

For People By People

- A participatory design project for an urban future in Halmstad

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Spring 2023
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Thank you

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Managing design projects - ARK630 4.5 hp
Sustainable architectural design - ARK466 22.5 hp
History, theory and method 1 - ARK590

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Master's thesis preparation course 1 - ARK636
Social-ecological urbanism - ARK142
Master's thesis preparation course 2 - ARK641
Master's thesis in Architecture - ACEX35

INTERNSHIP

Fredblad Architects Halmstad, 2022

Reading instructions

Part One

The first part consist of the introduction of the thesis work, starting with the abstract. It defines the objective, setting and aim of the thesis and how the work came to be. It enlightens why the thesis is relevant for our profession and for sustainability aspects.

Part Two

The second part explains more about the chosen methodology of participation and how the input from the research process where organized and outlined into a framework with design principles and a zoning map, which where used in the final design proposal of the thesis.

Part Three

The third part consist of the design proposal, which has an holistic approach divided into topics of flows, greenery, activity, piers, and buildings.

Part Four

The last part is the discussion and reflection of the thesis work. How did the design proposal reflect on the thesis question? What has the thesis contributed to the field of architecture? Part four ends with an extended list of references.

Content

<i>Part One</i>	7
ABSTRACT	8
INTRODUCTION	9
- Background, purpose, subject, thesis question	
- Context	
- Delimitation	
RELEVANCE	18
- To profession	
- To sustainability	
REFERENCE PROJECTS	20
- Co-creation of Urban Spaces by the Nobogonga River	
- TCDC Khon Kaen	
<i>Part Two</i>	23
METHODOLOGY	24
- Participatory design components	
- Questionnaire	
- Interviews	
- Workshops	
FRAMEWORK	50
- Zoning map	
- Design principles	
<i>Part Three</i>	55
DESIGN PROPOSAL	56
<i>Part Four</i>	73
DISCUSSION	74
BIBLIOGRAPHY	76
APPENDIX	79

Abstract

Architects are responsible for our built environment, ensuring its functionality, aesthetics, and sustainability. The ecological sustainability is increasing in importance due to climate change, but another important factor, that is more difficult to measure and that's also in dire need of attention, is the social sustainability (Tunström, 2019). People create life in our urban spaces, not city planners or architects. We can only provide for the space, but without people utilizing it, our profession may become purposeless. We are essentially dependent on each other to succeed, but somehow the people's voice in the matter of urban design seems to be insignificant or forgotten in some cases.

The city centre in Halmstad is losing its attractiveness due to a shopping mall in the outskirts of the city and from Covid-19 repercussions, simultaneously as the conflict about a former hotel development on Österskans was created between the municipality and the citizens (Halmstad Kommun, 2023). The hotel project was terminated after a public vote in 2022, with no new plan for the area to this day.

The purpose for this thesis was to investigate and develop a design method and practice of participatory design, on the chosen site of Österskans in Halmstad, with the leading question: How can a participatory design process be developed, with an aim to create a sustainable and attractive urban environment, together with citizens of Halmstad?

The method is an iteration of input, interpretation, and implementation, where the input was gathered from participatory actions such as questionnaires, interviews and workshops. The input were made into a framework of design principles and zoning map which the final design proposal was centred around. The proposal has a holistic approach divided into five categories: flows, greenery, activities, piers, and buildings. The flows and activities are focusing on the human scale, encouraging an increase of liveliness, the greenery promotes biodiversity and human health, the piers connect Österskans to the river, and the building links the cultural buildings together and creates a meetingplace.

The thesis is a pilot project, testing a new approach in a smaller scale, for the purpose of finding a way for architects to move forward in the future development of social sustainable environments.

Key words: participatory design, sustainability, urban planning

Introduction

BACKGROUND

The city of Halmstad is rapidly losing its attractiveness due to a new shopping mall on the outskirts of the city and to repercussions from Covid-19, which caused many of the city's shops to close, leaving the city more and more empty. Simultaneously, a conflict between the municipality and the citizens were growing stronger because of a proposed 16 story high hotel development on Österskans, next to the city centre and in one of Halmstad's parks along the river Nissan. Österskans used to serve as a travel centre, but it was relocated closer to the train station further south in 2017 and have since then been disregarded and on the road to decay. The hotel consisted of a large public building with functions like hotel, food market hall, conference space, restaurants, and bars. The municipality claimed that the hotel would connect the city centre with the new travel centre further south, raise the quality around Nissan, and clarify Österskans as a cultural node in the city (Halmstad Kommun, 2023). Few others than the municipality believe that the hotel can restore attractiveness to the city, but most feel that it doesn't fit with the context of the area (Welin, 2020), that Halmstad doesn't need another hotel, and that the building focused on tourists and not the residents. Furthermore, another large hotel next to the travel centre, was finished 2021, which underlines the questioning of the relevance and necessity of the proposed hotel even more.

The city's residents gathered signatures to stop the development, and were in the end successful. The municipality decided to conduct a public vote, which ended with the project being shut down, with no new plan for the future of Österskans (Halmstad Kommun, 2023).

PURPOSE

The purpose of this thesis is to find out if there is an alternate intervention for the area that can achieve the same things as the municipality claim that the hotel could, with the spirit of participatory design with citizens of Halmstad. The intervention should according to the new development plan, for instance bring attractiveness to the centre and Österskans, create an important node with various meeting places and enhance the green and blue structures that are a key aspect in the area etc. (Samhällsbyggandskontoret, 2022).

The thesis will aim to bring down the scale to focus on the citizens of Halmstad. The proposal will be the result of a participatory design where opinions and ideas from the residents will guide the process. It's important that people can feel connected to the place that they are living in, and that the development being pursued are an investment for their future as much as it may be an attempt to awaken the city's attractiveness from a larger scale. One opportunity to make this happen is by including residents in the design process, their voices are important, they should be proud of their city and feel a connection to their living environment.

SUBJECT

The subject is the area of Österskans and its adjacent parks Picassoparken and Kapsylparken and the river Nissan next to the city centre. The aim was to create a connection between the parks and with the water, create a node with various meeting places and support the city centre by mixing the program, users and functions.

THESIS QUESTION

How can a participatory design process be developed, with an aim to create a sustainable and attractive urban environment, together with citizens of Halmstad?



Image 1. "Karta öfver Halmstads Stad och Slott", by Anders Severin Paulsson (n.d.)

HISTORY

The construction of the city fortress of Halmstad were said to have started 1598 and were led by the Dutch builder "Hans von Steenwinckel" who unfortunately died four years before the fortress were completed (Destination Halmstad, 2020). The fortress consisted of high earth walls encased by blocks of stone, with pointed corners called bastions which served as a platform on which to place the artillery. There were six bastions and they each had their own names: Norra, Kloster, Vågghals, Västra, Mölle and Södra bastionen. Around the fortress went a moat and to the east, the river Nissan, and there were only four gates to enter the city which were called: North Gate, West Gate, South Gate and East Gate. Even today, the north gate, Norre Port, remains intact (Destination Halmstad, 2020). The eastern city gate was at "Österbro" and the bridge was the city's only connection across Nissan (Halmstad Kommun, 2023). Further defence was built in 1612, where the eastern bridge was fortified with a moat for additional support. In result of this, the artificial island, also called "skans", that was built, naturally came to be called "Österskans". This structure can still be seen at Kapsylparken by the edge of the river, amongst other remains.

The inner city is based on a grid structure from 1884 and was largely exploited during the beginning of 1900. More buildings were added from 1940 until now, and the building blocks in the city centre are mostly closed and around five floors high. The buildings character varies, but together they form a homogeneous city character where the buildings are mainly built in yellow or red brick, plaster or natural stone (Samhällsbyggnadskontoret, 2022).

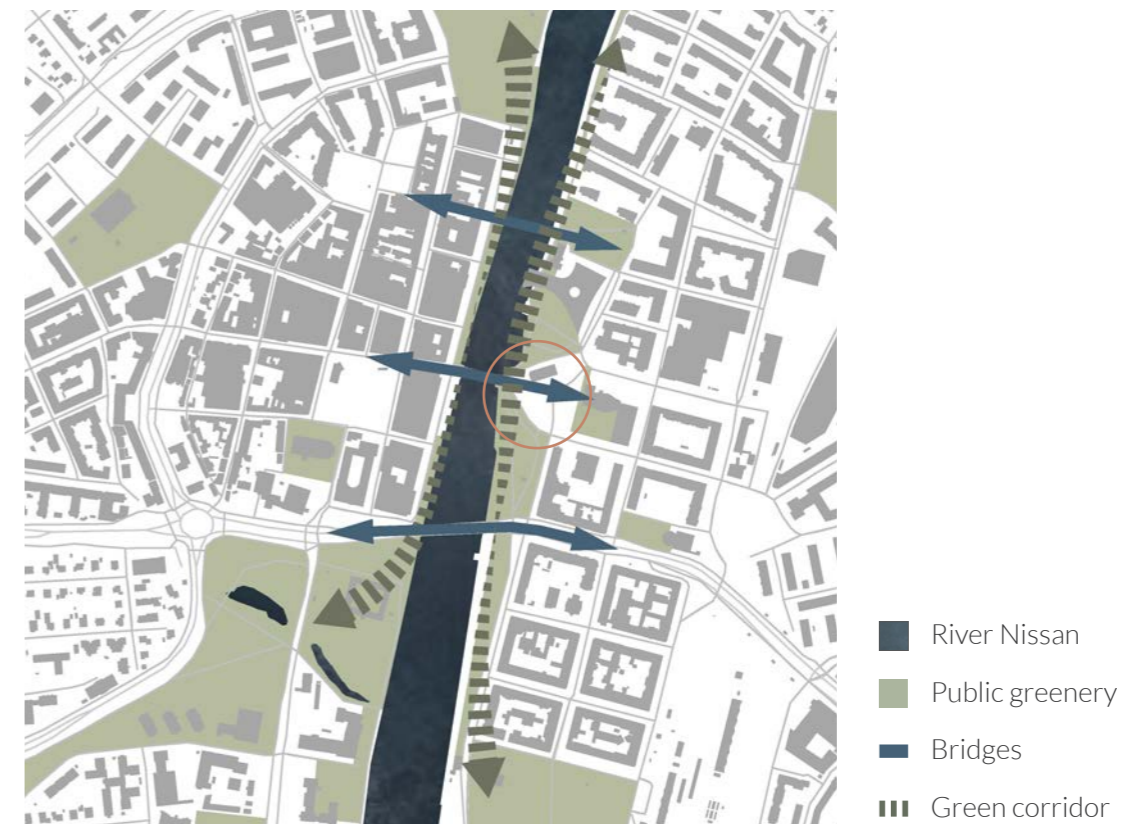


STREETS AND NODES

Österskans lies next to the city centre and the main square in Halmstad, where only Nissan separates the two. It used to serve as a travel centre, but it was relocated closer to the train station further south in 2017 and have since then been disregarded and on the road to decay (Halmstad Kommun, 2023). Even though it's not utilized today, the area is still a crucial point in the city where several important streets meet and is therefore a place with great potential to develop and to become a node again.

Österskans is surrounded by a number of cultural buildings that are included in a building inventory for cultural-historical value, such as the youth house 035, 1953 class A, Halmstad's theatre, 1954 class B, Halmstad City Library, 2006 class C (Samhällsbyggandkontoret, 2022).

The map is demonstrating the most important and integrated street network, from a pedestrian and cyclist perspective. This data has been collected from an integration and betweenness analysis in a GIS program. The thicker the line, the more connected the street is. The results show that Österskans is well connected and have an important role to play in Halmstad considering its position. The map also displays various assets and nodes in the city that have great importance and should be considered when designing.

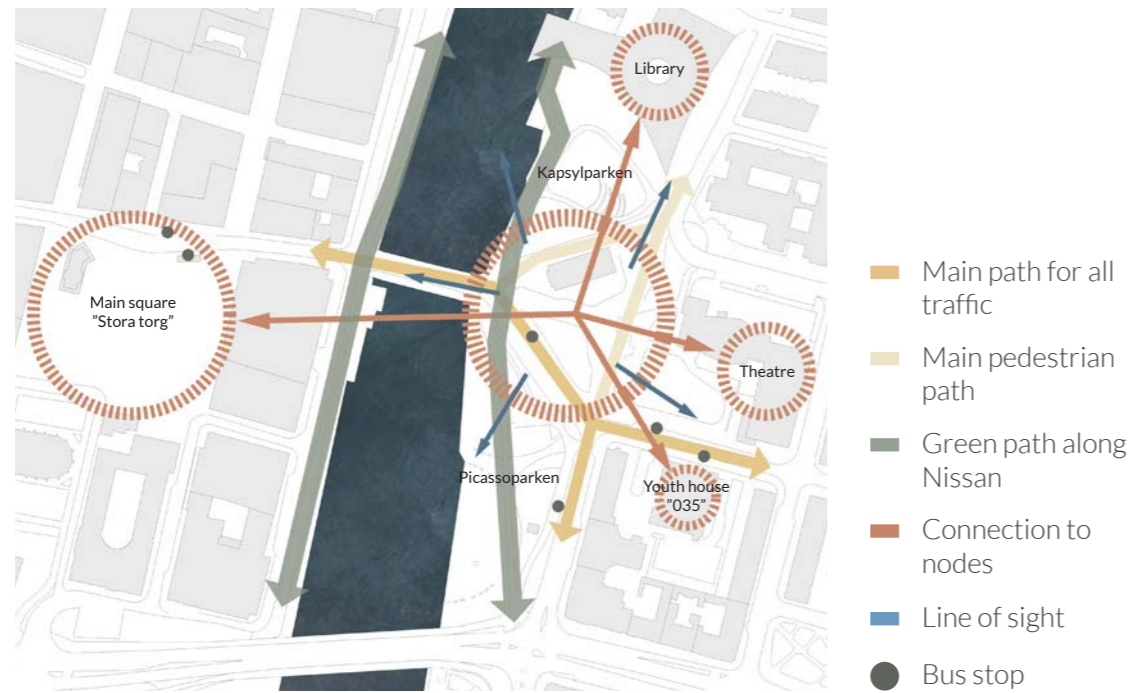


GREENERY AND THE RIVER

Nissan is an essential blue-green node in Halmstad with lots of opportunities to utilize and is currently used as a recreational lane for walking and everyday exercise, sport fishing, water activities and more (Halmstad Kommun, 2022). While Nissan is an asset, it also forms a barrier between the city's east and west parts.

When Nissan has high flows, which is assumed to be more common in the future due to climate change, parts of existing buildings and road networks could be flooded. According to the "Nulägesanalys av framtidens klimat för Halmstads kommun", a report analysing the city's current climate state, written by Hanna Billmayer (2021) for the municipality of Halmstad, the water levels will rise approximately 1 m in the year 2100, and in extreme weather up to 3 m. Halmstad and Österskans lies in direct contact with Nissan, which makes this aspect very important to consider and design a strategy for.

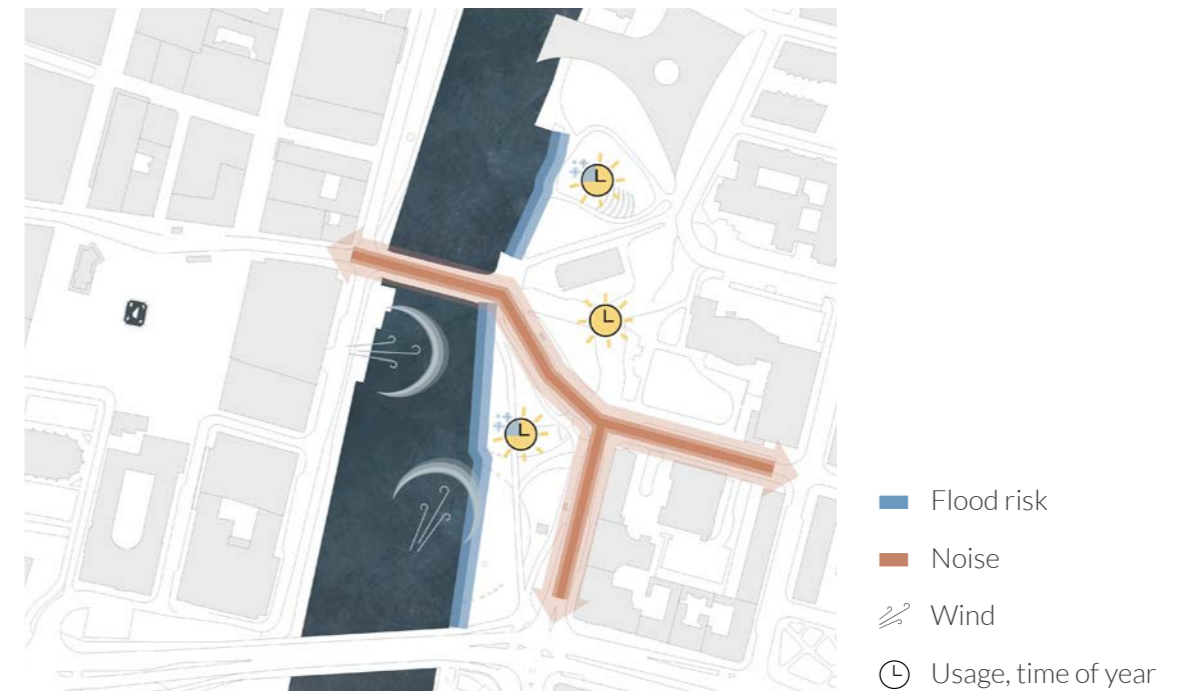
The map is showing the greenery and water structures in Halmstad, where the greenery lies and the bridges in which to cross the water barrier. The greenery are usually in the form of city parks, with fields of grass with trees and flower plantings, stretching along Nissan creating a green and blue belt dividing the city.



SITE ANALYSIS

Österskans is located in a park zone between the old inner city and the new eastern suburb (Samhällsbyggandskontoret, 2022). The area in between the two parks Picassoparken and Kapsylparken largely consists of a big open paved surface. A small part is a public place including street, and pedestrian-bicycle lanes. There is also a number of large trees growing, such as lindens, plane trees, pillar trees, etc. that are in good condition. In Picassoparken there is an old quay from the 19th century, bridges and walkways with chains are also from this period and are structures worthy of preservation.

