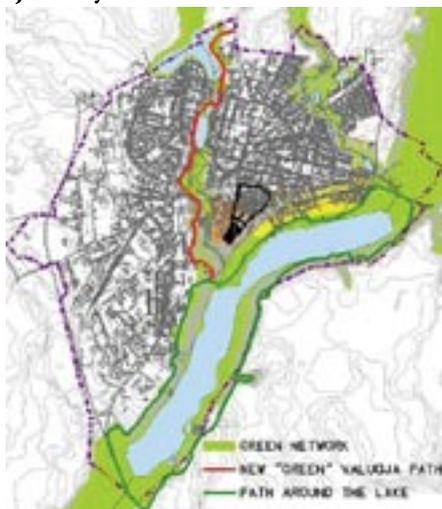
Nature around the lake and at the connected streams should be designated as green corridors, where only existing buildings and structures should be used for new development. *Result - Both of suggestions have brought to life concerning with master plan and SPA hotel.*

Reserve lake area for development of recreational purposes and public access to the lake vital for a development strategy for Valiant.

Keep traffic away from green corridors - crossing traffic lanes generate pollution and nuisance for the residents and the nature. *Small scale investment* Illuminate castle ruins

## Five actual City development projects:

### 1. Pedestrian and bicycle path in Valuoja valley



Green corridors and network areas

Valuoja valley is for town the green corridor line going through the town. At the overall scale it is one of the main links between county green networks. Masterplan idea is to connect again all these different parts in this corridor. It is planned to build new path for pedestrians and bicycles along the valley. In these points where the path crossing existing street network is proposed to build tunnels, which is necessary to make over the two main viaducts

### 2. Viljandi's old town and its development

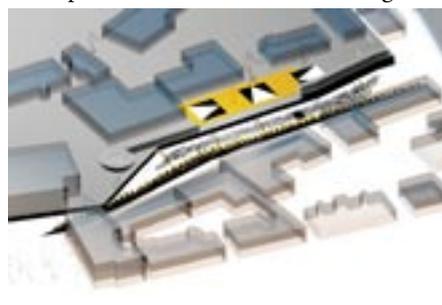
The old town and the centre of Viljandi have been lucky to retain medieval street net until today. The town wall has been demolished during the 18th century. Today it is quite difficult to follow the town wall - therefore we have to bring out the wall and display it again.



The Middle Age Town wall and the moat in the right.

### 3. Arkaadia garden

is a place between historical town centre and new one. It is inside of important old town quarter and is one town government plan to activate the old town again.



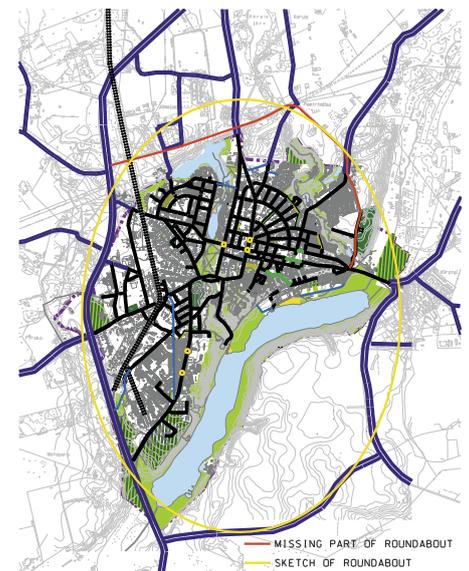
The plan of Arcaadia Garden in the Old Town

It is mean for pedestrians and there have marked the town wall, the moat with fountains and waterline for kids and is intended to make place for being. New development have bring in with buildings around the garden.

### 4. SPA hotel- swimming pool replacement of old Vikerkaare restaurant nearby the lake

Viljandi has a great natural potential to develop even more beautiful and enjoyable town. In lakeside had famous Vikerkaare restaurant built in 1970. Today it is abandoned and owner plan to build in the same place new SPA-type hotel and swimming pool complex.

5. Viljandi's outer ringroad is under discussion how to keep town centre more car-free. One part of motorway still missing in north of Viljandi. It is question today – do we need this roundabout around the Viljandi or not?



Viljandi's outer ringroad

# Footprints from Gdynia, Poland – Cities as regional engines

(April 20-24, 2005)

**Gdynia is one of the youngest cities of Poland but Gdynia is also the 12th biggest city in Poland with a little bit more than a quarter million inhabitants. Gdynia is the biggest not region capital city in Poland.**

## The history:

In 1918 Poland just gained independence and Gdansk received a status of a Free Town. This gave reason for the Polish authorities to decide upon the creation of a new port – a port within Poland. Gdynia - had for centuries just been a village and was built from scratch in the late 20's and 30's". It received the city status in 1926.

## Gdynia of today

Nowadays Gdynia is an important centre of maritime administration, science, culture and economy with industries producing air conditioners, machinery, food products and IT, the seat of Polish Navy Headquarters, a home port for the biggest Polish tall ships and a capital of Polish sea sailing. Port is still being developed. For instance a new container terminal is under construction. Gdynia Shipyard Group is also very important for the municipal economy.

