

Hammarby Sjöstad

The water has inspired the name of the entire project – the town around the lake Hammarby Sjö. The first drawings of what would become Hammarby Sjöstad were pencilled in back in 1990. The idea was to showcase a unique opportunity – expanding the inner city with a focus on the water, while converting an old industrial and harbour area into a modern neighbourhood. Once fully built, Hammarby Sjöstad will have 10,000 residential units for just over 20,000 people and a total of about 30,000 people will live and work in the area. Today almost 10,000 people live in the area, including 7,000 on the south side. Hammarby Sjöstad should be fully built by 2015.

Architecture and urban construction

Hammarby Sjöstad is Stockholm's biggest urban development project in many years. The area's location as a natural continuation of Stockholm's inner city has helped shape the infrastructure, planning and design of the buildings.

This expansion has involved extensive reconstruction of the infrastructure, with traffic barriers removed and the old industrial and terminal areas phased out, concentrated or given a new purpose. Stockholm and Nacka have agreed on how areas on either side of their shared municipal boundary can work in harmony and be developed. A lakeside town, "Sjöstaden" is linked by a three-kilometre long boulevard for traffic and services, from Skanstull to Danvikstull. Various contrasting parks, quays and pedestrian paths are being planned around Hammarby Sjö. The central expanses of water will form a visual focal point, the blue eye of the district.

Hammarby Sjöstad adds a new annual growth ring to Stockholm's development, a modern semi-open part of town made up of a traditional close-knit inner city area and other more open and airy contemporary urban zones. The inner city street dimensions, block lengths, building heights, density and usage mix are harmonised with a contemporary airiness, water views, parks and sunlight.

Restricted building depths, set back penthouses, multi-level apartments, generous balconies and terraces, large windows, flat roofs and pale plastered facades facing the water exemplify the application of a modernistic architectural agenda.

Taller buildings line both sides of Hammarbyleden, facing the waterfront in classic inner-city style. This design interacts with large-scale quay facilities and expansive water spaces. The unique environment of the natural shoreline along the point Sickla Udde and the channel Sickla Kanal has a more intimate, small-scale feeling. Here the developed area gradually fades towards the shore, while its height follows the elevation of the ground toward the

avenues' crest and Sickla Park. New types of housing have been developed for Sickla Kaj, with a more urban style than in earlier stages, with small-scale residential buildings along alleys and courtyards between the quay and the new parallel inner path through the park, juxtaposed with large-scale multi-functional buildings at the centre and along the avenues. Even more dense urban environments are planned for Hammarby Gård around a lens-shaped park by a newly created reservoir.

Two special initiatives are planned for the Lugnet area. The west-facing Lugnet Terrass is being built at the beach, where the avenue system borders on the water. Plans include a lakeside park with quayside deck, pergolas and planted areas interacting with a square at Lugnets Allé. The building with the most unique personality in Sjöstaden – a latticed cube – is also under construction in this area. The building's silhouette is twice as high as the surrounding neighbourhood and marks the centre of Sjöstaden.

In Spring 2004 planning began on Sjöstaden's last major expansion phase between Lugnet and Danvikstull. This phase includes about 2500 residential units and a service centre at Danvikstull. Värmdöleden will be directed through a tunnel in the large hill Henriksdalsberget, allowing new construction on the south slope down toward Hammarby Sjö. As part of this phase, Lugnets Allé will be completed and Tvärbanan, the crosstown line, will be extended to Slussen.

Autumn 2005 marked the beginning of planning for the last large planned area, Henriksdalshamnen.

The Hammarby Model

Hammarby Sjöstad has its own programme focused on environmental issues during planning and implementation. It also has its own ecosystem with its own wastewater plant, opened in 2003, where wastewater is purified, heat recycled and nutrients recovered using new technology, after which it is returned to agricultural land. The surface water is purified locally and does not burden the sewage treatment plant. Energy is produced in the local district heating plant that uses renewable fuel. Combustible waste from the area will be recycled as heat and food waste will become biogas. This approach for handling energy, waste and water is called the Hammarby Model. An environment information centre, Glashuset, is located at Lugnets Allé, where the city showcases the technical solutions for all of Hammarby Sjöstad through Project Hammarby Sjöstad, Stockholm Water, the Department of Sanitation and the energy company Fortum. Residents can seek advice at the centre on various environmental issues. Exhibitions are held here and field trips are welcomed.





Library at Sickla Kaj Photo: Lennart Johansson, InfoBild

Services in Hammarby Sjöstad

Preschools and schools are gradually being built. There is a senior housing facility at Sickla Kanal. Health care is available at Mottagning Sjöstaden in Barnängen on the north quay and a doctor's boat is tied up at Lumakajen. A municipal school is under construction in Kölnan, with occupancy planned for 2007.