The map is a compilation of personal observations of the project site, having visited the area many times during the span of a year. Österskans have a quite unique location in between several important assets in Halmstad, such as Nissan, the parks, the city centre, and the cultural buildings. This makes the area fascinating from an urban planning perspective. With opportunities for becoming a gathering point for all of the neighbouring assets to connect to each other and to help each other thrive. Which means, an improvement of Österskans could as a result have great effects on its surroundings.



SITE ANALYSIS

The site is exposed to wind and has wind conditions that require both landscape and buildings to be planned to reduce wind forces at ground level to create good conditions for activities such as pedestrian streets, squares, and seating. The wind directions with the greatest impact on the area are westerly, south-westerly, and southerly (Samhällsbyggandskontoret, 2022).

The map is a compilation of personal observations of the project site, having visited the area many times during the span of a year. Österskans and the paved surface between the parks are deserted most time of the year, except for some months in summer where the municipality have tried using the area for temporary functions such as a funfair, food trucks, ice cream bar and miniature golf course. Those interventions have worked well so far, but when they are removed, the area is yet again empty, and becomes a spot that is only passed by. The parks are used in wintertime for walking, sitting and feeding birds, but only when the weather is good. Because of the empty open space, the site is very exposed to the wind, and when it rains or storms the water levels can change and flood some of the parks where the edge is very close to the surface of the water. The area of Österskans have a focus on the motorised traffic and not on the human scale, which is evident in the ground surface materials and all of the different height levels which exist to separate the street into different lanes to protect people from the traffic. The road "Strandgatan" that divides the area is not only a barrier, but also creates a lot of disturbing noise.



Source: Authors own pictures

Delimitation

The delimitation diagram shows where the focus lies for this master thesis, with a scale of four colors. The light color means least focus and the dark most focus.



Relevance to Sustainability

ECOLOGICAL

The site is an important recreational space with prominent green and blue structures that has a great value for Halmstad and its identity (Samhällsbyggandskontoret, 2022). It becomes more and more vital to recognize the importance of green and blue structure in an urban environment than ever before. Our cities are increasingly becoming our species only habitat, with the development we have today, explains Susannah Hagan (2015) writing about “ecological urbanism”. So even if we didn’t face a climate crisis, ecological sustainability would still be relevant in our urban environment. We need to find ways of mitigating and adapting to our new situation using new strategies of planning and designing. Hagan (2015) continues saying that cities need to become more of an “artificial ecosystem” that can achieve the same efficiencies and life-preserving redundancies as natural ecosystems.

SOCIAL

The social aspects of sustainability have climbed higher on the agendas list for the last couple of years (Tunström, 2019). Today social sustainability has become somewhat of a buzzword that people like to use when planning new development. But what is social sustainability really? In an urban context it has often been about planning and developing with labels such as integration or neighbourhood development, but social sustainability is a part of a diverse range of practises with a “fuzzy” concept and that trying to find a single definition is probably impossible. But according to Tunström (2019) it could refer to inclusion and exclusion, feeling at home in the neighbourhood, citizen participation, or the integration of housing, services, transportation, health, education etc. We should have an awareness that different people have different resources and preconditions to access basic services and that they therefore should be involved in the process of planning. Sustainability gives the notion that something needs to be sustained, but when it comes to social aspects it’s more about development and change, rather than preserving something. Social sustainability promotes new alliances and new ways of mobilizing resources, and these alliances imply new ways of solving problems. Citizen participation in urban planning and development is a clear example of this. Involving citizens and organizing a new planning process have been seen as a remedy of the ills of previous eras, says Tunström (2019).

Relevance to Profession

In an article named “The expert citizen” Maria-Cristina Florian (2022) writes, that participatory design has a particular focus on the “user”, with implications of the underprivileged and the excluded, which implies those who normally are not a part of contributing to the design process. The concept is to engage the user of a space in the design formulation to get a positive impact on the perception and resiliency of that particular space. Taking the user’s needs into consideration might reveal new solutions and help us move forward from the more conventional architectural systems, that suggest that the client is the administration that authorized the project, and not the actual inhabitant of the building or space (Florian, 2022).

Florian (2022) continues saying that architects should give attention to the user’s context by projecting themselves into the spatial, physical, and social perspectives of the user. The architect must have the ability to move between the role as the expert and the user, where experience and knowledge inform each other. The architect should not relinquish or deny their expertise but recognize the users as specialists and let them actively transform the knowledge of the architect, which is only possible if there is a mutual respect of the other’s knowledge.

The role of the architect is to recognize the users as expert in their lived experience of their space and to provide the channels in which to articulate their perspectives. This method can create a foundation for a dialogue between experts of various disciplines, working towards a common goal, where everyone is able to carry out discussions without relinquishing their knowledge. Conducting a design process with this method may lead to a renewed and more relevant way of practice, enabling for a better future of the built environment and the architectural profession (Florian, 2022).

I believe that architects have been given a great responsibility for our built environment, for making sure it’s functional, aesthetically pleasing, and increasingly important; sustainable. This responsibility can sometimes weigh heavy on our shoulders, but it could also be seen as an opportunity. If we gather relevant information, learn from experts and include users and citizens in the process of designing, the future architecture could be something great. But we still have a bit left to go. We may have to re-design the design process, make it more context-based and not follow a predetermined schedule or list of points to check. We may need to involve and consult the citizens even more, make them apart of the whole process from start to finish, to be able to create a socially sustainable living environment, just like Maria-Cristina Florian wrote. Are there gaps in the development process, that we need to fill in order to strive towards a better tomorrow, and could that gap be filled with citizen participation?

Reference Projects



Image 2. Community women explaining their design and map. Source: Co Creation Architects, 2018

CO-CREATION OF URBAN SPACES BY THE NOBOGONGA RIVER

The Co-creation of Urban Spaces by the Nobogonga River in Bangladesh by Co Creation Architects was a project who won the Aga Khan Award for Architecture (AKAA) in 2022 (Arch Daily, 2022), for their excellence in the field of contemporary design, social housing, community development, and preservation and improvement of the environment. Their project was about utilizing the community's strength to reverse the ecological ruin of the riverscape and create a social and functional public space alongside the riverbanks (Arch Daily, 2022).

The Co Creation Architects considers nature and people as an important driving force in the design process, and so the project, first initiated by the community, was developed through dialogue with the residents with a particular focus on vulnerable groups such as women, children, the elderly and disabled. The focus of the project was to transform the area around Nobogonga River in the city of Jhenaidah which had become neglected, dangerous, and polluted (Arch Daily, 2022).

The architects assumed the role as facilitators and coordinators that guided and gave form to the requirements and wishes of the inhabitants by organizing workshops and discussions that span over several years. The input gathered resulted in outcomes such as installations of changing cabins, slip-safe paving, and ramps along the walkways to make it accessible and safe for everyone (Arch Daily, 2022).



Image 3. View from the courtyard. Source: Stu/D/O Architects, 2016

TCDC KHON KAEN

The design of the TCDC Khon Kaen by Stu/D/O Architects in Thailand was inspired by a cultural custom called Lom Wong, which essentially means the gathering of people in a circle (Stu/D/O Architects, 2016). The inward-facing orientation is meant to make people socially engage with each other. The functions in this community building are the library, auditorium, and an exhibition space, which arranged in this circular manner promotes an inclusive, non-hierarchical architecture where no singular function is more significant than the other.

Stu/D/O Architects (2016) explains that the concept of the project was to create a combination of modern and vernacular architecture, with a design that understand and respects the conditions of the land and the culture which locals can feel connected to and are comfortable to inhabit.

Sustainable Design was also a crucial part of the zoning and spatial organization of Khon Kaen. The three functions were thoughtfully placed in consideration of the sun exposure, depending on how enclosed their facades were and how much natural light they needed. The relatively enclosed exhibition space was placed in the west, the auditorium in the east, and the library in the north. The building is also equipped with an extension of the roof and shading devices on the façade to help with the amount of heat entering the spaces, which also provides a unique aesthetic feature to the architecture (Stu/D/O Architects, 2016).

The floorplan was designed to be flexible both within its own function but also in the whole building. The large windows in the library allows for a complete visual connection over the whole area and blurs the line between outdoor and indoor which creates an area that is open and relaxed. The auditorium can accommodate a multitude of activities, like workshops, lectures, seminars etc., with a capacity for 200 visitors the big open space can be divided into two rooms which gives the opportunity for simultaneous activities. The auditorium has also the capacity to be opened up toward the courtyard for further expansion. As the auditorium, the exhibition space is able to extend out on the courtyard as it is also designed to be flexible in its modification of space to accommodate for different mediums (Stu/D/O Architects, 2016).

Methodology

The chosen methodology for this thesis is participatory design, which characterizes the whole project from start to finish. That's why this description attempts to illustrate how I intended to work but could never be a description of a predefined process, were the result known in advance. The only thing that was certain was that the thesis must be open for changes along the course of the process, and that input from different individuals would be a crucial part to reach an end result. I didn't know how it would work out or what consequences it might have on my project, but I started this thesis by knowing only a little but finished it knowing a whole lot more.

I assumed the role as facilitator and coordinator, granting opportunity for people to express their wishes and requests. Ultimately, I'm in command of the project, because of my role as the architect, I decided what the participants would investigate. In that way, I could lead the project and have some control, but leave the end result to the process.

The input is gathered by the use of questionnaires, interviews, and workshops, and simply by talking to people that have a connection to Halmstad and the project site of Österskans. The utilization of tools such as personal observations, literature reviews, and reference projects helped to support the findings from the participatory design process.

The input was then interpreted and the most important aspects, wishes and knowledge, that helped the thesis progress, was generated into a framework that was implemented when constructing the final design proposal.

The way this method might be explained is by a constant iteration of:



Participatory design components

For the participatory design process I chose to utilize and combine questionnaires, interviews and workshops. I thought they could each allow for a certain amount of information with several scales of depth, and each could be accessible for a different quantity of people, where I could choose which tool could fit where and for which purpose. A questionnaire could for example be easier to use when I want a multitude of answers from different people about general questions that are fairly easy to answer. And a workshop is better when I want the participants to work together or have a discussion about a certain question. The questionnaires and interviews will be more linear and separate from each other and the workshops will be more iterative and connected.

I used a qualitative data analysis method (Calzon, 2023) to interpret the input. Qualitative data is not described with numerical values or patterns, but with descriptive text. It is typically gathered from a person-to-person interaction, which includes techniques as observations, focus groups, and interviews where the analysis is open for interpretation and must be coded to identify underlying themes. The analysis could be summarized into three categories: notice things, collect things, and think about things (Calzon, 2023).

QUESTIONNAIRE

Was sent out on various social media platforms for everyone to answer. It was more general questions, that are easy to answer.

INTERVIEW

I have chosen three individuals to interview, that all work with city planning or architecture and have a connection to the project site of Österskans. One works at the municipality of Halmstad, one works at White Architects, and one at Fredblad Architects.

WORKSHOP

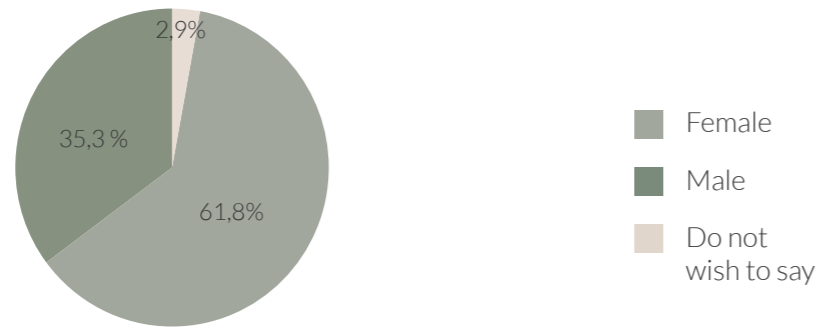
The workshops were held by me and consisted of the same participants that I refer to as my "focus group", entailing people of different backgrounds, age, gender, and occupation. I had three different workshops where I had prepared with assignments and questions for discussions, and a fourth one for feedback. The first was about the context of the city and the project site, the second about building typologies, and the third about the connection to Nissan. I decided early on that I wanted the participants to be apart of the planning process and let them lead me in the direction of what is the most important factor to consider, according to them. Because of that, I only planned the first workshop about the context, and then took it from there, continuing developing the other workshops only after the first was finished, when I knew more about what the group wanted to explore further.



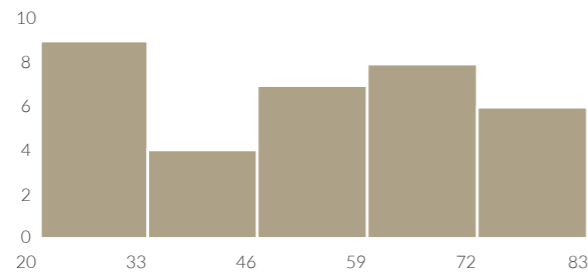


Questionnaire

GENDER:



AGE:



ADDRESS:



WORKS WITH/AS:

- | | | |
|------------------|------------------------|-------------------|
| 1. Pensioner | 6. Salesperson | 11. Student |
| 2. Teacher | 7. The judiciary | 12. Dog groomer |
| 3. Healthcare | 8. Electrician | 13. Marketing |
| 4. Food business | 9. Banking advisor | 14. Self-employed |
| 5. Engineer | 10. Business developer | 15. Psychologist |

HALMSTAD

Write three keywords describing Halmstad:

(Top 10 most used words, translated from Swedish)

- | | | | |
|----------------|--------------------|--------------|---------------|
| 1. Costal | 3. Close to nature | 5. Nissan | 8. History |
| 2. Summer town | 4. Small town | 6. Calm | 9. Unpleasant |
| | | 7. Beautiful | 10. Boring |

What do you like about Halmstad?

(Top 10 answers, translated from Swedish)

- | | | | |
|----------------|------------------|--------------|------------------|
| 1. Green areas | 3. City centre | 5. Nissan | 8. Small-scaled |
| 2. The ocean | 4. "Galgeberget" | 6. Closeness | 9. Culture |
| | | 7. Tylösand | 10. "Örjansvall" |

What don't you like about Halmstad?

(Top 10 answers, translated from Swedish)

- | | | |
|---------------------------|-------------------------------------|---------------------------------|
| 1. Lifeless city centre | 5. Progress stopped by municipality | 8. Unused spaces in city centre |
| 2. Unattractive buildings | 6. Reduction of greenery | 9. Traffic |
| 3. "Hallarna" | 7. Too few cultural meetingplaces | 10. Port area |
| 4. Megalomania | | |

ÖSTERSKANS

What do you like about Österskans and the surrounding area?

(Top 10 answers, translated from Swedish)

- | | | | |
|-------------|----------------------------------|-----------------------|---------------------------|
| 1. Greenery | 3. Cultural buildings | 6. Nothing/Don't know | 8. Node |
| 2. Nissan | 4. Close to city centre | 7. History | 9. Pedestrian paths |
| | 5. Good opportunities to develop | | 10. Public transport stop |

What don't you like about Österskans and the surrounding area?

(Top 10 answers, translated from Swedish)

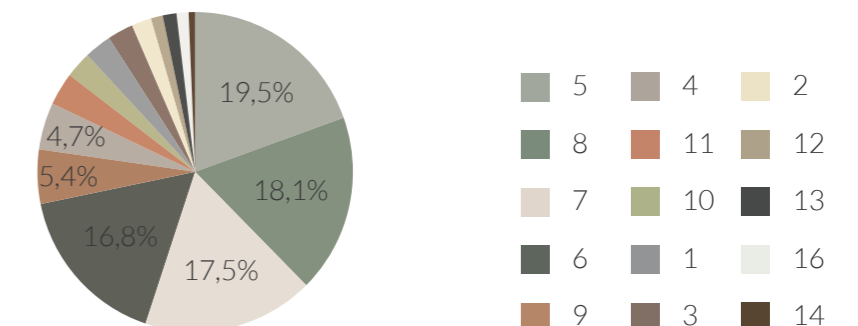
- | | | | |
|--------------------------|---------------|-----------------------------------|-------------|
| 1. Empty unused area | 4. Hotel plan | 7. Everything | 9. Lifeless |
| 2. Ugly | 5. Boring | 8. No place for stopping, staying | 10. Traffic |
| 3. Bus terminal building | 6. Unsafe | | |

What functions/activities does Österskans and its surroundings need?

(Top 10 answers, translated from Swedish)

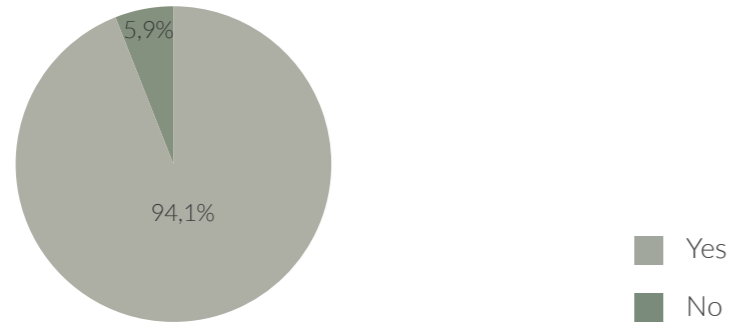
- | | | |
|---------------------|-------------------------------------|-----------------------------|
| 1. Greenery | 4. Stage for music | 8. Small shops, market area |
| 2. Café/ Restaurant | 5. Food market hall | 9. Playground |
| 3. Meetingplaces | 6. Connection to cultural buildings | 10. Outdoor gym |
| | 7. Temporary food truck/market | |

Which areas would you like to develop around Österskans?



HOTEL

Did you know about the previous hotel project at Österskans?

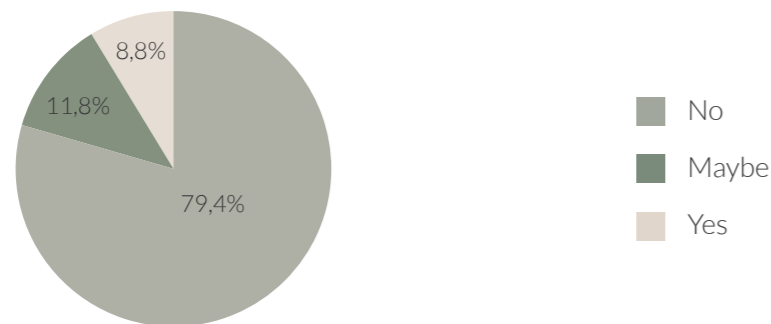


If you answered YES, how did you feel about it?