Together with other communes Gdynia carries out programme of improving conditions for yacht tourism – some new marinas are going to be built or to be modernised.

Gdynia is a leader in successful applying for EU's funds. The most spectacular investments are two very important roads that create convenient access to the port from the rest of the country. Technological Park with 3 blocks: IT, design, biotechnology has been also supported from Phare funds. Gdynia has also received money from ERDF for developing ecological public transport system which consists of bus and trolleybus lines.





## The workgroups themes:

### Group 1: Redevelopment of post harbour areas

The waterfront location close to the city centre of Gdynia gives the pier which used to be utilised by former Dalmor fisheries a great potential for new utilisations. To connect the area with the city by developing the axis towards the city centre and the railway station. To develop the waterfront area step by step into an attractive mix of housing, public utility, and commercial buildings, together with development of public space. These are ideas given by workgroup, for putting the Dalmor Pier area into new use.

Small-scale investments:

- Creating access to the breakwater pier (a bridge or a small ferry) for pedestrians and a possibility to walk along it close to the water.
- A pier boulevard.

### Workshop 1 – results

The Dalmor area is still not available for all pedestrians but the discussion has been undertaken. As the first step, there is possibility to open it for public during special occasions and events.

In the nearest future situation in the southern part of the space concerned by the workgroup 1, (in the closest neighborhood to the Dalmor area) will change. According to the approved local development plan for the area described above, the investor will start the realization of the multifunctional building complex.



There is a chance that the complex could enhance the future development and let the city space extend towards the Dalmor area.

### Group 2: Revitalisation of housing quarters in the city centre

Gdynia's central district is a place where the inhabitants' principles meet the city centre clients' and workers' needs. This causes a number of conflicts that can be reduced through maintaining the balance between public and private interests. The group stated that public discussions about the concepts of revitalisation methods were essential for changing the situation in the housing quarters in the city centre.

Small scale investments

In the streets: renovation of facades to re-establish their historical look with all their typical details.

In the courtyards: the green barriers to separate the public and private spaces.

### Workshop 2 – results

The City of Gdynia is about to start elaborating study of local conditions and principles of spatial arrangement of the city centre. Among others, the study will help to indicate housing quarters that need to be revitalized. In the revitalization process, public discussions, as well as various analyses, are expected to be essential.



### Group 3: New proposals for the Plymouth Square

The task of the working group was to consider how the Plymouth Square could be developed, and to what degree private investors could be attracted to participate in the development process.

The workgroup identified the Plymouth Square as a gateway to the city centre by locating important functions, such as a City Hall building and a commercial complex there, and by improving the connection between the site and the railway suburban station. The suggestion of the working group both attempted to preserve the important value of the green area and acknowledged the utilisation pressure and a need for a larger City Hall building.

Small scale investments

- The pedestrian path and the bicycle lane from the railway station to the Plymouth Square, equipped with clear information signs.
- The commercial segment in the new City Hall complex could create a financial surplus to finance non-commercial parts. A form of "PPP" should be established.

### Workshop 3 – results

The City of Gdynia has already begun preparing the project of local development plan for the Plymouth Square. The workgroup ideas given during the seminar will be taken into consideration during the design process and preparation of the plan.