Commercial services have gradually been expanded and in addition to supermarkets the area now has a relatively large selection of retail stores. Most major chains are represented at the Sickla Köp kvarter shopping district, which is readily accessible for local residents.

Recreation and culture in Hammarby Sjöstad

Along the channel at Sickla Kaj are about 70 slips for small boats. Sjöstadshallen, an athletics centre northeast of the oak-covered hillside on Sickla Udde, opened in October 2005. Cross-country trails lead directly over to the reserve in Nacka on two 'ecoducts' over the Southern Link. In summer, people congregate on the beautiful beaches of the lake Sicklasjön. In winter, Hammarbybacken's slalom runs are active once again.

Sjöstaden has its own library. In addition to educational programmes, Kulturama and Fryshuset also offer cultural activities aimed mainly at children and young people. The Sofia parish can be found in the chapel Sjöstadskapellet. Close by, in the Sickla area, is the old Diesel factory which now features theatres, a library, a concert hall and cultural workshops. A culture and theatre facility is planned for Lugnet, with occupancy in 2007.

Accessibility

All new production will be built with easy access, in compliance with the city's policy for people with disabilities. Sjöstaden has coordinated efforts to achieve this goal in its town-planning scheme, residential units, parks and streets.

Traffic

Major public transportation initiatives are also part of the focus on reducing car use, with the goal of creating an environmentally viable neighbourhood. The Lotten ferry travels on lake Hammarby Sjö year-round, with departures every ten minutes from early morning to midnight. During summer the Emelie ferry goes from Sjöstaden in to Nybroviken. Bus traffic is convenient, with lines to Norrmalmstorg, Mariatorget and Gullmarsplan.

The crosstown line (Tvärbanan) from Alvik to Gullmarsplan has four stops in Sjöstaden: Mårtensdal, Luma, Sickla Kaj and Sickla Udde. The line travels through Sjöstaden on a central route along its connecting avenues. Various types of traffic are mixed here and interact with adjacent built-up areas and activities, making one of Sjöstaden's most significant public urban spaces. City Car is a car pool system open to all residents and workers in the area. The car pool currently has about 350 members and 25 cars are available.

In Autumn 2004 the Southern Link began operation. With its four-kilometre long tunnel extension, subterranean parking and unique urban open design through Sjöstaden, it is a prime example of how a new transport network can be adapted to the city's expanded environmental requirements.

Project Hammarby Sjöstad is an organisation within Stockholm City Development administration (Markkontoret), which together with the City Planning Administration is responsible for designing and implementing the plan for the area. The project is responsible for planning, finances, land decontamination and construction of bridges, pipes, streets and parks within the district.