(Top 6 answers, translated from Swedish)

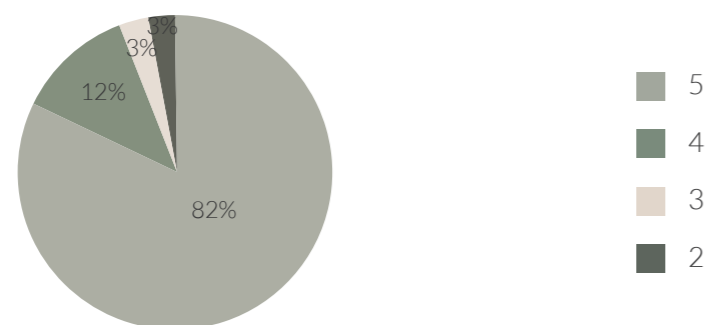
- | | | |
|--------------------------|----------------|--|
| 1. Negative | 3. Unnecessary | 5. It's not made for the people living in Halmstad |
| 2. It's too large-scaled | 4. Positive | 6. Both negative and positive |

Do you think Halmstad needs another hotel?



CLIMATE

How important is it that people start taking care of the climate and the environment at a scale of 1-5?



What is the most important thing to consider when planning a new area or building, to protect our climate and environment?

(Top 10 answers, translated from Swedish)

- | | | | |
|------------------------------|-------------------------|--------------|-------------------|
| 1. Greenery | 3. Choice of materials | transport | 8. Accessibility |
| 2. Consider the surroundings | 4. Request and demand | 6. Lifecycle | 9. Flooding |
| | 5. Less traffic, public | 7. Closeness | 10. Participation |

REFLECTION

The objective of the questionnaire was to get an initial understanding of the city and Österskans and the resident's thoughts about them in more general terms. The bigger picture so to say. This was one of the first things I did in the thesis process and at this point, the only thing I knew about Halmstad and the project site was my own thoughts and perception of it. This makes the questionnaire very significant because that was my first relation to other people's mindsets, and what they thought was important and identifies the city and Österskans. Which also meant that it would be my earliest indication of what the project process would be like, but also what the result could be. The questions were therefore challenging to define because I had no understanding of how much knowledge the individuals had about urban planning, architecture, or questions about the climate etc., so I knew that I had to make straightforward questions that everyone would be able to answer no matter where they lived, how old they were, or what they worked with. I concentrated on getting the basics, "what do you like, what don't you like" for example, to make sure to get pertinent initial information about what the general person thought about their city. I got 34 answers, which was better than I had anticipated.

A greater number of answers are really good to get a greater understanding of the perception and variation of peoples knowledge and thoughts, but it could also make it harder to interpret the information. Especially if there is a lot of different answers on one question, how would I be able to extract the most important or relevant knowledge? For this part I chose to extract the main answers and topics to be able to, later in the interpretation process, isolate what I needed for the design principles and framework.

Overall, the answers could more or less be bundled up into one subject matter, that I could then rate for a top ten list to make it more graspable. Of course, this way some information was be lost, but at the same time, I would not be able to account for every single wish, if so, this thesis would never end.

When reading through the questionnaire, some aspects of the city and Österskans became clearer for me and gave me a new way of viewing the site, what it means to people and what I needed to research further. For example the historic view, the thoughts of the municipality and the architects involved in the hotel project, and understanding why the hotel was suggested in the first place. Some observations of the site differed from my own, so a deeper context analysis would have to be considered, both by myself but also by the focus group in the workshops.

My knowledge had deepened and the outcome of the questionnaire left me even more curious and eager to move forward with the participatory design process.



Interviews



Violeta Stanic - Plan architect, municipality of Halmstad

PERSONAL BACKGROUND

I was originally educated as an architect in Sarajevo and have worked as that almost my entire professional career, it was only in 2016 that I started working as a plan architect at the municipality of Halmstad, where I have the role as the project manager in a group that works with creating detailed plans.

HOTEL DEVELOPMENT

I was responsible for the planning of the detailed plan of the hotel at Österskans and worked with it until the plan was cancelled. Our focus for the project was that the building would function as a node and orientational spot in the city, linking East and West together. Sometimes when you come to Halmstad you don't know where the centre is and tall buildings have always been a way to orient yourself, and the idea was that Österskans could become a place in the city that says "this is the centre". The building would be energy efficient, with features that attracted people of different ages. The risk of flooding would be reduced by not building lower than 3.8m and the building would have a waterproof basement and technology that could collect and clean rainwater before it was discharged into Nissan. Today there is no new plan for the area, but the site needs to be upgraded.

ÖSTERSKANS

The site has great potential for development and is an important spot in the city that connects East and West, and green and blue structures together. Österskans also has an important role in Halmstad's history, in the Middle Ages, this was the only place to enter the city from the East, and it's still an important gateway to the city centre today. But currently, the area is abandoned and is only a place that is passed by, except for temporarily in the summer. As the municipality owns the land, it's up to the politicians as to what happens with the area which is designated for center development in the current master plan. The municipality is working to reach all age groups in order to get equal opinions in important issues such as public buildings. Unfortunately, it's usually a majority of elderly who get involved regarding these questions.

You have to do something with the place that draws people, that connects the different parts of the city, and also the many cultural buildings around Österskans, to each other. I think the green and blue structures are very important, but I think to be able to activate the area, more than a park is needed. Especially all year round and several hours of the day, which is important to create safety and attractivity. Österskans is perceived as unsafe and is also very exposed to the wind, so some kind of building with a public function, perhaps with a square and a marketplace, food market hall, seating areas, or a mall with a cafe or restaurant could work. Something that attracts all ages and contributes to a safer place with a focus on social sustainability.

Karin Höök - Landscape architect, White Achitects

PERSONAL BACKGROUND

I work with all surfaces and environments surrounding a building, which can be in many different scales, like urban planning, parks, or schoolyards. It focuses on accessibility, heights, choice of materials and connecting the building to its surroundings.

HOTEL DEVELOPMENT

I was the leading landscape architect throughout the process. Our focus was not only on the building but also on the urban space and the surrounding environments, we wanted to find the right location at the site. It was not just a hotel, but also a market hall and conference facility, with a cultural square that would serve as an attraction and node. The project would highlight what is important in Halmstad, for example Nissan. We wanted to turn the city towards Nissan, which made the connection to the water important. We also put a lot of emphasis on social sustainability. It's currently a rather dark and unsafe place, which we wanted to neutralize by focusing on the human scale and public functions, that would be open all hours of the day.

ÖSTERSKANS

The location is central and important, today but also historically, as Österskans acts as a gateway to the centre. It's therefore important to connect the existing functions, the water, the parks, and the cultural buildings to each other. Movement is also pertinent here, people like to move by the water and Nissan is an important asset in Halmstad that isn't used to its full potential today. The area is quite difficult to navigate, and the focus lies on the traffic, the bus stop is certainly important, but you don't really know how to get around as a pedestrian or cyclist. Österskans should have focus on the human scale and the public functions, and the building should symbolize "the other side" and the gateway to the centre, and link to the different parts of the city and the cultural buildings in its surroundings. The development should focus on those who live in Halmstad, to make the place attractive to the citizens, and as a direct effect of that, also increase tourism.

From an ecological perspective, it's difficult to make big profits, because of its relatively small size. But "every little helps", several smaller green areas can make a big difference when working together. For example, stormwater management in the form of plant beds and trees, and the vegetation around Nissan is an important part of this and can also act as a natural buffer in case of floods. Flower plantings can expand the habitat zones of the present insect and animal life. In the grand scheme of things, it's about connecting green areas to each other, and Nissan serves as an excellent location for a spreading corridor with good chances for variety and sun exposure. Greenery and the connection to water is also about human well-being, people should feel good in their immediate environment and those who live in a city should have access to green spaces. Kapsylparken and Picassoparken can advantageously be developed as their own park spaces, where they have their own identities and functions.



AnnCarlott Castler - Architect, Fredblad Architects

PERSONAL BACKGROUND

I have worked as an architect at Fredblad for a long time and I am one of the owners of the company. I work both with administration, to find new projects and assignments, and create relationships with clients, and architectural projects, which mostly concern the startup phase.

HOTEL DEVELOPMENT

I was responsible for keeping the contact with the clients, the building company and the hotel operator, which we had a close relationship to, along with "Destination Halmstad" and the theatre. We wanted the building to be a collaboration between the hotel and the theatre, because they are in need of more conference rooms for bigger events and gatherings, which they have to turn down in their current state, which is a missed opportunity for Halmstad to become a destination and bring people to the city. The new building was to be connected to the theatre at the backside, on the old parking lot, in order to enhance the flow of movement between the two parts. We made an opening in the bottom floor so that people could walk under the building, to not lose any walking paths or views. Towards the water and city centre we placed the food market hall in a much lower structure to keep the focus on the human scale and to connect to the surroundings. The building were Gold certificated, were one part consisted of reusing greywater, for example in the toilets. We also focused on making sure that all functions were sustainable, profitable and that nothing should go to waste, regardless if it were food or use of space. One space could have multiple uses by multiple people. The most important thing for our project was to connect the different cultural buildings around the site, especially the theatre, and to create a new meeting place in the city, to enhance the communication between people and buildings.

ÖSTERSKANS

It's a very important and central place in the city and it would be the perfect meeting place because there is always a flow of people crossing the area. It's essential to make use of and keep the views and the connection that Österskans has to offer. There are a lot of essential paths leading through the area, not the least the "culture path" that runs alongside Nissan and connects to multiple important assets in the city along the way, but also the path connecting Österskans to the city centre and the travel centre. It feels a bit unsafe today, but it would not be a problem if the site were developed and filled with life. It has so much potential, it's one of the greatest spots in Halmstad that could be used not only as a park, but more urban with a square, outdoor movie theatre and stage, food market hall, and conference rooms for bigger gatherings. Österskans should attract everyone, firstly residents but also people traveling here. It should be a place where people can meet and enjoy what Halmstad has to offer.

REFLECTION

The interviews was a good way to get a deeper knowledge about Halmstad and Österskans from a professional point of view. In this format, the interviewees had the time to explain about their specific angle or focus of their project and the area, but also discuss about their own thoughts and values within their own specific field. It also gave me an opportunity to discuss questions of my own, which I needed a second opinion on or had wonderings about, with someone who is familiar with the design process and knows the site very well.

I think it was a good idea to also get the perspective from a professional point of view in the architecture field, to be able to understand the site of Österskans and its potential for development. They each had valuable information and reflections about the situation after having worked with the project for a long time, each within their own profession. As a professional you can develop a more critical way of thinking about variables like sustainability, activities and users over time and how to attract people and keep the functions profiting, information beneficial for my project.

They all had a clear understanding about what makes Österskans a great place for development. The fact that is located next to the city centre and acts as a gateway from the east, and is surrounded by many of Halmstad most important cultural buildings, its connection to the street network, and of course its location between the parks and the river. With all attributes put together, Österskans becomes one of the most important and valuable spots in Halmstad. If it could be developed in a beneficial way, it could increase the liveliness and attractiveness of the city and give it that spark that Halmstad is in desperate need of at the moment.



Workshop One

COMPONENTS PART 1



Context map 1:1000, Pencils

WHY

The purpose of this exercise was for the participants to get an overview of the project site and its placement in the city of Halmstad. And to get an understanding of the bigger scale and what assets the city might have in connection the project site.

HOW

I had printed out a map, showing the inner parts of Halmstad with a radius of about 1000 meters. I had prepared by writing down the locations of some important spots around the city, to enable for an easier navigation and recognition of the city. They were then asked to “think with the pencils”, to draw directly what they were thinking on the map.

SUMMARY

Österskans is a natural node and important spot in Halmstad, that acts as a gateway into the city centre, but it’s not used to its full potential. Lots of paths leads to the area, which makes it a good meeting point. While it’s pleasant to walk along the river, Österskans is just a big deserted paved surface, where its difficult to navigate and doesn’t feel accessible for humans. The road Strandgatan divides the site, and although important for the public transport, it would be a more pleasant place if the traffic was redirected from the site.

Österskans needs to be connect to the adjacent surroundings like the main square, the library, the castle, youth house 035, and theatre, to be able to thrive and not risk becoming an isolated island. The area should to attract people from all ages and economical/social backgrounds to make it safe and lively.

A main asset in Halmstad is the river Nissan and the greenery stretching alongside it. People like to be in its vicinity, but the parks Picassoparken and Kapsylparken have a lot of dead spots and could use a bit of programming to be activated.

There are only activities here at summertime. Temporary functions like food trucks and mini golf, and they have worked successfully. If you build something for people, people will come, which its true for Österskans. But in wintertime the site is only a place for passing though, with minimal places to sit and stay.



COMPONENTS PART 2

12 Kvalitetskriterier



12 quality criteria by Jan Gehl

WHY

The purpose was to let the participants get a better understanding of Österskans in a more intimate scale of the project site boundaries.

HOW

The assignment consisted of making a site analysis using the “12 quality criteria” by Jan Gehl (2010) that has three main topics: protection, comfort and delight. They had about 15 minutes to walk around the area and decide for themselves what their perception of Österskans were, from the perspective of the 12 criteria’s. The guidelines for the assignment where to keep within the boundaries of the project site, to think about the site in general and not so much in detail of a specific spot, and to try to assess the area as it was today, but also in summertime, and at day and night. They grade they were to give each criteria where: good, decent or bad.

After the site analysis the participants were asked to evaluate their findings. The discussions main subjects were positive aspects, negative aspects, and functions/activities for the site and building.

SUMMARY

Negative aspects from site analysis:

- Focus is not on the human scale
- Feels unsafe at night
- Hard to navigate and access with wheelchair, stroller or walker due to different ground levels
- Nowhere to stay, sit or listen, few seatings and noise levels from traffic
- The bus terminal is covering the views and connection between the greenery
- Only summer activities, nothing at wintertime.
- No shelter from wind, sun, or rain
- No place for children to play

Functions and activities:

There shall be a mixture of activities that attracts everyone at different times of day and year. Some should be for free and some more organized and could be connected to the building. The building shall be open both day and night and should be transparent with a lot of glass and connect to the outdoor environment.

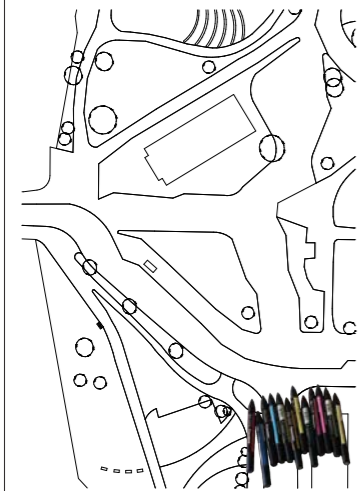
- Food trucks
- Market place
- Barbecue area
- Boule courts
- Outdoor gym
- Seating areas
- Piers connected to Nissan
- Activities on Nissan
- Ice skating
- Place for pollinators
- Greenery
- Restaurant
- Food market hall
- Bar
- Rooftop bar and lounge
- Concert hall

Positive aspects from site analysis:

- The river Nissan
- Sun hours
- Open space with overview, line of sight, with prospects for development
- Public transport accessibility
- Possibilities for walking
- Buildings are dimensioned for the human scale



COMPONENTS PART 3



Map over project site, Pencils

WHY

The purpose was to get an understanding of how the site should be used and where certain functions could be placed according to the earlier site analysis and discussion.

HOW

The participants were asked to make a schematic zoning of the site, where they suggest placement and important interventions that should have priority and could improve the negative findings from the site analysis and discussion. The guidelines for the assignment were to draw whatever came to mind, it could be a simple division into areas with a variety of functions or it could be more detailed with text explaining specific activities in certain spots. The maps should have a legend, explaining what the colour meant.

After they finished the maps, the participants were asked to describe their work to each other.



Elise

I placed the building to the south, and I thought it could be a food market hall with food from all over the world. It has a wooden deck connected to it where you could sit all year around. Above the building I there is an outdoor gym and a public toilet. I like to have some privacy when I work out, that's why I place it more to the back. I spread out the greenery and I thought some areas could be more like a garden, where people could farm themselves if they wanted to, maybe it could be hard to make it work, but the concept is nice, and the planting could also take care of a lot of rainwater. It don't think the greenery should be so staged, and organized, it could be more lush and natural. I place a boule court on the hill of Kapsylparken were there is a nice view and by the river in Picassoparken I drew a pier with seatings and barbecue areas.

SUMMARY



Madelene

I kept the old building and made it into a boule bar or café, connected to the courts, with a deck in front of it. The building next to the theatre, is a food market hall with an outdoor serving area, where they offer different sorts of foods and other eatables. The building shall be around two floors, where you can have seatings on the second overlooking the first, like a balcony. I also thought the roof could be used for something, maybe beehives. I placed a playground next to the boule court, and food trucks in Picassoparken connected to a pier with seatings and barbecue areas. There could be pergolas in the park with ivy growing on it, to create shelter from wind and sun. The piers should also have some sort of protection from the wind, and the pier connected to Kapsylparken should be in the same level as the path to be accessible for everyone. I kept the road, but only for buses.

Joakim

I placed the building where the old bus terminal is and connected to that, a space for food trucks with seating areas if you wish to sit outdoors. On the corner of the building facing the city and Nissan, I drew an outdoor gym. It could be nice to be met by activity when you come from the centre, an Österskans filled with life. I want a pier connected to the water, with the possibility for a café or a restaurant link to it that could be open all year around, to create some activity by the river. For the traffic, I think the road should only be for buses to reduce traffic and noise pollution, to reduce the disturbance.



Johan M

I kept all the existing walking paths and placed the building in the middle. The building should be low, with lots of glass, have a wooden deck, and be connected to the surroundings. The deck should have a connection to the piers down by the river. Below the building I drew a place for food trucks or a market. In between these functions I drew greenery. The whole area is separated from traffic to give focus to the human scale. I didn't draw anything above the building, I thought it was hard to think of something that could fit there. It becomes the backside of the building because the view is on the other side which will automatically feel more like the front.