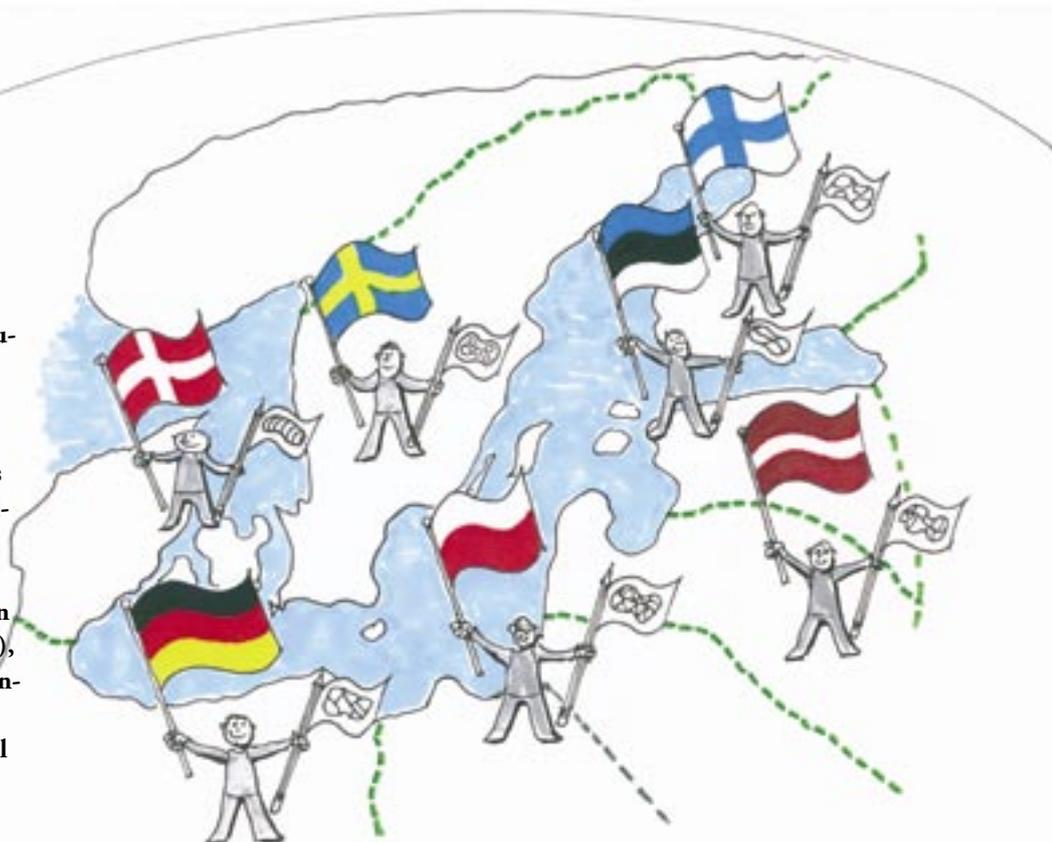
Conclusion

The seminar in Gdynia drew attention of city authorities to some aspects of the planning problems and brought new ideas how to solve them. So far, (since April) actions described above have been undertaken. City planning is a long-term process, so it is obvious, that we will have to wait for the next steps and results.

# Planning and building laws in Baltic

There is not such a thing as a Baltic Sea Region model of planning. There are some important differences between the BSR countries. Especially Denmark and Germany could be grouped together as countries which put much importance to national control on land use. In most of the Baltic Sea Region countries physical planning is first and foremost a municipal specialty. The BSR countries (except of Germany) are unitary states. Poland has one more administrative level between the state and the county (voivodeship), known also as province in Europe. Finland, on the contrary, has an additional level between the county and local self-government performing limited functions – regional council. In Finland and Estonia there is no regional self-government, in these countries the county administration is a regional branch of state government. In the other countries regional self-government exists, in some of them in parallel to the state administration on the county level.

The planning laws in BSR countries are very different in scope and detailed content. For example, the Danish and Estonian planning laws are quite small in volume while the German law is very bulky, containing a number of specific regulations. In several countries the government enforces supplementary regulations in addition to the law. The differences between national planning laws are the smallest maybe in national planning and county/regional planning. Sweden is an exception here, being the only country where national planning is not included in the law and where regional plans do not get prepared, although the law regulates regional planning. Divergence in national planning acts becomes more distinct with comprehensive and local plans. For example, in Sweden comprehensive plans have no legal im-



pact whatsoever neither in rural nor in urban areas. However, in Latvia and Estonia for example, a comprehensive plan in rural areas may prescribe restrictions to entities as well as binding land use and building requirements. Subordination of a more detailed plan to a more general one is strongly fixed in some of them while in Sweden, for example, the requirement to observe comprehensive plan in preparation of a detailed plan is rather lax. To balance the hierarchy, the majority of countries allow modifications of a more general plan through more detailed plans. This adds flexibility to the planning system, makes it respond faster to changing needs and more interactive in character.

Added to the presentations of the planning legislations from each of the countries below, architect Christer Liljemark at the City Planning Office here in Malmö, has caught the main planning ideas in each country. The Pencil stands for Creation and the Shield stands for Defence. The pencil and the shield could also mean something else .....

## Finland

The Finnish planning system has been reformed during the last ten years. The new Land Use and Building Act entered into force in 2000, it has reshaped the planning system and become the basis for physical land – use planning. The new planning system in Finland opened better opportunities for public participation. The interactive approach includes participation with all individuals and institutions whose living and working conditions will be affected by the plan.

The main aim of this act is to increase public participation in area development at the local level, enhance sustainable development and to delegate decision making to local authorities. Local authorities are given more power and independence in land use planning matters. The system has three levels of land use plan:

1. the regional land use plan
2. the local master plan
3. the local detailed plan

There is no national plan in Finland. The

Government formulates national land use guidelines which are implemented mainly through regional plans. The national land use guidelines cover the whole country and include requirements on the quality of the living environment, ecological and economical development of the community structures, the preservation of the natural values and the built heritage, sparing utilization on natural resources and functional communication networks. They also give guidelines for balanced settlement structure, transport and other main infrastructures and environmental issues. They ensure that the issues of national importance are taken into account in planning and decisions on land use regionally and locally as well as by government authorities.

Regional Councils in Finland are the statutory joint municipal authorities. The main tasks of regional councils are: the management of regional development work, responsibility for regional development and for regional planning and taking care of the international functions under the Regional Development Act. National and regional goals are expressed in regional plans which are the only plans to be submitted for ratification. The regional plan is prepared and approved by the regional councils and ratified by the Ministry of the Environment. The basic objective is that the regional plan implements national land use guidelines. The legal impact of the regional plan itself is that it must be taken into account when planning, preparing or amending local plans. While the plan is being prepared the special attention is given to ensure that there is an appropriate regional and community structure, to preserving landscape values and ecological sustainability, and to providing the proper operating conditions for business and industry. It should also show transport and technical infrastructures, protection of natural and cultural heritage and promote the availability of recreation areas.