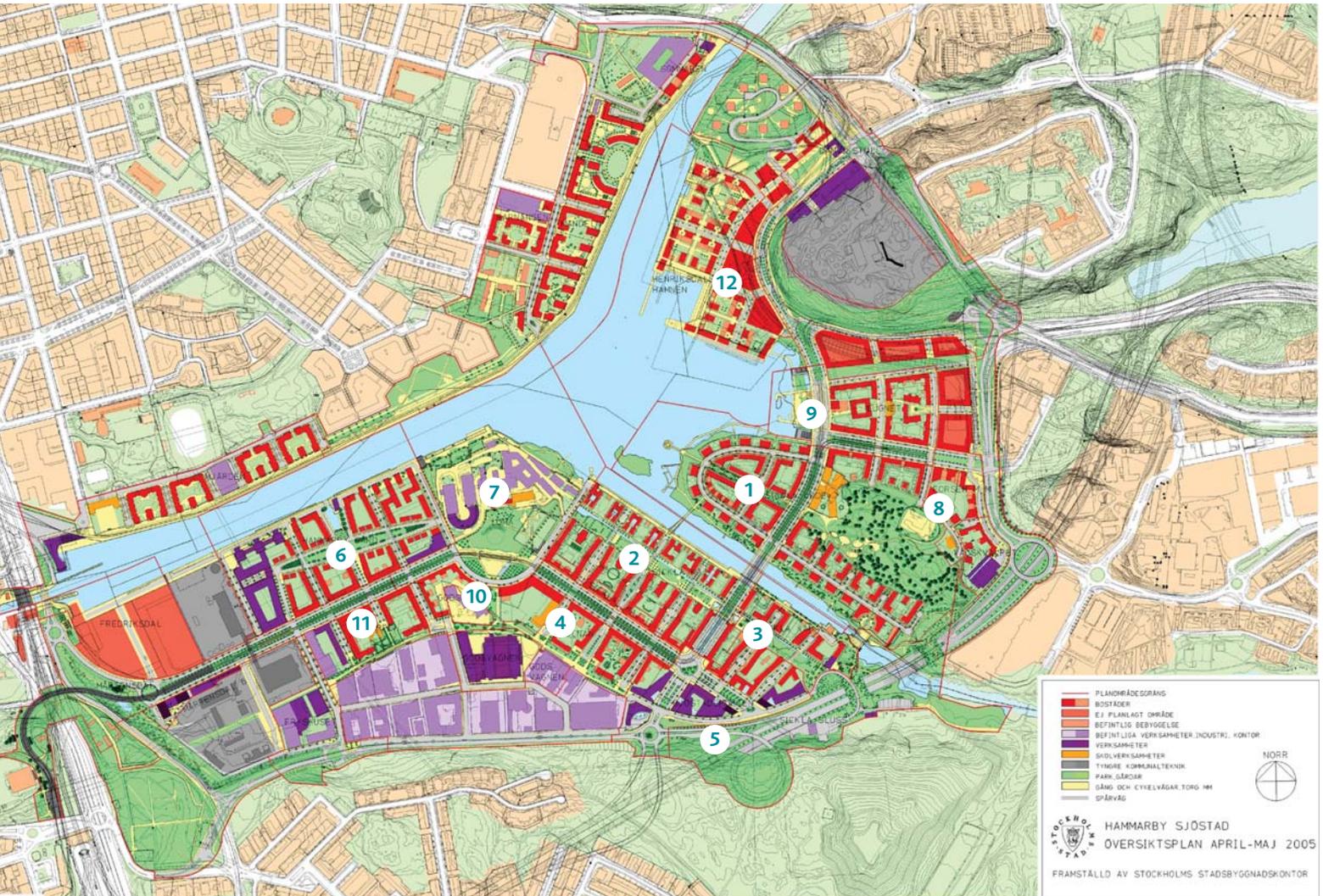


Sjöstadshallen
Photo: Lennart Johansson, InfoBild



Sjöstadsparterren and its surrounding block were awarded the Kasper Salin prize in 2005. Photo: Lennart Johansson, InfoBild

Master plan Hammarby Sjöstad



1. Sickla Udde

1200 apartments

Skanska / Brunnberg & Forshed Architect Firm

JM / Nyréns Architect Firm

Svenska Bostäder / Erséus, Fränning & Sjögren Architect Firm

Familjebostäder / White Architect Firm

SISAB / School / Arksam Architect Firm
Skanska / Hedborg Gyllhammar Architect Firm

JM / ÅWL Architect Firm

Svenska Bostäder / Stenberg and Lindberg Architect Firm

HSB / Modern Line Architect Firm

2. Sickla Kaj

1000 apartments

NCC / Nyréns Architect Firm

SBC / CAN Architect Firm

Seniorgården / Arkitekturkompaniet

HSB / Erséus Fränning & Sjögren Architect Firm

PEAB / Equator Architect Firm

PEAB / Arksam Architect Firm

NCC / White Architect Firm

JM / Arkitekturkompaniet

HSB / Brunnberg & Forshed Architect Firm

Stockholmshem / Nyréns Architect Firm

GlashusEtt
Environmental Info Centre / Stockholm Water / Fortum / Department of Sanitation / Tengbom Architects

3. Sickla Kanal

250 apartments

Katarinastiftelsen / FFNS Architect Firm

Reinhold Gustafsson / AQ Architects

Einar Mattsson / AQ Architects

Besqab / FFNS Architect Firm

Lennart Ericsson / Johansson & Linnman Architect Firm

Riksbyggen / Folkhem / Jan Fidjeland Architect Firm

Sjöstadskapellet
Sofia parish / Veidekke / Reflex Architects

4. Kölnan

About 650 residential units, student housing and a school are under construction in this area.

Family housing / FFNS Architect Firm

HEFAB / Lindberg & Stenberg Architect Firm

SKB / ÅWL Architect Firm

SISAB / school

SSSB / student housing / Murman Architect Firm

5. Sjöstadporten

The area will contain 215 apartments, 110 student housing units and other facilities.

Real Estate and Traffic Administration / Land allocation not done

Svenska Bostäder / Nyréns Architect Firm

Skanska / Erséus Architect Firm

Riksbyggen / Wihlborgs / Lund & Valentin Architect Firm

Statoil / Berg Architect Firm

Master plan and local plans:

Jan Inghe-Hagström,
Susanne Bäckström,
Stellan Fryxell and Malin Olsson,
Stockholm Town Building Office

Norra Hammarbyhamnen

Between 1993-2000, 1250 apartments and a new school were built along the quay at northern Hammarbyhamnen. Now senior housing and offices are under construction in part of the Sommaren block.

6. Hammarby Gård

1000 apartments, new offices and businesses are planned for Hammarby Gård.