Johan B
I chose to keep it simple because I want lots of space for greenery with opportunities for good views over the parks and the castle. The building is next to the theatre, which is a fairly high building already, so it would be acceptable to make the new one just as high to save footprint, and it would get a more natural space at the back for a loading dock and enjoyable views at the front. Otherwise I didn't think that much about functions of the building. But I drew a zone for activity at the front of it, I wrote boulevards, but it could easily be something else that would fit. I think the area in general, should be kept low, to maintain the views, and the higher the building, the better view you get. Kapsylparken and the space in front of the theatre could be lush though. I kept the road for the sake of logistics, and I thought about having a playground somewhere, but I didn't want to have it connecting to any road, so I left it out.

Annelie
I kept the old bus terminal building, but lowered the roof, and lengthened it around the corner and made a loading dock at the back. There could be a concert hall in the basement where the noise doesn't disturb, terraces on the roof, and outdoor serving area in the front. I drew smaller piers spaced out, both in Picassoparken and Kapsylparken, but the latter will be more constructed like steps because of the height difference. The greenery is spread out and have some differences in functions, but the all have seating areas connected to them. Some have barbecue areas, some have lounge sets, some are lush to support biodiversity. I drew a boulevards in between the greenery and a low fence next to the road for smaller children. The dream would of course be to remove the traffic all together though.



REFLECTION WORKSHOP 1

The purpose of this workshop was to learn about the participants knowledge of the context from a large scale of the whole city to a smaller scale of the project site and surroundings. The objective was also to get an understanding of what Österskans requires to achieve its full potential as an important asset in the city.

Context analysis:

It went better than expected. Everyone was actively apart of the discussion, where a lot of interesting aspects were brought up, and it kept going without any interference from me. Sometimes it appeared difficult for the participants to reflect on the project site seen from a bigger perspective of the whole city, and not go into details about Österskans. Overall, a very good exercise where they got a better understanding of how the project site relates to the city and what asset it could be in the bigger scheme of things.

Site analysis:

Working from Jan Gehl's 12 quality criteria's was a good way to get the participants to start thinking about the site in a more analytical way than they had before. It was appreciated to have a clear method with topics that included several important features of an urban area at hand, but they discovered that it also seemed to have its shortcomings. Some topics were hard to understand, and it was easy to interpret them differently which also gave very different answers between the participants. It was also difficult to put a specific grade on some topics because some aspects were good and some bad and they could also differ between one spot of the site to another, so many of the answers resulted in the grade "decent" because it was somewhere in between. But all these aspects came up and were clarified in the discussion afterwards.

Zoning map:

I think this exercise was the perfect way to end the workshop. Here they were able to collect all of their thoughts and discussions from earlier parts of the workshop and put it on paper. I think it made it clearer for them, as well as for me, what Österskans is in need of when it comes to interventions connected to different scales of context and functions that could attract life to the area.

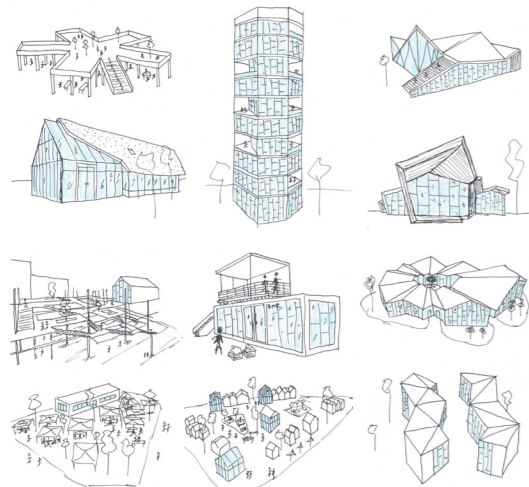
Some participants had a harder time getting their thoughts onto paper, but when I started asking follow-up questions their intentions became clearer. It also appeared problematic for them to remember some of the aspects from the site analysis, and take those into account when drawing, for example shelter for wind, sun and noise pollution. They asked if they could do the same exercise again at the upcoming workshop and see how they might advance their zoning maps after having some time to process their discoveries. So for the next time, when they do the exercise once again, I could establish ground rules based on the findings of this workshop to evolve the assignment and give it more depth.

My reflection of the discussion from this workshop is that we need to talk more about the built structure and how it might be developed, because it's a big part of the participants strategy to activate the site. The connection to the water is also an important part, so both of these aspects should be further explored in upcoming workshops. Furthermore, I noticed a big interest for the greenery and the connections of the site to other important nodes in the city. The participants agrees that it's essential to enhance these and move the focus from the traffic to the human scales and make Österskans into a calmer, more protected place in which to stay in. The group recognized the area's potential to become a node, and they believe that with a holistic approach, providing various activities and improvements to the surrounding environments, attractiveness could be brought back to Österskans.



Workshop Two

COMPONENTS PART 1



Reference pictures and post-Its

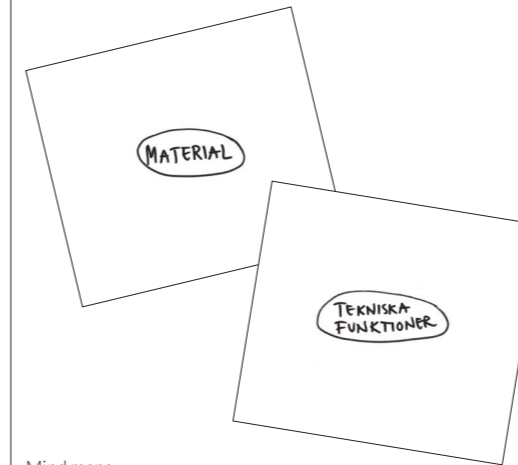
WHY

The purpose was to go further into the public building/buildings and get an understanding of the participants knowledge about the building types and functions, and how a specific structure could perform in a specific surrounding.

HOW

The participants made an analysis of different building types and compositions. I had made reference pictures of different shapes and formations which they evaluated based on some criteria's like placement of entrances and loading docks, accessibility, flows, size, exposure and protection. They were told to write down bullet points of their thoughts on post-its and place them on each picture and in the end, conclude which were the best typologies and how they could be used.

COMPONENTS PART 2



Mind maps

WHY

The objective of this exercise was to find out about how much the participants knew about building materials and technical functions.

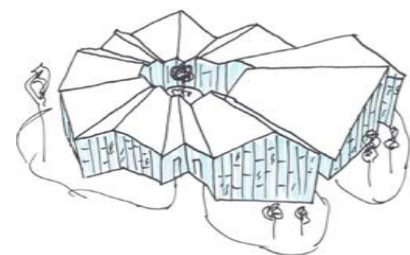
HOW

They were asked to make a mind map, one for materials and one for technical functions. The assignment was to brain storm about what material and technical functions they thought that the building/buildings should have in order to be sustainable and meet the functions that they wanted in the building in the best possible way.

SUMMARY

Everyone where actively apart of the discussions and new aspects came to light for each reference. They all agreed that there should be a combination of structures, both permanent and temporary, that could be varied during different seasons and time of day.

I have summarized their thoughts about the ones they liked the most and that would fit on Österskans.



- Open and closed
- Glass façade brings light and invites you in
- Dynamic shape
- Good flows, no backside
- Various functions
- Scale down

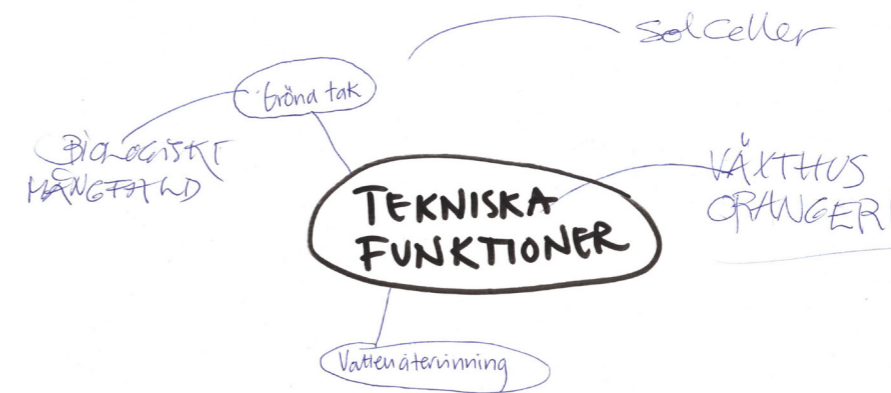


- Focus on human scale
- Temporary and permanent structures
- Good flows
- Can it work all year around?
- Part protected from the weather

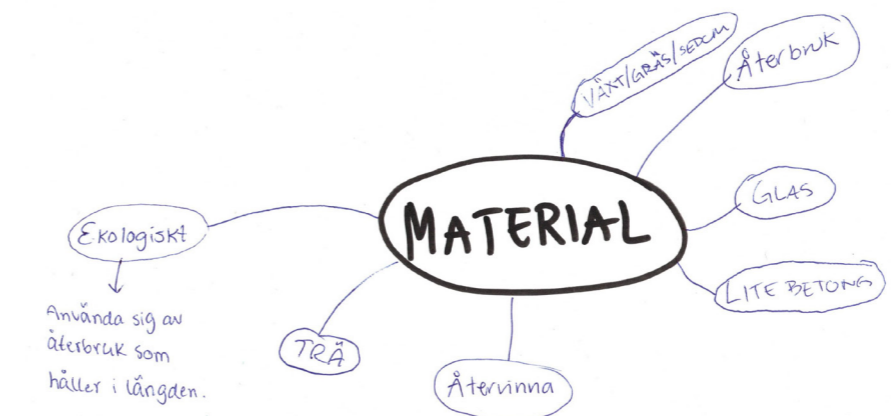


- Various sizes and placements
- Good flows
- Flexible functions
- Protected but open
- Greenery mixed between buildings
- Missing main building

SUMMARY

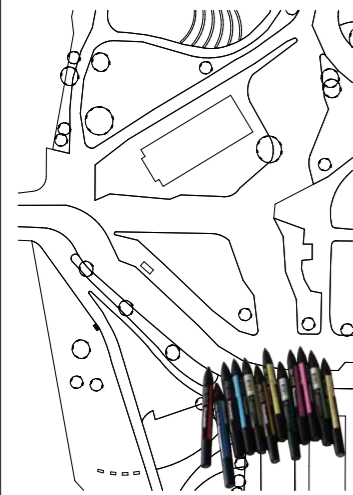


- Green roofs - Biodiversity
- Water management
- Solar panels
- Greenhouse



- Wood
- Glass
- Green roof
- Ecological
- As little concrete as possible
- Reused/Recycled materials

COMPONENTS PART 3



Map over project site, Pencils

WHY

The purpose was to get an understanding of how the site should be used and where certain functions could be placed according to the discussions from workshop 1 and new findings from analysis building typologies.

HOW

The participants were asked to make a schematic zoning of the site, where they suggest placement and important interventions that should have priority based on previous findings from both workshops. The guidelines for the assignment was to draw whatever came to mind, it could be a simple division into areas with a variety of functions or it could be more detailed with text explaining specific activities in certain spots. The maps should have a legend, explaining what the colour meant.

After they finished the maps, the participants were asked to describe their work to each other.

SUMMARY



Johan

I made a central round building that has a cultural function and an outdoor stage and serving area with small sheds next to it, with functions either food related or more commercial. I wanted a gradient of structures, beginning with a main building, and then the sheds with the serving area and then temporary structures and wooden decks towards Nissan, which can promote various functions all year around. I placed an activity area north of the building with space for boule courts, outdoor gym, and playground, and an outdoor stage in Kapsylparken, which becomes a little separated but still connected to the activity and liveliness. All around the area I drew greenery in various forms and next to the road I made a green buffer to reduce the noise. I removed the road that goes through the area to focus more the human scale and to easier connect the surroundings. There are paths throughout the area to connect the different spots together and encourage movement.

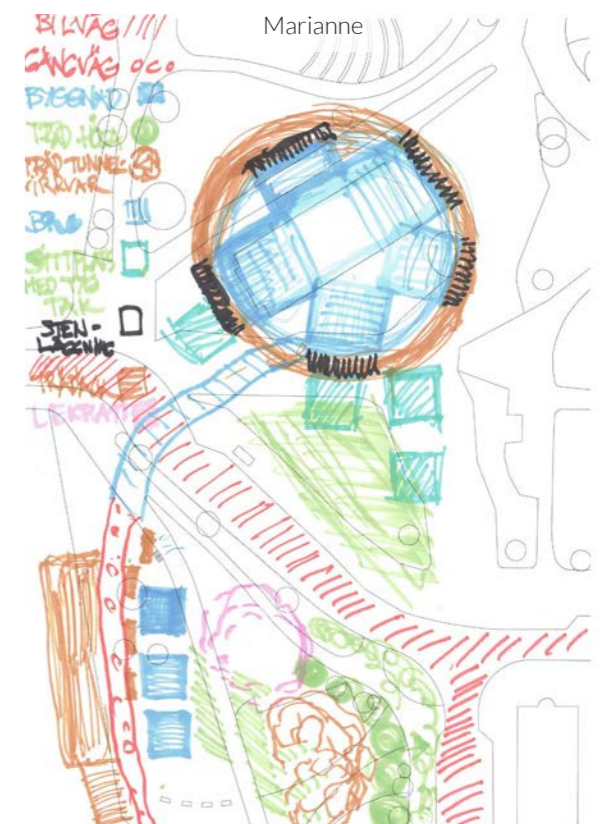


Elise

I placed a main building in the middle of Österskans, with a wooden deck and where the building's roof extend over the deck to get some shelter from the weather, and with various greenery around the building that promotes biodiversity. North of the building I placed an outdoor gym and a playground with toilets, and a boule court in Kapsylparken with a small passage connecting the areas together. South of the main building I placed small sheds that could house different activities. By the river I placed a pier with barbecue areas and seatings, with protection from the weather in a form of greenery and pergolas. I kept the bus street to make it accessible. I also thought it could be nice with a pond to promote diversity and people generally like to be near water.

Marianne

I drew one main building with functions like a café, something connected to culture and a greenhouse, the building has a circular shape with an atrium and a wooden deck surrounding it. I placed seating areas with textile roofs for weather protection next to the main building where you can have outdoor serving. I made a bridge over the bus road to easier connect the building to Picassoparken where I drew a pier/deck down by the water which are linked to small "sheds" for different functions like selling food or other items, and seating areas. Between the deck and the road I thought placed a playground and greenery that are more lush which can create different "rooms" of green and also protect from the wind and noise from the road.



Joakim

The main building takes up quite a lot of space because I want lots of glass facades and inlet for the light and create spacious rooms within, that could fit a concert hall, art gallery, and something for the theatre and maybe a restaurant. A didn't draw anything north of the building because I want it to have a clear front side, facing the water and city centre. In front of the building I drew a smaller building with an outdoor serving area connected to it, and a place for activity next to the theatre's park. I didn't specify the activity because I think it could be flexible and change during different times of the year. There is a pier connected to Nissan with a small café with seating areas and building sheds for example take away food which have more connection to Nissan than the main building.



Workshop Three

COMPONENTS PART 1



Model 1:50



Tools and building material

WHY

Understand how the participants want to develop the connection with the riverfront.

HOW

This workshop consisted of modelmaking. I had made a model in 1:50 from a section of Picassoparken, where it meets the water. They were supposed to consider how to connect to the river and what activities could be appropriate to manage this. They worked in pairs of two and three in order to have someone to discuss with. The guidelines for the assignment was to think about the rising water levels and to have an idea of how the adjacent parts of the park meets their section of model.

SUMMARY

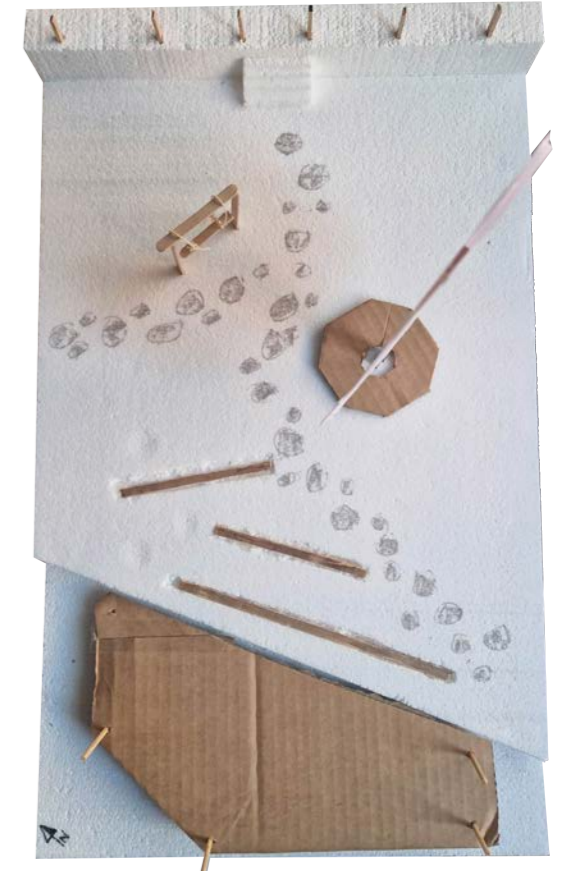
Johan B, Madelene, and Joakim

We wanted to have more places for people to be in when visiting the park, that is not just grass like today, so we decided to create wooden decks going down to the water in the shape of waves and terrace-like steps. The decks would give opportunities to sit or lie down enjoying the sun, either on benches or directly on the shape of the waves that gives back support. By the rivers edge we placed tables and benches underneath a pergola where you are protected from the weather but still have a connection to the water. There is a pier over the water that in connection to the pergola, has a railing to make it a bit safer for children. The pier should be a bit over the water so that we have some margins for when the water rises. We made a path to connect the decks and pier, in the same level to make it accessible for everyone to get down to the water and seating areas. We wanted a gradient of built structures and greenery, which is why we made some "holes" in the deck where there could be trees and plantings of flowers or bushes. At the top, next to the stone wall and the stairs we made a long bench where you can sit and enjoy the sun with protection from the wind. We want this place to have lots of opportunities to meet, sit and appreciate the views, bring a picnic etc., and we think that a wooden deck with various seatings is much more appealing for people than just a park with grass.