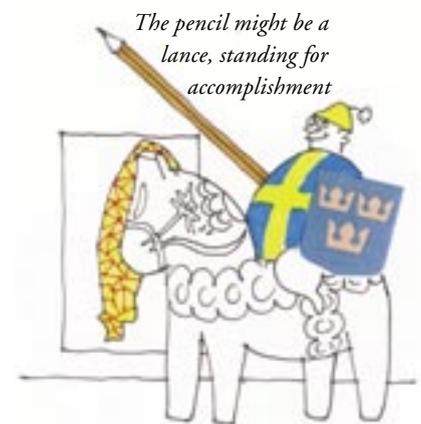


In Finland, the local government, the municipal council, has the exclusive right to initiate, carry out and adopt local master plans and local detailed plans. Both local plans should promote a well functioning community structure, good access to services and prudent management of the natural and cultural heritage. The general guidance of community structure, land use and the siting of various activities are provided by a local master plan, which is approved by the municipal council. The planning object can be the whole municipality or a part of it. Depending on the needs, the local master plan can be either a very general strategic plan or a more detailed one for direct regulation of building. The local master plan is used to resolve questions concerning the functionality and economics of the community structure, the accessibility of services, the preservation of natural and cultural values, and the quality of the living environment and the reduction of environmental hazards. Municipalities may also decide on joint master plans, regulating road planning, and the siting of retail trade, workplaces, and residential areas. Such joint plans require the approval of the Ministry of the Environment. Local detailed plans, such as town plans are used for regulating building, the formation of the physical townscape and size and type of the buildings. The planning object is a part of the municipality where development is needed. The emphasis is on taking local conditions into account and promoting the use of the ex-

isting building stock, as well as ensuring that there are enough parks and local recreation areas. In the light of public rights, detailed plans must not reduce the quality of anyone's living environment without a very good reason.

## Sweden

**In Sweden, planning is mainly decentralized and a municipal concern. The regional level (county level) isn't that strong formally as regards spatial planning in Sweden. On a national level there are steering documents and guidelines, but the interpretations and decisions mainly take place on the municipal level.**



The legal structures contains of the Environmental Code and the Planning and Building Act. The Environmental Code is an "umbrella" for the Planning and Building Act and others acts concerning the physical environment that came into force 1999, replacing several separate laws. The Planning and Building Act is the legal framework for the comprehensive and detailed planning. The law describes what the plans should contain and how the planning process should be organized, with for example taking the interests of the different stakeholders into consideration.

Swedish Ministry of the Environment has the main responsibility for spatial planning. The Ministries of Agriculture and Industry are responsible for planning related issues such as regional development transport planning and agricultural policy. The state authorities are responsible for formulating policy objectives and seeing to that the decisions following these objectives are implemented. The National Board of Housing, Building and Planning, the National Rail Administration, the National Road Administration and the Environmental Protection Agency are the state departments relevant for spatial planning issues. Among their tasks is to monitor and evaluate the implementation of government policies.

On the regional level Sweden is divided in 21 counties. The county administrative board is the regional state authority, seeing to that national interests are taken into account in planning, that laws are implemented and that governmental directives are followed. Issues like implementing the national regional development policy, transport policy and environmental policy are the responsibility of the county administration. It is possible to make voluntary and the plan unbinding.

In Sweden the municipalities have the "planning monopoly". They develop comprehensive plans covering whole municipality and presenting the existing functions and the long term aims for land and water management. The comprehensive plan is not binding, but is supposed to contain up to date guidelines for the future development, and to be renewed when necessary. The decision to renew it is taken by the politicians at least once during their term of office. The detailed development plan covers parts of the municipality and is binding. This kind of plan is prepared when change is expected in a building

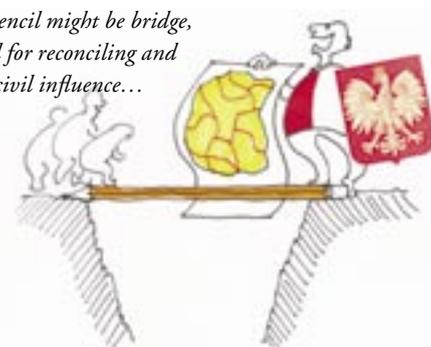
block, a part of an estate or similar. The detailed plan is decisive for the building permits, and also a tool for the caretaking of the built heritage.

There are several models of the public interests that have to be taken into consideration within the spatial planning system in Sweden. It is important that the public, and the representatives of all the different interests, have a say in the planning process. This is regulated e.g. by the system with remittance authorities in the permit process, and by the fact that the plans have to be exhibited and open for comments, protests and such, for a time period before being decided upon and implemented. The demands on the planning process for ensuring openness and democratic structures are formulated in Planning and Building Act. Plans have to be sent to remittance authorities, such as political parties, national authorities, NGO's, museums etc. and exhibited in public for a certain time period, allowing everyone the possibility to appeal it. The remittance authorities represent different sector interests, such as the caretaking of the cultural heritage, accessibility for disabled people etc.