SKB / Wingårdh Architect Firm

Riksbyggen / Michelsen Architects

Peab / Equator Architect Firm

Riksbyggen / Tengbom Architect Firm

Byggnadsfirman Erik Wallin / Michelsen Architect Firm

Stockholmshem / Michelsen Architect Firm

Peab/HSB/Folkhem/AIX Architect Firm
Brunnberg & Forshed Architects

Bygg Vesta Bo/White Architects

Fabege / White Architects / Lund & Valentin Architect Firm

7. Luma

The Luma factory from 1926-30 has been transformed into modern business facilities. A new town park has been built. New car park house with 300 parking places.

Mälartorget / FFNS Architect Firm

8. Forsen / Vågskvalpet

First phase, the Forsen block, contains 110 residential units and 135 student housing units. The next phase, the Vågskvalpet block, will contain 110 residential units and a sport hall.

Svenska Bostäder / Johansson & Linnman Architect Firm

Wallenstam / Arkitekthuset Jönköping

BoTrygg / AIX Architects

Sjöstadshallen / Brunnberg & Forshed Architects



9. Lugnet

Plans are in progress in part of Lugnet for 650 apartments and a cultural facility.

Wallenstam / Fränning & Sjögren Architect Firm

Stockholmshem / White Architect Firm

Riksbyggen/KOD/Erséus Architect Firm

Borätt / Erséus Architect Firm

10. Godsfinkan

Bygg Vesta Bo / White Architects

11. Proppen

500 apartments and a preschool

Family housing / Rosenberg Architects

Borätt / AW Architects

HSB / Rits Architects

Primula / TEArk

Einar Mattsson / Thelaus Architects

12. Henriksdalshamnen

Botrygg / FFNS o Sweco Architects

Järntorget Bostäder / White Architects

Bygg Vesta Bo / White Architects

Skanska PDR / Aix Architects

JM / ÅWL Architects

Wallenstam / Frenning & Sjögren Architects

Familjebostäder / Erséus Architects

Svenska Bostäder / White Architects

Borätt / Erséus Architects

Seniorgården / Nyréns Architect Firm

Danvikslösen

– a cooperative project for city and housing development, rail and traffic solutions at Henriksdal / Lugnet www.danvikslosen.se





Sickla Kanal Photo: Eddie Granlund



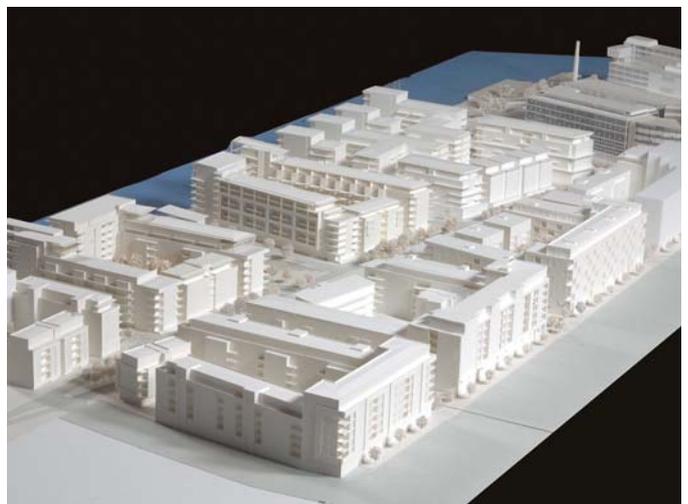
Lugnet Kuben, Borätt and Riksbyggen, Erséus Architects.
Construction start autumn 2005. First occupancy 2007.



Sicklauddsbron Architects Erik Andersson, Magnus Ståhl and
Lelena Mijanovic. Photo: Åke E:son Lindman



Henriksdalshamnen Model.
Construction start autumn 2007. First occupancy 2009.



Hammarby Gård Model.
Construction start autumn 2005. First occupancy 2007.



Allébron

Henrik Rundqvist, architect
Photo: Lennart Johansson, InfoBild



Sickla Kaj Stockholmshem.
Nyréns Architect Firm through Dag Cavallius.
Photo: Lennart Johansson, InfoBild



Sickla Udde School for children ages 1-16.
AIX Architects through Torbjörn Almqvist
Photo: Lennart Johansson, InfoBild



Aerial photo of Hammarby Sjöstad with ecoducts to Sickla-Skarpnäcks Nature Reserve in the foreground. Photo: Lennart Johansson, InfoBild



Sickla Kaj
Fountain sculpture by artist Tomas Nordström
Photo: Lennart Johansson, InfoBild



Crosstown line (Tvärbanan)
Photo: Eddie Granlund



Sjöstadsparken and its surrounding block were awarded the Kasper Salin prize in 2005
Photo: Luc Pages



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