Annelie and Marianne

We wanted to conserve as much greenery as possible, both grass, flowers and bushes to make it a bit lusher and promote biodiversity. The built structures are more like small "islands" of interventions, mostly consisting of seatings in different shapes. We made a bench around the existing tree, so that you can sit and watch the view from under the shade of the tree, and then we made bench-like swings with a frame that works like a roof, that we thought could be randomly place over the park area. Down by the river we placed seatings in the form of granite "blocks" that are half buried in the grass, which are placed in the natural slope of the park. There are some spots already existing in Picassoparken with these kinds of seatings, so we wanted to mimic those to make the park coherent. We drew an organically shaped path that connects the islands of seating areas and the pier, which shouldn't be a big intervention disrupting the green, but melt together as much as possible. The path has a circular shape in either stone or in cut tree stumps, that makes the park more accessible and fun. The pier in the water has a floating construction, which can go up and down as the water rises. In the corner of the park, that is not apart of the model, we thought that you could have seating benches with the shape of waves that you could sit or lean against, facing the midday and evening sun. We haven't focused on the child perspective, but we think that they could easily be included by maybe making a small playground, like a sandbox or make the path in different heights for them to jump on.



Elise and Johan M

This area should be supportive of the main attractivity on Österskans, and so we focused mostly on making a wooden pier alongside the river and leaving a lot of space for greenery. Our strategy for the rising water line is to build the pier higher than the existing edge of the park is, to have margins in the future. We still wanted it to be accessible for everyone, so we made paths leading to stairs with railings and a ramp to be able to access the heightened level. The pier is equipped with seating and barbecue areas, that stretches all the way to the bridge Österbro to make use of the space along the riverbank that is not used today. If it would be possible it could be nice to make it into a continuation, connected to either a path leading back, or a stair up to the bridge to make the pier connected directly to the existing flows of movement on Österskans. It's a rather nice place in the corner where the park meets the bridge, the stone wall gives shelter from the wind and it's a perfect position to capture the sunlight, so it would be nice to have some seating places there. The rest of the area is basically greenery in between the paths, like it is today, where you can have picnics, or play with a frisbee etc., mostly grass but with parts of plantings and seatings along the paths. We think the whole area should be well lit, with cosy and small-scaled lightings so you feel safe to walk around the park at night. It shouldn't just be on the paths, but also in the surroundings so you can get a clear overview.



Workshop Four

REFLECTION WORKSHOP 3

Like the last workshop, some participants had trouble making it to the meeting, so I had to divide it into two occasions. It was a bit easier for this workshop because they worked in pairs and in separate rooms anyway, so they couldn't discuss or overhear each other, which made the results much more interesting. Of course, it's always better for the end presentation and discussion if everyone is present, but it doesn't always work out as planned, which forced me to find solutions that worked as sufficiently as possible during these circumstances.

This workshop was about Nissan and finding strategies for dealing with the rising water levels and ways of connecting to the river by creating some sort of a pier/deck that they had discussed in earlier workshops. They got to think freely about their designs, how organised and structured it should be, and how much greenery versus built structures there should be. The only guidelines for the assignment were to think about how the adjacent parts of the park could continue on from their design, and how they could deal with the rising water.

I tried to divide equal amount of time for each group, because I noticed that they needed some help with figuring out how to create and form their ideas in a model format. They had never built models before, so it didn't come as a surprise that they needed help and ideas of how to use the building material to be able to create their interventions.

There were in total three designs that were completely different from each other, in result of not being able to see or hear what the others were doing. The participants reflection about this was that it was good, because then they could come up with their own strategies so that they would have different solutions to discuss at the presentation. I agreed with that, but at the other hand, it also made it a bit harder for me to be able to summarize the results from this workshop and create guidelines for the framework when they had gone in three different directions of design. Although they look totally different, some aspects were similar, like the pier on the water and various seating arrangements, and they all wanted greenery but with varies degrees of focus and amount of pace. Their strategy to deal with the rising water was to either make the pier with a floating construction or build it up a bit from the waterline to create some margins. They reasoned that these types of structures are not viewed as "permanent" as a building and would probably not last as long, so they planned that their designs would work over a span of around 30-50 years.

I think the exercise was successful in making the participants evolve their ideas about the connection to the river and it was great to see their development in models. My reflection of the results was that the design of this part of Picassoparken should be mixed with greenery and built structure, like a gradient, where you could combine various forms of seatings and weather protection strategies, that end in a wooden pier over/on the water. The space should focus on enjoyment and accessibility for all and give opportunities for people to meet and hang out by one of Halmstad's most important assets, the river Nissan.

WHY

The purpose was to get feedback from the participants on the material produced so far, to get an understanding of what to focus on moving forward and if anything needed to be adjusted or added.

HOW

I presented the material I had worked with so far, and the notes from the midterm critique. The participants were able to comment and ask questions.

SUMMARY

Overall the participants were very happy with the outcome and the interpretation that I had done from their input at the workshops. They recognized the compilation of the framework, both the principles and the zoning map. They were happy about how I had summarised their designs of the pier, even though the participants had made three completely different designs in workshop three, I aimed to create a coherent design with something from all of them. There were only a few alterations that they wanted me to correct before moving on, which were:

- Add a small pier connected to the path next to Kapsylparken. It would complete the circle and activate the other side of the bridge that is overlooked today. It should be in the same shape as the other pier, connected to the path and higher than the water line, and have a bench with back support against the stone wall.
- Make the gap/hole of greenery by the water bigger in the pier in Picassoparken, so that it's very clear that it's an opening down to the river so that you don't fall in the water.

I explained that moving forward, I need to focus on making the process clear and coherent, in the way I present their input. Where is the information coming from and where is my interpretation of it, for example. Then I need to start thinking about what to focus on when it comes to material that needs to be produced, what is the most important and how much detail do I need each part to have? We agreed that the most important aspects are the project process in whole, the alternative method of participatory design, and the overall site design with focus on the building and the pier. The parts about the greenery, activities and flows could maybe be presented in a more conceptual way with graphical drawings or 3D views where you can see multiple aspects in one view.



Framework

I interpreted the material from the participatory design input, were the most important aspects and choices according to the participants, were highlighted. Five themes of focus were established, were the discussions and findings from the participatory components fitted within, which were: flows, greenery, activities, piers, and buildings. They are unquestionably large and could mean anything and nothing without the context and specifications, which luckily, I had.

The five themes were interpreted into a design framework of a zoning map and site and building principles, to implement the program for the proposal. The principles operates as requirements for what Österskans should focus on and how it should be developed, and the zoning map is a conclusion of the placement and size of the functions, according to the participants. The interpretation process is explained in the diagrams to the right.

Flows: The participants decided that the focus and scale should be moved from the traffic to the human, so the motorised street is therefore only for public transport to reduce traffic and noise but maintain accessibility for all. The paths for cyclists and pedestrians should be kept and enhanced to promote the human scale, various ways of movement, and easy orientation.

Greenery: Österskans should focus on greenery, where as much as possible of the existing vegetation is protected, and in some cases, might become lush and more diverse. The greenery should be found in the in between spaces, in the form of plantings, grass, and trees, to enhance biodiversity and human health, and strengthen the green corridor. The vegetation towards the motorised streets should be more concentrated toward protecting Österskans from air and noise pollution from traffic, to make the area a more pleasant place to stay in for humans and animals. The greenery should however not obstruct any important views or sightlines.

Activities: There should be an outdoor serving area connected to the main building, to the south facing the view and the sun. There were many suggestions for functions but the most common ones was boule courts, playground, outdoor gym, outdoor stage, and barbecue areas. They were placed somewhat different depending on workshop or person, but in general the stage were in Kapsylparken, the barbecue areas in connection to greenery and the pier in Picassoparken, the boule courts next to the building- either to the south or northwest, and the same goes for the gym and playground. The participants would sometimes only write "activity" in their zoning maps, and then mentioned that Österskans should have activities that could change depending on times of day or year. The proposal is therefore to have places with an "activity function", that's flexible instead of permanent which lies near the motorised street with access to transportation.

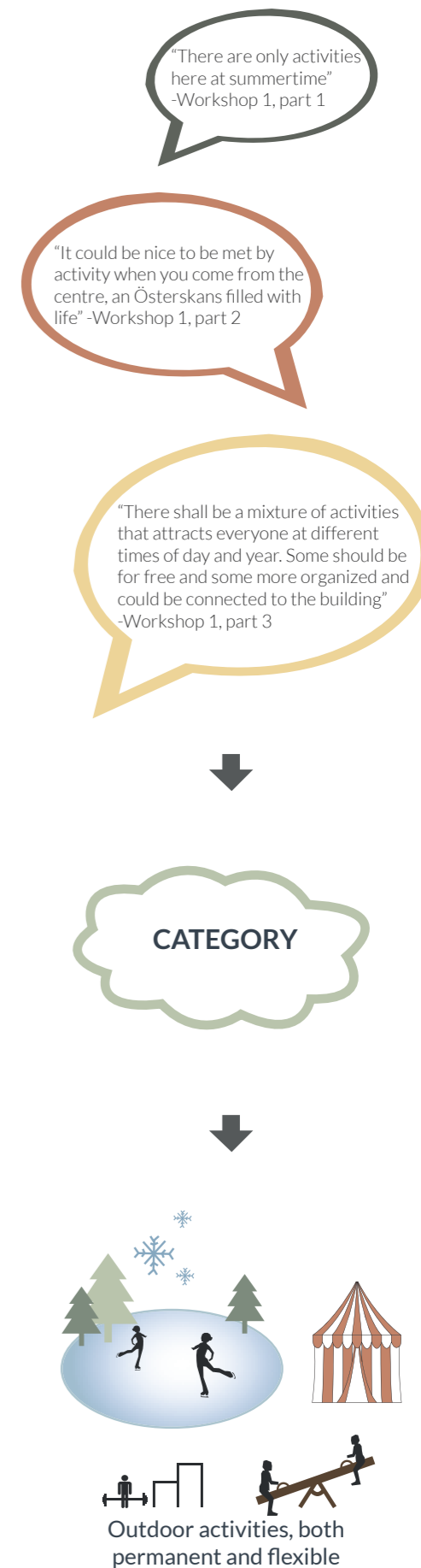
Piers: Two piers and wooden deck is constructed in connection to Nissan, in the corners towards the bridge that will be accessible for everyone and focus on enjoyment. The river is a big part of the city, but the city centre has its back turned towards the water, which results in Nissan being a forgotten landscape with no real attraction or purpose, which a pier might counteract according to the participants. It should be a place where one can relax, hang out and enjoy the view. They will have various seatings, mixed with greenery and barbecue areas. It will also have a strategy for rising water levels, either a floating construction or built higher than the current ground level.

Buildings: The buildings will be placed either in the center or top right corner of Österskans according to the zoning maps. After workshop 2, the participants agreed upon one main building and with smaller more temporary or seasonal buildings, with a gradient towards Nissan. They temporary buildings would have various functions, like food or retail, and could change locations. The main buildings shape is inspired by one of the reference typologies that the participants thought had a dynamic shape and could fit with the program that they wanted, which were a food market hall/restaurant and some kind of cultural function that could connect to the existing buildings. They believed a round building could promote various ways of movement, multiple entrances and an inviting atmosphere with no distinct backside. The participants also thought it would be attractive to incorporate a greenhouse in the building, to provide for a green oasis even in wintertime. The building would be constructed in wood and glass to promote sustainability and keep the sightlines clear without corners to hide behind, to feel safer. It will have a green roof with possibilities for solar panels and water management.