## Poland

**The new Spatial Planning and Development Act in Poland was passed on 27th March 2003. The Spatial Planning and Development Act provides for spatial order and sustainable development as the grounds for taking up actions. There are three levels in the spatial development planning: the national, regional and local ones. The planning process provides opportunities for co-operation between many different institutions on many levels, and it also constitutes an open platform for public participation.**

*The pencil might be bridge,  
used for reconciling and  
civil influence...*



General rules for spatial development in Poland are of constitutional nature, showing that:

1. spatial development management is the main role of public authorities;
2. local government carries out tasks which are not reserved for other authorities;
3. communal authorities carry out all the tasks that are not reserved for other organizations; commune provides for meeting the community's collective needs, in particular: spatial order, land management and environmental protection.

Poland National spatial planning is performed by the main and central organs of the State (the Parliament, the Council of Ministers, the Government Centre for Strategic Studies; Minister for Spatial Development, Housing and Housing Economy; the Governor - a representative of the Council of Ministers in the Region). Self-government spatial planning is carried out by: 16 Regions, Counties in limited scope and 2,478 Communes.

A local government of a region in Poland formulates and carries out spatial policy in the region; a local government of a county carries out analyses and studies; a local government of a commune formulates and implements local spatial development policy within the commune. The plan is made by Marshal of the Region and adopted by the Regional Assembly of the Region. A

part of the Regional Spatial Development Plan is the Metropolitan Area Spatial Development Plan, determined within the National Spatial Development Concept. The Plan is implemented through the Public Investment Implementation Programmes, supra-local aims and objectives, tasks of the regional self-government, creating and giving opinions on local communal documents; entering investments tasks into local documents, financial support for investments of other entities, including communes and counties.

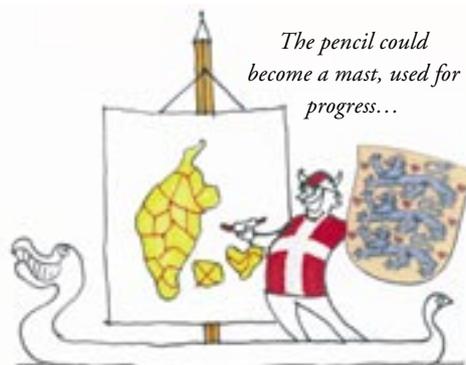
The Local Planning basic documents in Poland are: the Strategy of Commune Development (optional); the Study of local conditions and perspectives for spatial development of a commune; Local land-use plan; Analyses and studies, conceptions and programmes; Long-term investment plan. Study of local conditions and perspectives for spatial development of a commune defines communal spatial policy and is the basis for real estate management within a commune. The Study is carried out by the Communal or Municipal Mayor and approved by a respective Council.

The Local land-use plan constitutes the local law, compatible with the local Study which defines land function and principles for land management. The local land-use plan is appended with a financial impact assessment and is a basis for administrative decisions making, including a building permit. The Plan is worked out by the Communal or Municipal Mayor and approved by a respective Council. Executive bodies of public administration carry out the planning process with participation of other bodies and institutions. Public participation in planning process is the widest on the local level, it also concerns regional level – including in particular notification of the initiating of planning process, possibility of submitting remarks and proposals, public presentation

of the project with environmental impact assessment, public discussion about the project, possibility of submitting remarks; an executive body is obligated to consider all objections, and the remarks have to be considered by the legislative organ before a resolution is adopted.

## Denmark

**In Denmark the Planning Act delegates responsibility for spatial planning to the Minister for the Environment, the 14 county councils and the 275 municipal councils. The Danish planning system is divided into national, regional and local levels, with an extensively decentralized delegation of responsibility, placing the decision-making power and administrative compe-**



**tence at regional and especially local levels.**

The key feature of the planning system in Denmark is the obligation for both county and local (municipal) authorities to each establish, adopt and revise comprehensive structure planning and a set of land use regulations totally cover in their respective areas. The plans are revised every four years. The objectives of the Planning Act are to ensure that planning synthesizes the interests of society regarding future spatial structure and land use and contributes to

the protection of the country's nature and environment, so that sustainable development of society with respect for people's living conditions is secured. Obviously the planning process is highly political, dealing with shaping the future human environment based on public debate and the balancing of different interests.

The planning system is based on the principle of framework control, signifying that the plans at lower levels must not contradict planning decisions at higher levels. But the objectives and the contents of planning are different at the three administrative levels.

In Denmark regional plans - with policies, maps and land use guidelines for the total county area - are established by an overall assessment of the future development of the region. The plans must contain guidelines for the designation of urban areas, the location of large public institutions, large shopping areas and major traffic and infrastructure facilities, the location of major projects and enterprises having special environmental requirements and, finally, guidelines for both rural land use and recreational and environmental protection.

The municipal plans in Denmark are prepared on the basis of an overall assessment of the present and future land use, economic resources, and with due regard to the local sectoral planning. The plans determine the future development of urban communities for housing and working as well as environmental conditions, infrastructural facilities and the supply of public and private services. The plans serve two main functions: a political tool, as a strategy for controlling development and environmental adaptability, and a legal tool, as a pattern for land use administration. The municipalities have the right and duty to provide local/neighborhood plans to en-

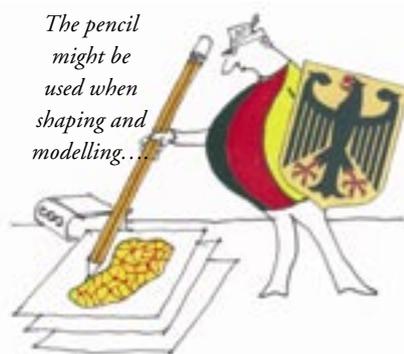
sure implementation. These binding local plans include maps and detailed land use regulations for a minor neighborhood area. Local plans have to be provided prior to larger developments and investment works. The local authorities may also prepare such plans whenever they wish to issue detailed planning regulations. The plans are binding on the land owners, but the plans regulate only future transactions.

Regional, municipal and local plans have to be submitted for public debate and for public inspections and objections before final adoption. This provides for public participation in the planning process at all levels. On the other hand, there is no opportunity for an appeal or inquiry of the contents of an adopted plan, even the binding local plans. The adoption of a plan is conclusively determined respectively by the county and the municipal councils and there is no compensation to land owners for any development limitations thereby incurred. The procedures of public participation mentioned above are regarded as adequate for the legitimacy of the political decision. The consequence for the development process is that, if a project or a development proposal is consistent with adopted planning regulations, there will be no further delay for implementation.

This process includes public participation, and the development opportunities are finally determined by the municipal council. However, the result of the planning process is not the planning document itself, but the overall resulting state of conditions. The system finally determines the control of appropriate development to be exercised through building permits, permits for subdivision and permits for sectoral land use where consistency with the planning regulations are checked as part of the permits. Control of actual development and environmental improvement is therefore available.

## Germany

**Spatial planning in Germany is a system of planning levels (the Federation, federal states, municipalities) strictly separated from each other as far as their legal responsibilities and tasks are concerned. According to the federal principle of the German state, the planning system is decentralized. The outstanding feature of the decentralized German planning system is fact that the Federation itself has no comprehensive and legally binding spatial planning instrument. The federal states have legally binding planning instruments at their disposal.**



Spatial planning in Germany relies on federalist and specialist co-operation instead of hierarchical and centralised decision-making. That is why a comprehensive spatial planning programme does not exist for the whole federal territory (Federal Office for Building and Regional Planning).

The Federal Regional Planning Act (1998) formulates the principles and goals of spatial planning as well as guidelines such as sustainable spatial development. The federal Law contains a co-ordination between different planning levels, namely:

1. the Federal Government,
2. the Leander (federal states),
3. the municipalities and

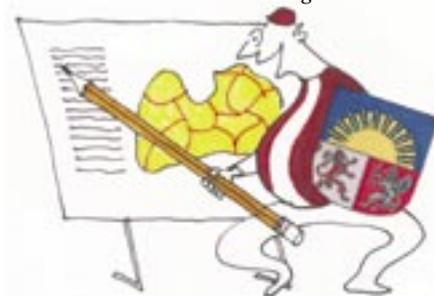
4. different types of spatially effective sector planning.

Concerning the federal Leander, the Federal Regional Planning Act aims at extensive planning programmes, but the Leander is able to define concrete design for their territories on their own. Within the regional plans, central places, main development and transportation axes are named as well as areas of supra-regional of federal interest become designated. They determine areas in which certain goals have priority, for instance nature and landscape conversion, local recreation, agriculture and also flood protection. This statement of regional plans are primarily meant to be specified in sub regional plans for parts of the Leander but serve at the same time as binding statements for municipal planning. On this basis the municipalities finally decide on concrete land-use within the framework of their planning competence.

## Latvia

**The planning system in Latvia is four-level. There are four planning levels in Latvia - national, regional, district and local planning level, each represented by territorial plans in appropriate scale.**

*The pencil is maybe a pointer, stressing the regulations..*



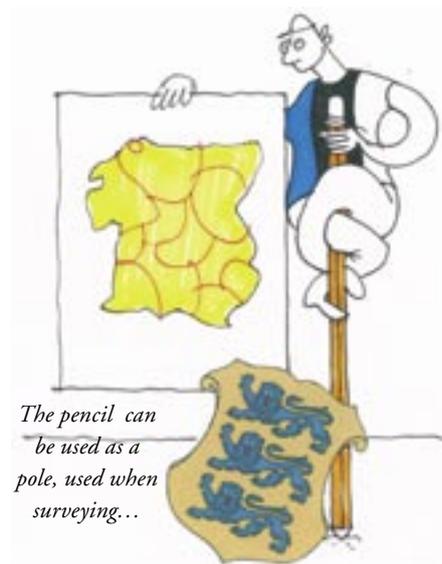
The spatial planning system mainly is regulated by Spatial Planning Law (22.05.2002.) and specific regulations of Cabinet of Ministers which are set for each of planning level. The conception of the spatial planning in Latvia is related to elaboration of long-term planning documents – territorial plans which are enforced in accordance with established legal procedure. There is both textual and graphical information about current use of the territory and defined planned (permitted) use of the territory and its restrictions in territorial plan according to its planning level and type.