ZONING MAP PROCESS



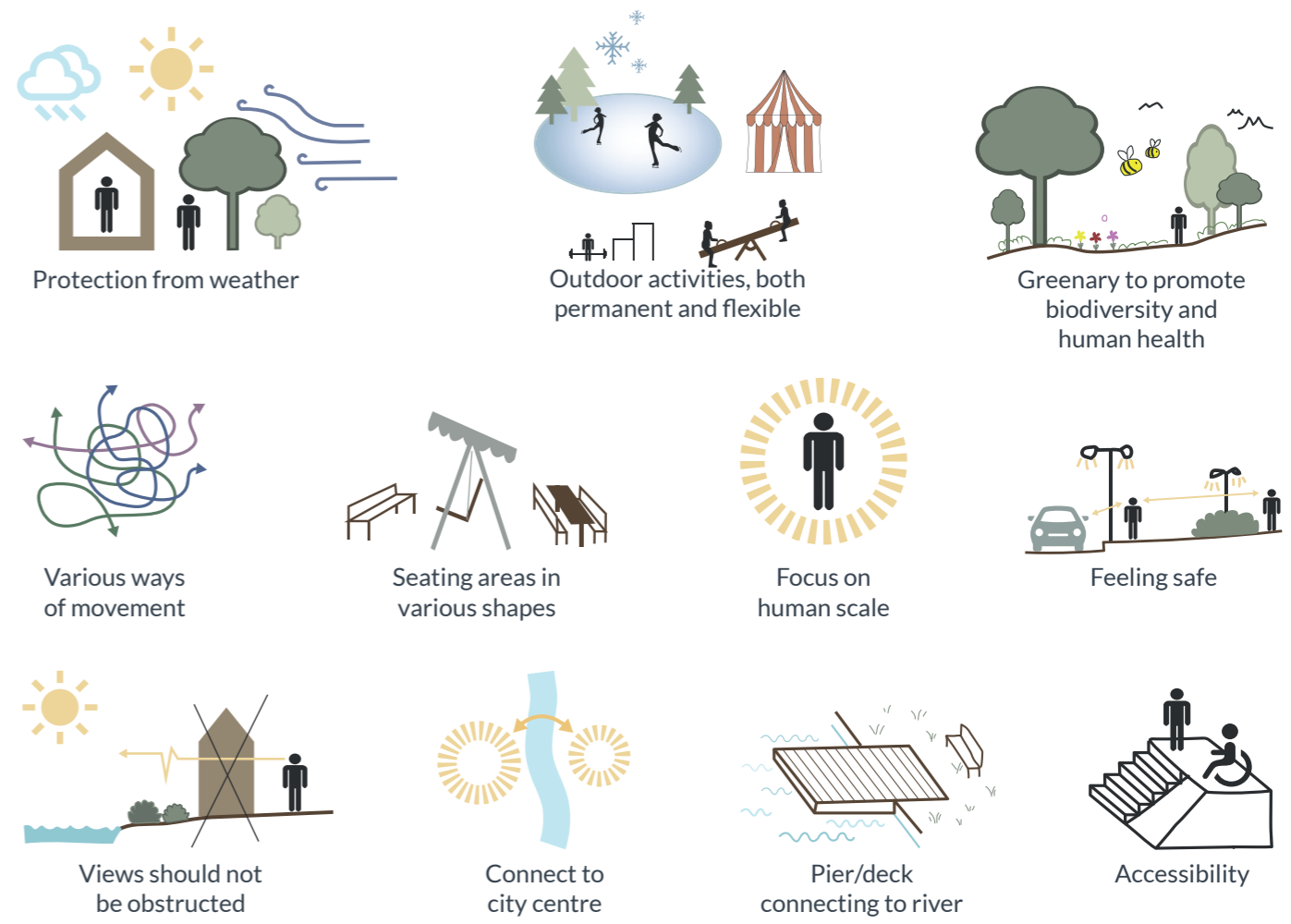
DESIGN PRINCIPLES PROCESS



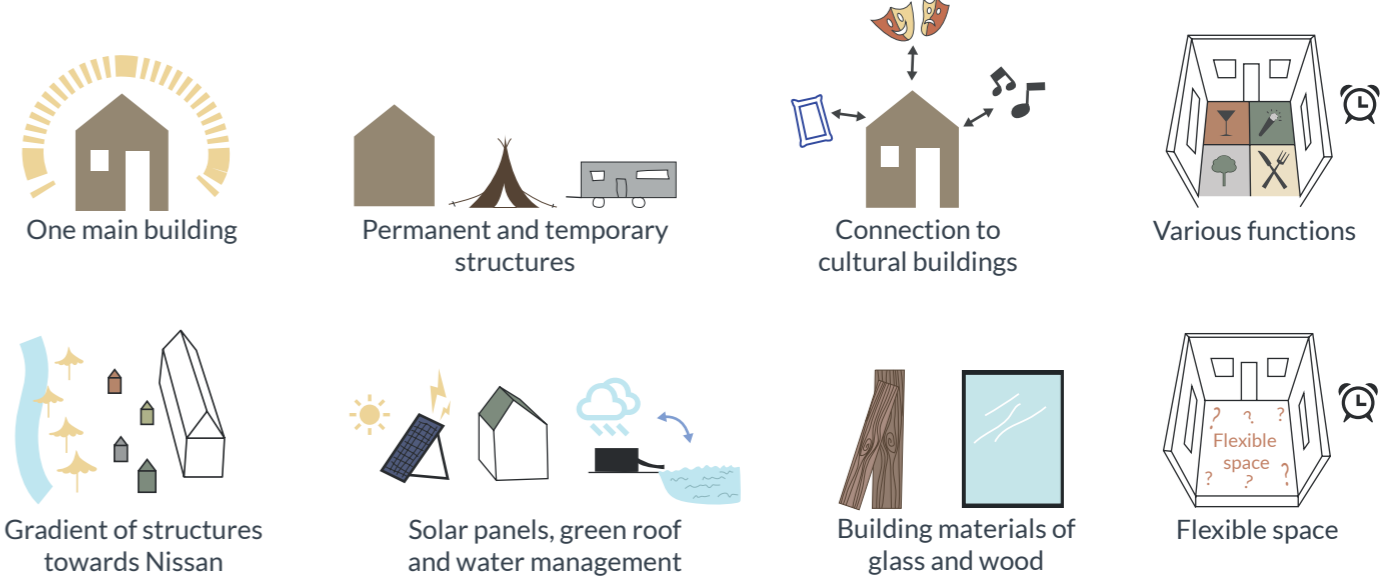


Design Principles

SITE PRINCIPLES



BUILDING PRINCIPLES



Part Three

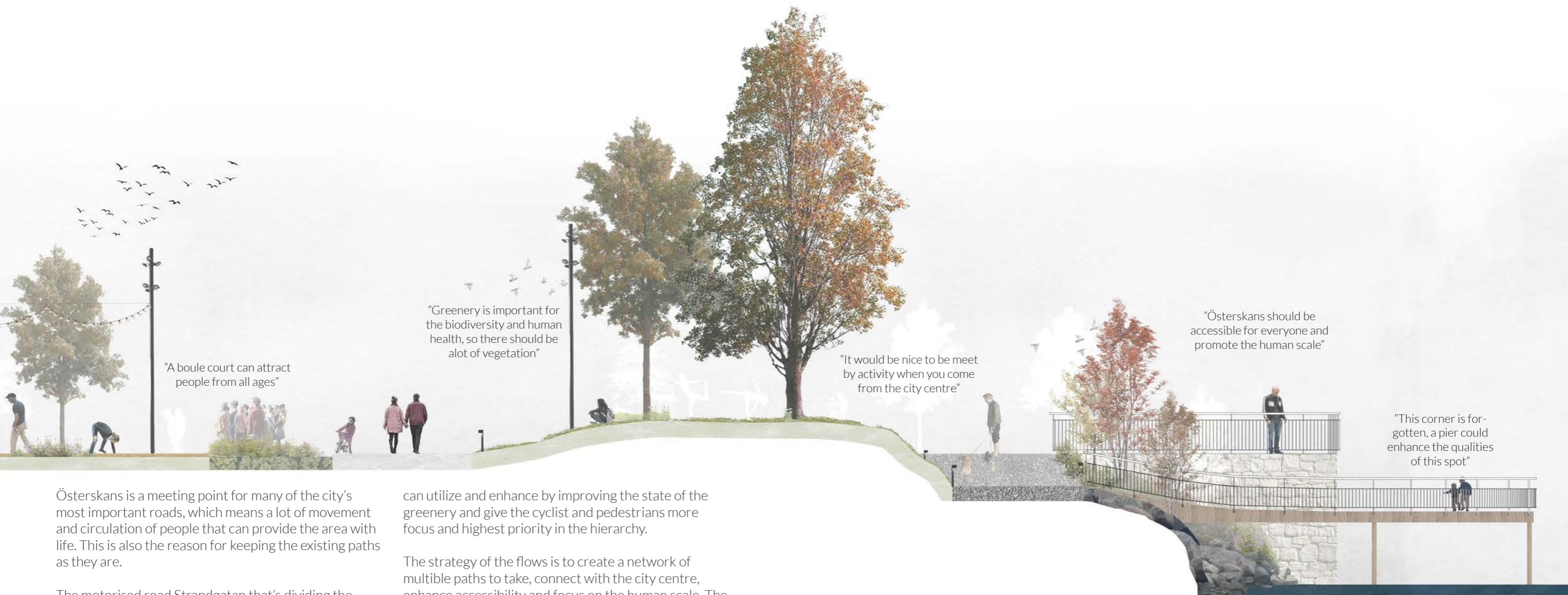


Design Proposal



- Existing motorised street
- Existing non-motorised street
- New non-motorised street
- Building
- Greenhouse
- River Nissan
- Wooden pier/deck
- Greenery





"A boule court can attract people from all ages"

"Greenery is important for the biodiversity and human health, so there should be a lot of vegetation"

"It would be nice to be meet by activity when you come from the city centre"

"Österskans should be accessible for everyone and promote the human scale"

"This corner is forgotten, a pier could enhance the qualities of this spot"

Österskans is a meeting point for many of the city's most important roads, which means a lot of movement and circulation of people that can provide the area with life. This is also the reason for keeping the existing paths as they are.

The motorised road Strandgatan that's dividing the area is now only for buses, and the bus stop is moved to reduce traffic and width of street. The traffic couldn't be rerouted all together because then there would be no access to public transport from or to the city centre, it has to cross the bridge at Österskans. The green path along the river should be an asset that Österskans

can utilize and enhance by improving the state of the greenery and give the cyclist and pedestrians more focus and highest priority in the hierarchy.

The strategy of the flows is to create a network of multiple paths to take, connect with the city centre, enhance accessibility and focus on the human scale. The first section is drawn through the boules courts, over the small hill with the outdoor gym and playground, ending with the pier. The second is through the main building and outdoor serving area, across the bus street and into Picassoparken, and ending with the pier.

Section A 1:100 0 1 5m



"I would like to have a food market hall with various eatables from all corners of the world"

"The building shall be connected to an outdoor serving area, in wood with various seatings"

"The lighting should be sufficient for feeling safe and to make Österskans more cosy"

"The street should only be for buses"

"Greenery could reduce noise from traffic and protect from the wind"

Section B 0 1 5 10m



Two piers are suggested to enhance the connection to the river, one smaller in Kapsylparken and one bigger in Picassoparken, which is also the one shown in the plan and axonometry. They have been given a dynamic shape which represents the movement and closeness to the water.

The area around the bridge is where the remains from the 1500 hundreds are visible on Österskans. They were important to consider and not disturb and was therefore integrated in the design to enhance their historic value of the site.

Their design is based on workshop 3 and the participants models of the connection between the park and the water. They wanted it to have a mixture of built structure and greenery, which was accessible for everyone, and it should be a place that focuses on enjoyment, where you can relax and enjoy the view, hang out with friends, bring a meal etc.

The piers are constructed in wood with margins of around one meter from the current groundlevel to be able to withstand the rising water in the future, so it won't be flooded. The pier in Picassoparken is equipped with various seatings, a pergola, and a connected barbecue area.



"You can sit or lie down on the stairs, when you want to enjoy the view or the sun"

"There should be a mix of greenery and built structure"

"We want to have swings and a bench along the stone wall"

"The pier should stretch all the way to the bridge and be built higher than the current ground level to withstand the rising water levels"

"A pergola would protect from the weather"

"The pier needs to be accessible for everyone"

"The pier could have a barbecue area connected to it"



Plan 1:200

Axonometry 1:300

The strategy for the greenery was to connect the existing parks Picassoparken, Kapsylparken and Teaterparken to each other by using the in between spaces. The vegetation should have a vast variety of green to promote both biodiversity and human health. It should also shield the area from the weather, especially the wind, by adding more trees and bushes, and protect from noise and air pollution from the traffic by making a green barrier next to the streets. The greenery should however not obstruct any views or line of sight which can make you feel unsafe, which can be solved by using higher trees and lower bushes that preserves the view in between.

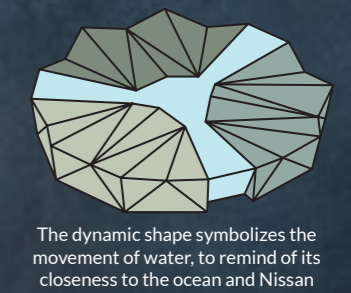
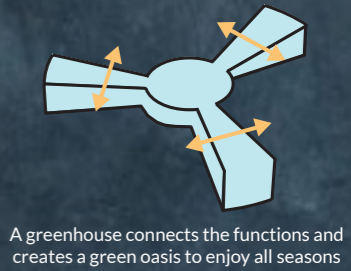
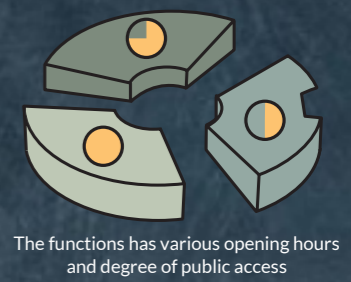
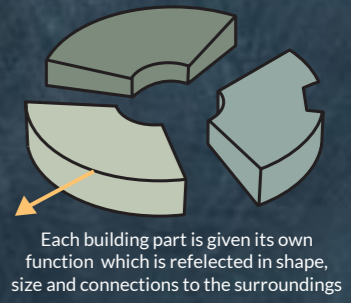
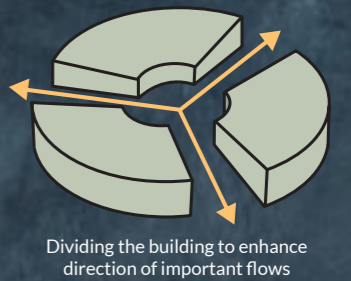
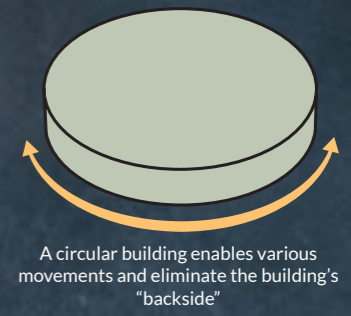
"The building should connect to the cultural buildings and could have various functions"

"The building should be constructed in wood and glass, to promote sustainability and preserve the views as much as possible"

"Use the in between spaces for greenery with various vegetation"

View exterior building



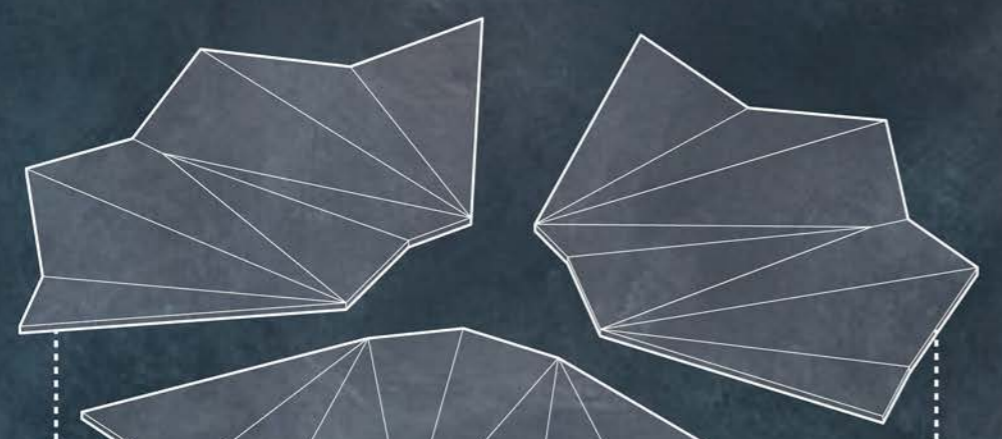


Österskans needs built structure to bring people together and make the area a place in which to stay in. This was evident in all of the participatory actions, both according to professionals and the people of Halmstad. They understand that Österskans has a unique opportunity and location in the city, and should therefore be utilized and respected as such.

The proposal suggests both permanent and temporary structures with a gradient towards Nissan, with the main building and activity towards the theatre and library and moving towards the water the built structure becomes more temporary and smaller, ending with the pier. The main building should be public and host various functions with connection to the cultural buildings and surroundings. It was important that the built structure spoke a common language with the existing structure and surrounding nature, and that had the human perspective in focus. The building and function should provide Österskans with activity for all ages and be accessible more hours of the day. Focus should also be given to sustainability, considering materials and technical functions, inclusion and flexibility.

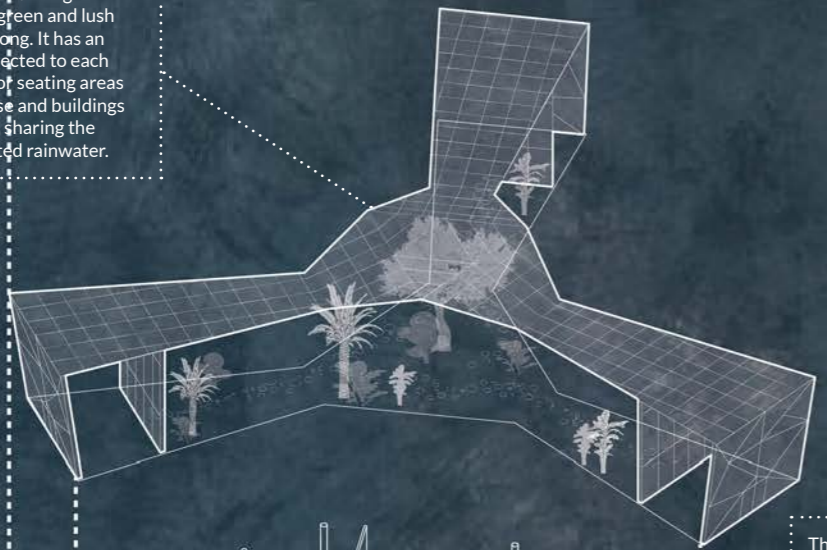
The concept described in the diagram, was to divide the building in three parts, with different functions that should provide a place for people to meet in, and make you feel secure and welcomed. The main building has functions like art and music, food market hall, and conference and flexible spaces, that connects to the surroundings and existing cultural buildings, where the grade of public access and opening hours varies depending on function. The most public part is the food market hall, and it will also be the one with more opening hours and be connected to the outdoor serving area to the south. Then comes the art and music part, with its exhibition space which can also be rearranged into a space where smaller concerts can be held. The conference part is still public, but it requires you to book or rent in advance, and mostly provides the theatre with more space in which to have bigger events. The three building parts are then connected by a greenhouse filled with greenery and seating areas, that you as a visitor can enjoy all year around. The three main entrances via the greenhouse are strategically facing the main flows connecting to Österskans, from the city centre, public library, and the theatre and travel centre. Finally, the building is given a shape that symbolizes Halmstad's connection to the ocean and the river Nissan.

All buildings, whether it's permanent or temporary, should be constructed in sustainable materials and run on renewable energy sources. The main building will therefore be constructed in wood and glass, with a green roof with possibilities for solar panels and water management.



The green roof has the shape of waves in remembrance of the closeness to the water. The roof is fitted with solar panels and technique for collecting rainwater. The overhang gives shelter from the sun exposure and embraces the surroundings, welcoming the visitors.

The greenhouse connects the building parts together and creates a green and lush environment to visit all year long. It has an organically shaped path connected to each entrance, with small spaces for seating areas along the way. The greenhouse and buildings work together in a symbiosis, sharing the heated air and reusing collected rainwater.



The food market hall building has a second floor which is open down to the first, working more as a balcony. This floor is mainly seating areas for the visitors, but it also hosts the main area for the buildings staff, including changing room and pantry.

Conference spaces with lounge area. Capacity for 200 people divided into two main rooms which can be divided into four smaller rooms. Main area for technical room, storage, maintenance and loading dock is also included in this building part.

Art/maker space.

Music space.

Flexible space for art exhibitions and music concerts, depending on need.

Food market hall with both permanent and flexible spaces for cooking or selling food and drinks. The different shapes and sizes of the booths provides opportunity for a broad variation of offers. It has generous opening hours to activate the building all day and is connected to an outdoor serving area positioned in the southern sun with views over the river.

Axonometry 1:600



"The connection to the river is one of Halmstad's greatest assets and should be incorporated in the proposal"

"The visual connection between the city centre and Österskans is important"

"The furniture could come from reuse"

"The food market hall should have longer opening hours to activate the area more hours of the day"

View food market hall





"It could be nice to incorporate a greenhouse somewhere, then we would have access to greenery all year long"

"There should be seating areas where you can sit and enjoy the lush environment"

View greenhouse

The outdoor activities have different functions to attract people from all ages and economic background due to the fact that they are open all year long and are free of charge. Some activities are permanent, like the boules courts and the gym and playground, and others are flexible and can vary depending on need or season. The activities are accessible to focus on the human scale and to bring people together and create a lively Österskans that could enhance the activity in the city.

"Österskans should be a meetingplace even in wintertime"

"It could be one main building and various smaller ones, that can change placement and functions depending on need and season"

"There should be space for different activities that attract all kinds of people"

View flexible activity area



Part Four



Discussion

PROCESS AND RESULT

This thesis started out being not much more than a big question mark. I knew little about the process and what the end result would be, which comes with the territory when choosing to work with participatory design. I came to realize that it wasn't about the destination, but rather the journey. As the architect and facilitator, I had to be constantly open minded for changes and new directions depending on where the input lead me. Which in the end it turned into a development of a new method designed for the purpose of developing an urban space together with the citizens living in it. Which in this case meant turning Österskans to an active meeting place in the city of Halmstad.

I would like to think that the process and result of this thesis answers the initial question; *How can a participatory design process be developed, with an aim to create a sustainable and attractive urban environment, together with citizens of Halmstad*, quiet well. It's not perfect and fully developed in the case of being completely finished and ready to be built, but that wasn't really the point either. The focus was not to create a perfect final design proposal where every detailed is solved, because it not, but rather put emphasis on the process and method itself. I wanted to showcase a specific case project that exist in reality, to demonstrate if it could be accomplished with the participatory method, so it could arguably be applied onto other projects in different locations and scales. The thesis is a pilot project, testing a new approach in a smaller scale, for the purpose of finding a way for architects to move forward in the future development of social sustainable environments.

THE METHOD

The questionnaire was the first participatory action I did, which purpose was to get an initial understanding of the people's thoughts about Halmstad and Österskans. At that point the only thing I knew about them was my own observations. The questionnaire was significant because that was my first relation to other people's opinions, and their perception of what was important and identifies the city and Österskans. It was also my earliest indication of what the project process would be like and what the result could be. I brought my reflections and questions that arose from the opinions of the questionnaire to the next steps of the interviews and workshops and used that as a foundation for what knowledge I needed to gain.

To reflect critically, the number of answers which was just over 30, is a significantly low number when comparing to the 100.000 people that lives in Halmstad, so there are probably a lot more opinions that differs from the ones I got. However, as I stated before this project is a pilot, testing new methods in a smaller scale. I'm only one person with limited time and resources.

The interviews were an opportunity to get a deeper knowledge about Halmstad and Österskans from a professional point of view. I had decided beforehand whom I would like to interview based on their engagement in the hotel competition, because then I knew that their knowledge about the site would be an asset for me. In this format, the interviewees had the time to explain about their specific focus of their project and the area, and their own views and values within their specific field of practice. It also gave me an opportunity to discuss questions of my own, with someone who is familiar with the design process and knows the site well. As a professional and with experience you develop a critical understanding of variables like sustainability, activities and users over time, and how to attract people and keep the functions profiting, which was information beneficial for my project.

In hindsight, the workshops with the focus group were the part of the process and method that I gained the most inspiration from. It was incredible to have the privilege to observe each person's development throughout the process, how their ideas and reflections evolved and deepened each time we met. I think at first some had difficulties with expressing their thoughts and I detected an uncertainty or loss of confidence amongst some of the participants, which made my role as the facilitator and architect important.