National Plan in Latvia determines national interests and requirements for use and development of the whole territory of the country.

Plans of five Planning Regions in Latvia determine development possibilities, trends and restrictions of the territory of these regions. District Plans of twenty six districts determine development possibilities, trends and restrictions of the territory of these districts and design current and define planned (permitted) use of the territory, as well as specifies requirements, territories and objects of higher planning level. Local Plans determines development possibilities, trends and restrictions of the territory and design current and define planned (permitted) land-use, as well as specify requirements, territories and objects of higher planning level. Detailed Plans specify the requirements of the land-use set by the Local Plan within designed territory. Comprehensive plans determine the parts of rural areas where detailed planning is mandatory.

## Estonia

**There are four planning levels in Estonia: national, county, (municipal) comprehensive and detailed. On the one hand the planning system is hierarchic, i.e. the more detailed plan has to observe the valid more general plan. On the other - interactive, i.e. in case a more detailed plan requires modification of a more general plan, the necessary change comes into effect with enforcement of the more detailed plan.**



The need to produce a national plan in Estonia is identified and the relevant task given by the Government and the Ministry of Environment is held responsible for the preparation itself. The national planning policy statement is an outline for the physical development of the entire territory of the country.

The law does not constitute the obligation of county plan production in Estonia. The need to produce a county plan is identified and the relevant task is given by the Go-

vernment or the County Governor. County Government is held responsible for the preparation of the plan. A county plan is prepared either for the whole territory of a county or a part thereof. The plan may be prepared for several counties or parts thereof on the agreement of the county governments concerned.

Towns and rural municipalities must have comprehensive plans. As of today the due date for plans to be produced has not been determined yet. All entities from the National Government to private individuals can make proposals to initiate comprehensive planning. The need for production of the plan is identified and the relevant task given by the municipal Council. Local government organizes and finances production of the plan (which in practice means that the municipality does it with its own resources or orders it from a consultant). It also organizes communication with the public during the planning process. Comprehensive plan is prepared for the territory of a rural municipality or city. Comprehensive plan may be prepared for several rural municipalities or cities or parts thereof on the agreement of the local governments concerned. A detailed plan is a plan that is prepared for a smaller part of a town municipality and is the basis for building activities in the short term.

# The Steering Committee for the UBC Commission on Urban Planning and Public Design

Lars Brattberg, Tomas Sikström and Jussi Kautto have been the members of the Steering Committee in the Commission on Urban Planning. Their engaged work and their inspiring attitudes have meant a lot to the UBC and the ABC. All participants in the ABC seminar showed the greatest gratitude for the work they have done and the important roles they have played for the development of the ABC project and the Commission on Urban Planning.

During the Malmö Seminar, these three very wise, engaged and inspiring men resigned and were thanked with applause, hugs, speeches and gifts.

A new Steering Committee was elected. The persons to take over are Gvido Princis, Riga (chairman), Lettland, Sirpa Kallio, Helsingfors, Finland, Gunilla Kronvall, Malmö, Sverige, Peter Hee, Kolding, Danmark, Lars-Göran Boström, Umeå, Sweden, Jonas Jakaitis, Vilnius, Lithuania, Marek Karzynski, Gdynia, Polen. One of the first issues for the new committee is to work for a continuation of the international cooperation among city planners.



*The former steering committee of the UBC Commission on Urban Planning and Public Design  
Tomas Sikström, Jussi Kautto and Lars Brattberg*



*The new steering committee of the UBC Commission on Urban Planning and Public Design: Gvido Princis, Sirpa Kallio, Gunilla Kronvall, Peter Hee, Lars-Göran Boström, Jonas Jakaitis. Absent is Marek Karzynski.*

# The Baltic Academy of City Planning

The project Baltic Academy of City Planning (BaltAcad) will raise the competence of city planners and at the same time set the foundations for a BSR transnational institution (in this form also referred to as the Academy), led by municipality needs. It aims to enable planners who deal with city development issues to broaden their competence and knowledge. It will focus on today's most important questions for the future of our cities, and on necessary new working methods. The composition and the content of the Academy will be set by the municipalities themselves, to guarantee that local needs of the BSR cities will stand in focus, with a bottom-up perspective.

The cities of Europe are playing increasingly economic roles, with most of the last years' economic growth located to them. More and more people live in cities. The cities are increasingly important for a sustainable development and growth, also in the surrounding regions and rural areas.

In these processes of transition the work of city employed architects and planners are essential. They make important development factors understood and taken into action, which increases the qualities and attraction of the city. This is to be done during a decreasing public economy. New partnerships and new working methods between private and public participants will become necessary, and will also create a positive climate for new ideas and new qualities in city development.

A sustainable development and a more democratic Europe will be enhanced by creating meeting places where people can meet, listen and learn by each others. This is recently stated by the EU 1st vice chairman Margot Wallström. Meetings between people take place at physically visible localities. It is up to the municipality employed architects and city planners to continuously supply with the necessary conditions for such localities.

An Academy of City Planning can contribute to all these needs. City planners have limited opportunities to improve their knowledge enough on their own.

The Academy will be a transnational meeting place where colleagues from cities and countries around the Baltic Sea together can study the development of the spatial planning processes in Europe and learn of experiences made by other colleagues and institutions. The project will be a series of common seminars and joint WP-meetings create an Academy, and on the way towards that enhance competence and knowledge among planners of today, from the participating cities.

BaltAcad is a free-standing development of the ABC Project – Alliance of Baltic Cities. The value of the large transnational network built by the ABC-project will live on, and the ABC-method of “learning by doing” in city development will be used and further developed.

For further information about the ABC or the Baltic Academy of Planning, please contact the Steering Committee of the Commission on Urban Planning in the UBC.

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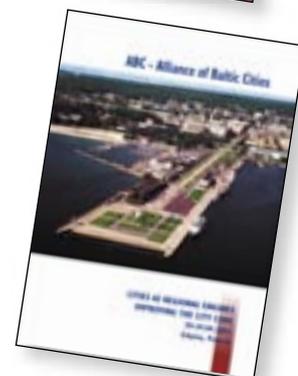
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# Experiences



*Participants at the ABC Malmö Seminar 2005-10-09 – 2005-10-01.*

We are very thankful to the BSR- Interreg III B who have contributed economically to the ABC-project and made it come true.

Ideas are free, but realizing them cost. Without the financial support, the development of ABC had been impossible.

The seminar in Malmö was the last in the ABC-project, a project that is about to end. But in another way, it isn't ending. Processes do not end. They continue. One of the reasons why the ABC-project has been successful is because the method is about starting processes. The seminars have been inspiring and fruitful. The project is about *doing* something, and doing it together.

It is about sharing experiences and knowledges. The way of working is about learning from each other. The way of meeting is about understanding. The feeling of fellowship which exists within the ABC-project is together with the method a guarantee for good results. The essence of the project is to develop city planning by actually doing it. People don't join our seminars just to talk about what to do. They do it.

If you are going to develop your way of working, if you are going to try new methods of city planning, you must have the possibility to test them in an inspiring atmosphere. The practical work is a crucial issue of the ABC-project.

The ABC-project is based on the idea that all participants in a project are needed and important, and that the results depend on their active participation. The project needs the knowledge of every single participant. Every participant is at the same time both teacher and student. The participants are together forming the project. This is a strength as long as you have a method which works. And our does.

There is an ongoing need in the UBC-cities and the EU-countries to face urban development key issues in an adequate way. The knowledge we have acquired in the ABC-project needs to be spread and used in projects to come. Already, we have noticed that local, national and international cooperations have been inspired by us, and use similar methods while working with city planning projects.

But it is necessary that methods not only are inherited, but also develop along the way.

The participating cities in the ABCproject have, together with other cities in the UBC, discussed the possibility of taking advantage of the experiences by building a new project to develop new methods for cooperation in a Basic Academy of City Planning. We are sure that our knowledge from the past years' cooperation is important to utilize.

Consequently, we have the knowledge of how to develop methods for cooperation in city planning issues. We have the network and the possibility to make it grow. We have the will and the vision.

What we have learned from the ABC-project, is that there is a need for projects which emphasize development of methods for cooperation, learning-by-doing, networking and competence improvement. We have formulated a new idea for such a project.

# Colleagues as consultants

**If you have a Strategic Planning problem in your home city, get in contact with the UBC Commission on Urban Planning. We offer you help, not only with solutions concerning the result, but by suggesting how to proceed from the point of your problem to the wished result.**

## The usual way

One often used way, when the leaders of a city face a problematic situation is to arrange competitions between planners and architects. Mostly the winners present elegant models and pictures showing the new situation in the city when the program is fully realized.

Then the city leaders ask themselves: how shall we now proceed? Now you must turn from project to process.

## Our way

We offer you qualified consultancy on how to proceed and solve the planning problems along the process. We are city-employed architects and planners from all Baltic countries. We are familiar with the processes in city planning. We have a large supply of knowledge, experiences and creativity. We've been working together for some years and learnt a lot from each other. By mixing planners from different countries and cities, you get the strength of every single person's capacity and knowledge, *and* the strength of the group's dynamic working process, exchanging experiences and ideas along the way. This working method is well reflected both in the solid solutions and the innovative ideas we offer.

## An example

We can offer you a group of four architects and city planners to come to your city for three or four days to a total cost of 6000-10000 €.

## Background

The ABC-project has been a co-operation engaging about 50 city-employed architects and planners in 27 cities around the Baltic Sea during three years 2003-2005. We have received financial EU-support through Interreg IIIB. Our way of working is in greater detail presented in this report.

We aim to develop our network and working method even more through starting a Baltic Academy of City Planning during the coming years.

## Get in contact with us

Your city may be a strong part in our coming work within the UBC Commission on Urban Planning. If you need support from our group, please contact one of us.

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