I had to confront this and make sure to always encourage and make them feel like they were in a safe environment, where they could express themselves freely. I viewed them as experts in their way of living, which was important for me to communicate to the group.

The way I had approached the planning of the workshops was also beneficial for the process. By not organizing them all in advance, gave me an opportunity to observe and understand what the participants thought was important enough to continue with and develop further in the next workshop. It made this part of the method more organic, instead of being pre-decided by myself, the participants were allowed to be a part of the planning of the process and what to explore. My reflection is that this made them more engaged and secure enough to continue, knowing that their opinions mattered to me.

The most challenging part of the participatory process was to know how to code and understand all the gathered material. It was a fine balance between knowing and guessing what was the most important and what could be dropped. I had to go back and forward between collecting input and implementing it all throughout the project, to make sure I had enough information and understanding of what the participants wanted the design to be. Sometimes they were in agreement which made the interpretation easier. Other times they were not, which meant that I needed to choose between their wishes, and that's where my role as the architect and facilitator became important. Some wishes and ideas were abandoned during the process, but it was a necessary evil, otherwise the thesis would never be finished if I had to include them all.

The choice to use the method of participatory design was probably the worst and best thing I could have done, personally. In one hand I'm usually the person who requires absolute control over the process, but in this case, I had to let go of that and relay on the method and participants to guide the project forward. It wasn't always easy, but I gained so much new knowledge about the city and Österskans, as well as the people living in it, and to an extent, myself. On the other hand, I believe that this might be the future way of designing urban spaces, together with the people living in it, to make it as sustainable as possible. I believe that's when people start to connect to and enjoy their city, and start taking care of it, when they ultimately feel that they have been included and are responsible for the outcome of the design. Normally people feel a strong sense to protect and look after the thing they love and belongs to them, couldn't it be the same for their city?

So finally, even though it contradicted everything I knew about myself, I don't regret deciding to work with this method, and I think my thesis demonstrates that it's possible to work this way successfully in the future.

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Images used in creation of the design proposal's views: " <https://skalgubbar.se/> " and " <https://www.pinterest.se/> "



For people by people - a participatory design project for an urban future in Halmstad
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Master's program: Architecture and Planning Beyond Sustainability
Spring 2023
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Appendix



Questionnaires

Namn: (valfritt)	Ålder:	Kön:	Adress: (ort)	Arbetar som/med:	Skriv tre nyckelord som enligt dig beskriver Halmstad:
Joakim	35	Man	Halmstad	Livsmedel	Kustnära ,vackert, Nissan
Annelie	52	Kvinna	Halmstad	Värden	Lagom,grönt ,pendlingsnära
Elise	25	Kvinna	Mellbystrand	Värden	Kustnära, ungdomligt, underskattat
Rasmus Dellien	31	Man	Båstad	Livsmedel	
Lise-Lotte	50	Kvinna	Lomma	Värden	Sommarstad, mysig, grönt
	26	Kvinna	Båstad	Livsmedel	Kustnära, Stora torg, Hallarna
Emilia Nilsson	27	Kvinna	Halmstad	Rådgivare	Kustnära, lugn, grönt
Johan	29	Man	Mellbystrand	Ingenjör	Lagom, vackert, Kustnära
madelene lindfors	27	Kvinna	Halmstad	Säljare	grönt, Kustnära
	29	Man	Halmstad	Elektriker	Sommarstad, Kustnära, sol
Linn	26	Kvinna	Helsingborg	Rättsväsende	Sommarstad, Kustnära och hemma.
Kent Lindfors	51	Man	Båstad	Säljare	Sommarstad, Kustnära
Johan & Emma Ekman	34	Man	Halmstad	Affärsutveckling	Kustnära, Natur, För lite mysighet
Sture	83	Man	Halmstad	Pensionär	Sommarstad. Kustnära. Lagom
Lulu Kurtesi	65	Kvinna	Halmstad	Lärare	politikerförakt, sommarstad
Inger	62	Kvinna	Halmstad	Hundtrimmare	Stök, oro, kalt
	57	Man	Halmstad	Rättsväsende	Lagom, vackert, grönt
Anne Pettersson	71	Kvinna	Halmstad	Pensionär	Sommerstad Kustnära, grönt
Eva	61	Kvinna	Halmstad	Psykolog	Kustnära, lugn, , men saknar levande
Bror	74	Man	Halmstad	Pensionär	Kustnära, sportstaden, Nissan
	20	Kvinna	Halmstad	Student	Kustnära, grönt, lagom
	57	Kvinna	Halmstad	Ingenjör	Lagom, grönt, Kustnära
	41	Kvinna	Halmstad	Lärare	Kustnära, grönt och sommarstad
	48	Kvinna	Lomma	Marknadsföring	Butiksdöd, anor och livlöst
	78	Kvinna	Halmstad	Pensionär	Kustnära grönt sommarstad
Maria	39	Kvinna	Halmstad	Egenföretagare	Enformigt, trendkänsligt, fantasilöst
Nina	66	Kvinna	Halmstad	Pensionär	Grönt, Tre hjärtan, Kustnära
Carina	66	Kvinna	Halmstad	Lärare	Lagom, grönt, Kustnära
	69	Man	Halmstad	Pensionär	En segregerad stad!
	58	Vill inte säga	Halmstad	Lärare	Genuint. Historia. grönt
kjell västlund	76	Man	Halmstad	Pensionär	Kustnära, halmstadgruppen, per gessle
Marianne Larsson	76	Kvinna	Halmstad	Pensionär	Kustnära, lagom
Signe Ivarsson	82	Kvinna	Halmstad	Pensionär	Lagom
Lennart	69	Man	Halmstad	Pensionär	Post-industriell, karaktärlös med storstadskomplex, sommarstad

Vad gillar du med Halmstad? (Ge exempel på platser, saker eller aktiviteter)	Vad gillar du INTE med Halmstad? (Ge exempel på platser, saker eller aktiviteter)
Fiske, gott om stränder där vi har en av sveriges finaste, tylösand. Många vikar längs kusten. Närhet till hav upskattas. Avlångt och därmed tillgång till fina promenader längs prins Bertils Stig. Galgberget : friluftsområde centralt med olika slingor för promenader eller joggingturer finns även lekplats där och platsen är fin belägen på ett berg, utsikt över centrala och östra delarna av Halmstad. Örjans vall , sveriges finaste belägna fotbollsarena med 5 min promenad från stadskärnan längs med Nissan. Nissan:	Stora ytor på torg som inte används kontinuerligt vilket blir stora döda ytor. Shopping på torget som säljer ren skit. finns dock grönsakshandel där som många uppskattar men stora ytor som ej används så ofta. Många butiker flyttar till stora shopping områden bort från stadskärnan.
Korta avstånd,man kan gå eller cykla dit man behöver	För litet kulturellt utbyte,för dåliga sociala mötesplatser för ortsborna
Jag gillar Tylösand på sommaren, även på vintern. Att gå en promenad runt vattenverket vid slottsmöllan. Galgberget på våren och hösten.	Att stan håller på att dö ut.
Hemmakväll, indian kitchen och röda kvarn	Kommunen förstör små företagare! Bulls veranda. Robert's coffes veranda Kommunen stänger dörrar för företag som satsar.
Härligt med mycket grönområden i staden. Prins Bertils Stig. Närhet till havet med fina stränder	Alla måsarna i innerstaden
restaurangerna, butikerna, gymmen	Vet ej
Nära till naturen, promenadstråk, vita bandet, svarta örnhusets temakvällar, shopping på mysiga gator i stan, brottet	"Du bor på fel sida nissan" attityden, ingen tågförbindelse till Ljungby.
Naturen runt om Halmstad, många av parkerna kring centrum, stränderna, Nissan. Gå promenader i tidigare nämnda miljöer! Äta på restauranger runt om i Halmstad. Spela golf och padel	Butikerna börjar försvinna i centrum vilket är tråkigt. Östra delen av Halmstad uppskattat jag inte, men vet inte riktigt varför. Sanarps idrottsplats är riktigt tråkigt.
Fin natur som alla stränder och bokskogen uppe på Galgberget	Alla tråkiga tomma och förfallna lagerlokaler som ligger vid Nissan
Stränderna, Galgberget och Rotundan på sommaren.	Urusel kollektivtrafik och att österskans ser ut som en soptipp på LSD.
Galgberget, Nissan och träning.	Stadskärnan, nedskräpning.
Galgberget, Mysig stadskärna, Kusten/stränderna	Infrastruktur, Hamnområdet söder om Nissan. Kommunens ovilja till företags nyetablering.
Söderpiren, Norrekattspark, Gulbrannastranden	Centrum är inte mysigt/charmigt, För mycket trafik igenom stan, mer caféer och kultur vid Nissan, Skapa mer liv längs med strandgatan vid Nissan (boardwalk). TA INSPIRATION FRÅN UPPSALA! Det är fantastiskt mysigt. Skapa något fantastiskt på bastionen. Utkikstorn med restaurang borde vara där. Galgberget har superfina utsikt där borde vara en restaurang som hänger ut över berget med stadsutsikt. Skapa dansgolv för bugg utomhus eller nåt. Söta lusthus fina gamla lampor vid gatorna etc
Galgberget. Gångavstånd till affärer. Parkerna runt Nissan	Höghus. Trafiken rusningstid. Inträng på parker runt Nissan
restaurangerna, marinfestivaler, Roxette, Gyllene Tider	byggs sönder med fula byggnader, träd plockas bort
Skogsområden som finns i stadens utkanter, parkerna, teatern	Tomma affärslokaler, råhare, nya kala och fula byggnader
småskalighet, området norra vägen till järnvägsstationen, sommarlivet	storhetsvansinnet, korkade förändringar, antibilismen
Nissan, Norre Katts Park, Galgberget, biblioteket, Kulturen, vandringslederna, super-vyerna mot Havet, Tylösand, Frösakull de öppna fälten med orörd åkermark, golfstaden, Örjans vall de vackra välbevarade stenhusen allt detta bidrar till att Halmstad är staden i mitt hjärta.	Gillar inte att man vill bygga ett så högt hotell invid en vacker bebyggelse och park. Gillar inte heller att man vill ta i anspråk jordbruksmark och rekreationsskog för bebyggelse som är till så stor glädje för både turister och Halmstads innevånare.
Inga avstånd, cykelvänlig och promenadvänlig stad Rotundan i Norre Katts park är en pärla och även Galgberget och Pris Bertils stig och Grötvik. Vi vill behålla Eketångskogen som den är.	Folktomt City. Inga scener för scenkonst utom teatern. Saknar Kulturhuset i folkets park, där många kunde producera och konsumera kultur på olika nivåer. För många köpcentra utanför city.
Nissan, Norre kattspark, Picassoparken	Östra delen av Halmstad har många fula flerfamiljshus. Köpcentra Hallarna och Flygstaden har utarmat city
Eketångskogen för promenader, Tylösand för bad, grötvik är trevligt, Halmstads innerstad för fika och shopping med vänner, Riccardos i Mølegård	Hallarna (förstör Halmstads innerstad genom att konkurrera ut butiker), politikernas storstadskomplex (dom vill riva skog för att bygga bostäder som förstör för de som lever där nu, det vill förstöra stadsbilden genom extremt högt hotell som inte passar in)
Centrum, naturnära (Eketångskogen) havet, nöje (musik och teater)	Kommunledningen som inte förstår Halmstads värden. Hallarna som urholkar centrum. Målet att växa för växandets skull.
Eketångskogen, västrastranden, Haverdals naturreservat	Förtätningar
Storleken på stad, Ranagård, släkten	Tomma gator. Att den trevliga barflotten försvann
Tylösand golfbana ,vackra stränder vistas mest i Vilshärad,grönområde parker i Halmstad centrum.	Centrum city utarmas ! Trafiksituationen
Skogen, galgberget, hamnen	Hallarna, Flygstaden, okänsligheten för 1900-talsarlitektur
Att kunna ta sig runt med cykel, Östra stranden,Grötvik, Prins Bertils stig Kulturevenemang	Ingen bowlinghall, Politiker som försöker köra över oss och vill bygga hotell vid Pissacoparken För lite liv i centrum
Parkerna, havet, småstadskänslan.	Nya höga hus, mycket öststatsinspirerade byggnader, "dött" centrum, extremt "modern" arkitektur bland villor, extrem förtätning i centrala stan.
Grönområde!	Allt gnäll om alla förändringar!
Halmstads synliga centrala historia i byggnader. Varsam förnygring av byggnader. Stränderna och strandskog.	Politikers hybris i byggnader och exploatering av strandskog. Utarmning av centrum genom stora shoppingcentrum i Halmstads utkanter.
bad bad bad vettigt centrum bra semesterstad gröna platser nissan nissan nissan biblioteket	östra ? skansen jordhögen två fula nybyggen (utnämnda) rå betong
Stränderna, kulturen, strövområden, nära till Europa, flygplatsen ,	Tomt centrum, tomt stora torg, lila ljus i träden, försäljning av Najaden, Hallarna, politikernas negativa inställning till P-skiva
Galgberget	Torget för kalt
Naturen i närhet med havet	Bristen på öppna platser och grönområden. Överexploatering av grönytor för bebyggelse.

Nämna platser, saker eller aktiviteter utanför Halmstad som du gillar:	Vad gillar du med Österskans och närområde?	Vad gillar du INTE med Österskans och närområde?
Använd vattendrag/Hav bättre med mer aktivitet kring dom ställena. Som ex uteserveringar, restauranger. Promenadstråk finns med 10 min gångavstånd till havet där nissan mynnar.från stadskärna denna sträcka är ganska död.	Vackert runtomkring med Nissan ett stenkast bort.	Just ytan östetskans är det ingenting på just nu så därav finns ingen poäng att befinna sig där. Närområdet är det som sagt parker, Nissan och innerstaden börjar precis i närheten.
Naturreservat både vid kust och inland. Kulturen i närliggande städer	Nära Nissan nära centrum	Förfulat efter att Hallandstrafiken lämnade. Att man inte utvecklat platsen för ortsborna välbefinnande
Vandringsleder i Simlångsdalen eller Lynga. Mellbystrand.	Att det ligger på en fin plats, nära stan, Picassoparken och Nissan.	Att det ser sjaskigt och bortglömt ut.
Fiske pubben vid simlångsdalen	Ingenting	På tok för hippie!
Vet ej	Har blivit fint de senaste åren	Att de ska bygga ett stort hotell o förstöra en av Halmstads fina gröna ytor som borde bevaras som det är.
Ullared	Vet ej	Känns tråkigt som det är nu
Laholm/båstad restaurangbesök	Mittpunkt som alla känner till	Kiosken är nedlagd, den byggnaden ser tråkig ut o oinbudande
Vandra i naturreservaten runt omkring Halmstad. Besöka stränderna som ligger utanför Halmstad.	Nissan som rinner i närheten. Biblioteket i närheten som hänger ut över Nissan är en fin byggnad.	Den nedgångna kiosken, den tomma outnyttjade utan där bussarna tidigare stannade, trafiken.
Varberg, innestaden där de har mycket butiker och restauranger/fik. Falkenberg - mycket unika restauranger som Lilla Napoli och Skrea matbruk	Att det ligger nära city och Nissan	Hela området är förfallet och riktigt fult
Göteborg och Köpenhamns restaurangliv.	Husen och träden runt Österskans är ganska höga så man slipper se skiten.	Allt.
Söderåsens naturreservat, Österlen, livfulla stadskärnor med mycket fik, resturanger och affärer. Stadspuls.	Närheten till Nissan och stan. Grönområden runt omkring.	Livlöst. Att man inte tagit bättre hand om en utmärkt plats.
Vilshärad naturreservat	Naturskönt med Nissan intill, Möjlighet att skapa en ny mysig stadsdel	Planer på att bygga hotell, För tätt med bostadskomplex på Gamletull
Uppsala = fantastiskt	Inget, ser och är förjävligt - bibblan är vacker	Allt ser och är förjävligt
Tylösand. Eketångskogen. Skedalaskogen	Parken. Bra busshållplats förr. Öppenheten	Förfulningen.
havet från Båstad upp till Steninge	???	Fult, dött, för många våldtäktslagen enligt unga (det är mörkt) = ghetto
Skogarna, promenader, havet	Parkerna, teatern, Nissan	Gamla busstationen, det fula sätt kommunen försökt att "pynta" det området,
gamla städer, historia, stenarbeten	stenarbetana och kedjorna vid bron, gräsmattorna statyerna	bussterminalen
Simlångsdalen, Haverdal, Falkenberg, Ängelholm.	Picassoparken, Nissan, Biblioteket, Teatern och centrala ytan för barnaktiviter.	Gillar inte det planerade höga hotellbygget som fördärvar det trevliga inslaget av småstad som Picassoparken möjliggör för Halmstad.
Steninge, Busör och Trönninge ångar, där man kan titta på fåglar.	Gillar det gröna vid Nissan. önskar ännu mer grönska och platser för scenkonst och där människor kan umgås.	Grälla färger och betongkolosser vid fd busstorget.
Tylösand, Biskopstorp och Simlångsdalen naturreservat	Österskans måste göras om till parkområde tillsammans med Kapsylparken och Picassoparken	I dagsläget är Österskans en nedlagd bussterminal som förfallit och som förfular området
Vet ej	Grönområdena, parkerna, köpa mat i stan och sen äta den i parkerna med vänner	Byggnaden som är på gamla busscentralen, de hårdgjorda ytorna är inte mysiga
Storstadshelger (men det räcker med en helg) konserter, skidåkning	Promenera längs Nissan. Pausa i Picassoparken.	Asfalten på Österskans, mycket trafik, att parkstråken inte hänger ihop.
Simlångsdalens natur	Grönområden	Ökad bebyggelse
Varberg, Ranagård och Riccardo	Att det är länken in till stan	Otryggt och tråkigt busstorg
Mjällby konstmuseum, Heagård Steninge golfbanor ,badstränder Grötvik hamn Simlångsdalen.	Biblioteket Picassoparken	Just nu bedrövligt .En gammal tråkig pressbyrå
Köpenhamn, Berlin, Visby, Ystad, Laholm	Nissan, 50-tals arkitekturen i Halmstads teater, Fredsgatan	Grälla färger, hotellplanerna
Skogen Olika vandringsleder	Gröna ytor	Absolut inget nytt hotell där
Mindre samhällen, t ex Getinge, Trönninge. Bevarad natur. Närheten till havet.	Picasso- och Kapsylparken samt Nissan. Norra Katts park.	Alla höga hus på Nissa strand.
Grötvik, Tylösand, Östra stranden.	Ingenting, just nu.	Ödsligt och övergivet.
Prins Bertils stig, Eketångskogen för fritid och träning. Campingplatser. Golfbanor. Utegyms.	Gräsmattor, träd.fria ytor för samvaro. Husen har en stil som håller i Halmstads historia.	Att området har låtit förfalla efter resecentrum byggdes.
fika o dricka öl på sommaren bada bada bada besöka krog i stening o väderkvarnen i harplinge besöka engelsons i falkenberg ULLARED osv	få till det någon gång - gör park med blommor - inte så svårt - spara tegelkammaren under jorden om bestämmelserna säger det (hur såg den ut på 1500-talet???) det kanske heter Bastionen istället . Hyr in en GRÄVSKOPA och ta bort jorden - det tar TVÅ DAR. Österskans är bra med alla stora och små träd och växter (dom är heliga)	betongklumpen - fy skåms - ta bort nast galler Bastionen. Österskans har en halvgammal byggnad som kanske inte går att "göra något" av. en arkitekt bör undersöka om man kan göra något "vet-tigt" av byggnaden som den står idag. Här är mycket asfalt som bör riivas upp och gröna växter o träd planteras Tex pilar.van sätt några pilar så man får skugga sommartid och svalka o lummighet...
Tylösand, Haverdal, Laholms, Falkenberg och Båstads centrum	Det vackra biblioteket, teatern och Immanuelskyrkan. Nizzan!	Tanken på ev hotell!!!!
Strandhaga koloniområde	Nära till teatern	För tillfället kalt
Stränderna, naturområdena och korta resavstånd.	En del av grönytorna i centrala Halmstad och närhet till Nissan	Idag är det sönderplottat med väg och betongytor

Till vad/hur skulle Österskans med närområde användas, enligt dig? Varför?	Vilka områden skulle du vilja utveckla kring Österskans? Kryssa i området med korresponderande nummer nedan.	Känner du till den planerade hotellutvecklingen på Österskans?
Saluhall. Finns ingen saluhall i Halmstad och något som säkert uppskattas. Det drar folk dit. Kanske ett litet idottscenrum med några padelbanor ev ett utegym. Fysisk aktivitet centralt. Detta ska vara utebanor och ingen byggnad med tak. Kan se trevligt ut med att se ett välmående centrum och folk som håller igång med fysisk aktivitet istället för att det ska vara uteserveringar. Uteserveringar ska hellre ligga närmre Nissan och användas åt hållet där nissan mynnar. Något mysigt café kanske.	7, 8, 16	Ja
Naturlig samvaro plats,med njutbara sittplatser. Musikscen. Glasscafe. Foodtrucks	5, 6, 7, 8, 10, 11	Ja
Kanske lite mer för ungdomens skull, utegym, eller andra saker som lockar ungdomar från 13-19 år till att hitta på saker tillsammans.	5, 6, 7, 8	Ja
Till det den alltid använts till. Buss station	5, 7, 8	Ja
Folkets plats med möjlighet till picknick o andra utomhus aktiviteter	Inga av alternativen	Ja
Vet ej	4, 5, 6, 7, 8	Nej
Något härligt torg, ex blomstertorg med försäljning. Loppistorg varannan lördag, "rekor-ing"	5	Ja
Någon form av samlingspunkt. En saluhall har ju varit på tapeten och det skulle vara en bra idé tycker jag. Få den delen av centrum lite mer levande än vad den är idag. Nu känns det bara öde. Försöka sätta ut Nissan som en gräns till centrum och få centrum att innefatta Nissan lite mer.	5, 6, 7, 8, 9	Ja
Tex. flera olika små lokaler där man kan ha butiker, matställen, barer. Mer ställen att kunna hänga på.	5, 6, 7, 8, 10, 12, 14, 16	Ja
Jag skulle helst vilja ha en saluhall.	5, 6, 7, 8, 9, 10, 11, 13	Ja
Mötpunkt där folk träffas och umgås på ett eller annat sätt. Detta då folk behöver det i dagens samhälle.	5, 6, 7, 8	Ja
Parkområde,lekplatser, restauranger/serveringar	5, 6, 7, 8	Ja
Park, grönområde, ta inspiration från amerikanska naturparker, pankaks/våffelcafe, platser för gatuartister, sångare,dansare som i London, träd med info om dem som i Göteborg, växthus med mera. Allt för en magisk och fantastisk upplevelse där alla vill njuta	5, 6, 7, 8, 9	Ja
Parkområde med låg servicebebyggelse	5, 7, 8	Ja
Grönområde, utescen, lekaktiviteter	5, 6, 7, 8	Ja
Att binda ihop grönområden där, mindre låga cafeer eller resturang, lekplats för att alla ska kunna njuta av miljön.	5, 6, 7, 8	Ja
det det används till nu, m a o ingen förändring	5	Ja
Dessa områden skall användas till nyttigheter som höjer attraktiviten för Halmstadborna att besöka staden. Kultur,Nöjen, mysiga matställen och annan service som gagnar näringslivet.	1, 2, 3, 4, 5, 6, 7, 8, 9	Ja
Parker, planteringar, utomhusscenen och paviljonger för serveringar.	Samtliga alternativ	Ja
Till parkområde. Även utomhusscener, café	5, 6, 7, 8, 11	Ja
Park, ta bort de hårdgjorda ytorna och knyt ihop piccasoparken med kapsylparken och statsbiblioteket	5, 6, 7, 8	Ja
En sammanhängande park där kapsylparken (den norr om Österskans) ingår i stråket istället för att vara en baksida.	5, 6, 7, 8	Ja
Utöka grönytorna	5, 6, 7, 8	Ja
Kombinera park, hotell, restaurang och saluhall	1, 2, 3, 4, 5, 6, 7, 8	Ja
Mötesplats för alla	Samtliga alternativ	Ja
Småskalig byggnation, gärna saluhall, grönska, färre öppna ytor och mer mysiga gränder och små mötesplatser och hörn	5, 6, 7, 8	Ja
Grönområden med mycket växter Litet café Utomhusscenen	5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16	Nej
Ingår i parkområdet(se ovan) men en aktiv park för alla åldrar. Vi behöver lugna naturområden mitt i stan för att må bra. Aktiviteter med kulturell inriktning.	Samtliga alternativ	Ja
Bygg hotellet som är planerat, så Tylösands Havsbad får rejäl konkurrens, samt att det drar folk till centrum.	1, 2, 3, 4, 5, 6, 7, 8, 9	Ja
Utveckla de det är i dag. Ett grönområde för Halmstads åretrunt bofasta invånare. Bygga ett kulturcentrum med anknytning till bibliotek, O35. musikskolan. amatörverksamhet och teatern. Ett ställe för "hygge". Restauranger, dans och trivsel Detta kan även flirta ned danskarna som kommer med båten.	5, 6, 8, 9	Ja
Jag tror att en miljöbyggnad tex en hexagon (sexkantig) i två eller tre våningar utförd i huvudsakligen trä (ytfärg: roslagsmahogny (tjära o linolja)) med brädfordring, solpaneler o där det passar o sedumtak (på norrsidan). I hexagonen ska finnas torghandel o turistinformation på första plan. På andra plan är fik o Halmstad EXPO - här visas företag o produkter som leder framåt (gröna produkter o futuristiskt tänkande) - På tredje våningen kan man se kommunens arbete och praktiska exempel på tex solpaneler - vad kostar det att sätta upp etc. Halmstad ska trimma upp HBK och bli bäst på miljö.	4, 5, 7, 8	Ja
Café, saluhall. Låga byggnader. Inte skymma befintliga vackra byggnader som finns.	5, 6	Ja
Sammanbyggs med teaterparken	3, 4, 6, 9	Ja
Ett sammanhållet grönt stråk från hamnen fram till Norre katts park och teaterparken för att skapa ett mer lockande centrum.	4, 5, 6, 7, 8, 11, 13	Ja

Om du svarade JA, hur känner du för det planerade hotellet?	Tror du att Halmstad behöver ett nytt hotell?	Hur viktigt tycker du att det är att människan börjar ta hand om klimatet och miljön?
Kanske hellre göra något för de bofasta i Halmstad. Detta skulle vara steg att utveckla de centrala delarna av Halmstad.	Nej	4
Negativ	Nej	5
Onödigt	Nej	5
Kör på!	Kanske	3
Fruktansvärt	Nej	5
-	Kanske	4
Inte smickrande	Nej	5
Inga jättestarka åsikter. Det mesta är bättre än vad det är idag, men om jag skulle säga något så kan det väl kännas lite väl maffigt.	Kanske	5
Onödigt, då vi redan har hotell i Halmstad som inte är fullbokade. Det har desutom byggts ett nytt hotell bara några hundra meter från det tilltänkta hotellet. Samt att Hotel Mårtensson har lagt ner otroligt mycket jobb för att totalrenovera. Vilket har resulterat i ett superfint och inbjudande hotell, med restaurang, café och bar.	Nej	5
Allt är bättre än det som är där nu.	Nej	5
På ett sätt bra att det händer någonting på Österskans. På ett annat sätt väldigt dåligt då man kunnat göra någonting annat som samtliga medborgare kan ta del av och uppskatta.	Nej	5
Vill inte ha något stort komplex där oavsett om det är hotell eller annat.	Nej	5
Skitdålig idé	Ja	5
Absolut inte	Nej	5
Motvilja	Nej	5
Jag förstår inte hur man tänker när man bara ändrar på hållbara tidigare beslut för stadens utveckling för att ge möjlighet att fördärva innerstaden för alltid	Nej	5
fb grupper, tidningsartiklar mterial från kommunen	Nej	2
Anser inte att det behövs samt att det är helt felplacerat.	Nej	5
Behövs inte fler hotell och inget däri alla fall	Nej	5
Planerade hotellet passar ej in på platsen	Nej	5
Dåligt, det passar inte in i stadsbilden, det kommer lägga en stor skugga på staden, det kommer inte vara välkomnande att vara i parken för vanliga Halmstadsbor, det kommer inte vara fullbelagt och konkurrera med nuvarande hotell	Nej	5
Riktigt dåligt förslag!	Nej	5
Från politiken	Nej	5
Gillar att Halmstad utvecklas	Ja	5
Absolut inget högt trist hotell	Nej	5
Typiskt Halmstads ängslighet och småstadskomplex, Halmstad ligger alltid efter och vill vara som andra istället för att få en egen väg	Nej	4
Har varit aktiv o samlat namnunderskrifter mot hotellet	Nej	5
Fel plats och öststatsarkitektur.	Nej	5
Positiv!!!!	Ja	5
Politiker hybris. Ett nerköp för Halmstad. Passar inte in. Ogenomtänkt.	Nej	5
sett i HP tidningen	Nej	5
Absolut inte. Fruktansvärt!	Nej	5
Föskräckligt	Nej	4
Vansinnigt.	Kanske	5

Vad tycker du är det viktigaste att tänka på när man planerar ett nytt område eller byggnad, för att värna om vårt klimat och miljö?	Andra funderingar, åsikter eller kommentarer:
Svårt att svara på. Men att det byggs med ett miljötänk och att det inte påverkar miljön negativt i närområdet. Som ex så ligger österskansområdet precis vid Nissan. Vill inte heller att det blir mer skräp som kastas i Nissan.	Intressant område med stor utvecklingspotential på österskans. Den ligger såpass nära innerstaden.
Hållbart och genomtänkt	
Att det ska smälta ihop med omgivningen , ge andrum och ha mycket grönska samt gynna folk som bor nära.	Något behöver göras åt Österskans, både för att locka turister men även ge Halmstadborna något att se fram emot
Tillgången för parkering (gärna garage)	
Allt är viktigt att tänka på när det gäller miljön, alla ska bidra för att värna om miljön	
Hur mycket efterfrågan är det, är det värt det	
Närområde, passar det in, behövs det eller är det bara i ett ekonomiskt syfte. Kan skymma annan verksamhet som bedrivs i närområde som kämpar	
Den bästa byggnaden för miljön är den som inte byggs. Så välplanerade byggnader där materialval och utformning görs med omsorg så att byggnaden blir tidlös och hållbar med och en lång livslängd. En livscykel som går ihop på sista raden.	
tänka på material, värme och ljussystem	
Använda lokala företag, material, solceller mm.	
Återanvända material som man bygger med. Värna om de grönområden vi har kvar runt omkring stadskärnan och göra de mer attraktiva.	
Att man behåller grönområden, planerar infrastruktur så att kollektivtrafik och kommunikation fungerar, bygger klimatsmart.	
Baka in spännande klimatteknik som inspirerar besökarna. Exempel kinetiska plattor som tar rörelseenergi från dina fotsteg och gör så parkens lampor lyser. Tyskland och lite olika städer har det. Och annan inspirerande klimatteknik. Väcka tanke och intresse för besökarna. Inge hopp om framtiden	
Mindre trafik. Gratis buss minskar trafiken i centrum	Låg bebyggelse med service som drar folk till centrum
Ta med de ungas åsikter, gå gärna ner i åldrarna och fråga	
Att tänka mer än en gång på om det behövs. Är detta ingrepp tvunget? Finns det alternativ? För vems skull tänker vi göra detta? Är det bara pengarna som räknas?	
att fråga sig om den behövs, det miljönärligaste är att inte bygga nytt.	
Hänsyn till markförhållanden samt omkringliggande bebyggelse.	
Att grönska, gamla träd bevaras. Vill inte ha fler köpcentra med stora, ödsliga parkeringar.	
Ett city ska inte förtätas. City ska kunna andas med grönytor. Biltrafik en ska heller inte förtätas i city. Platsen där hotellet planeras är utsatt som ett område med riksintresse.	
Hur det påverkar området omkring och det som redan finns där	
Bra gång och cykelmöjligheter. Nära grönområden. Bra materialval i byggnaderna. Energisnålt.	
Att man gör ordentliga utredningar med för och nackdelar.	
Knyta an till området omkring	
Ta vara på alla friluftsområde	
Klimatet är en större strukturell fråga och inget som jag som utbildad vet hur det ska hanteras i relation till byggnation	
Lyssna på experter Länsstyrelsen m.m Inga byggnader i närhet av vatten p.g.a översvämningsrisk	
Behövs byggnaden? Inkräktar det på natur/parkområden? Harmonierar det med området?	
Att det är tillgängligt och att man planerar infrastrukturen.	
Är det en nödvändig byggnad för invånaren? För vem bygger man? Hur påverkas det av vindar och översvämnningar för redan existerande byggnader? Hur mycket ökar avgaser och sopor?	
Se efter om du kan renovera byggnaden ta vara på gammalt material om det är OK - isolera - använd trä . BYGG INTE STÖRRE ÄN DU BEHÖVER.	
Trafksituationen, material, grönområden per capita en The Lancet	
Att dom tar hänsyn till invånarna vad majoriteten anser	
Byggmetoder och materialval som är miljövänliga. Närmiljön skall planeras så att det skapas en trivsamt omgivning för människorna med grönytor och luft mellan byggnaderna.	

Interviews

Interview with Plan Architect Violeta Stanic, Municipality of Halmstad

Förklara kort vad det innebär att vara planarkitekt, vad ingår i ditt arbete på Halmstad kommun?

Jag är i grund och botten arkitekt och är utbildad i Sarajevo. Och jobbade nästan hela mitt liv som vanlig arkitekt och det är först 2016 som jag började jobba som planarkitekt på Halmstads kommun, så det är fortfarande ganska nytt för mig. Jag jobbar framför allt med att at fram detaljplaner, vi har några stycken som är lite mer fokuserade på översiktlig planering men de flesta på våran avdelning jobbar med detaljplanering. Det som ingår i mitt arbete är att vara projektledare, från start till slut, innan man lämnar in för genomförande. Så det är startfasen, man gör en planutredning, ett förslag, tillsammans med projektgruppen där jag som projektledare ansvarar för projektet men kompetenser från olika områden är med under framtagandet av detaljplanen. Det är till exempel trafik, mark, miljö och sen till exempel räddningstjänsten, Lantmäteriet, byggnadskontoret. Sedan förbereder vi ett samrådsförslag och går ut på samråd och då får både allmänheten och myndigheter tillfälle att yttra sig. Vi tar åt oss av synpunkterna och ändrar eventuella saker och förbereder ett förslag som kallas granskningsförslag, som skickar ut för ny granskning till allmänheten och myndigheter och framför allt till dem som tidigare yttrat sig och vi skriver även en så kallad samrådsredogörelse. Efter denna granskning för man inte göra några större ändringar, gör man det måste man ha ännu en granskning. Annars går man på ett antagande, och det är oftast kommunstyrelsen som antar en detaljplan och om ingen överklagar planen vinner den laga kraft. När planen fått laga kraft är vår del i projektet klart, då tas projektet över av andra som genomför planen, markexploatering, bygglov osv.

Vilken roll hade du i planeringen av Österskans, tidigare detaljplan för hotell?

Jag var huvudansvarig, dvs handläggande arkitekt och jobbade fram till att planen blev avbruten helt enkelt. Vi hann så långt att vi hade tagit fram ett granskningsförslag och sen var det folkomröstning och då valde politikerna att lägga ner planen. Finns det någon ny plan för området nu eller? Inte än men platsen behöver så klart rustas upp. Platsen är övergiven idag och man måste göra något åt den. Tidigare använder platsen som bussterminal men sedan byggdes det nya resecentrumet och sedan dess står byggnaden tom och ingen använder platsen förutom endast tillfälligt på sommaren.

Hade ni några specifika hållbarhetskrav i åtanke när riktlinjerna för hotelltävlingen skapades?

Vi ställde hållbarhetskrav i tävlingen om att förbrukning av energi ska minskas och byggnaden ska vara energieffektiv geom. att producera egen energi eller använda förnyelsebar energi. Hur såg översvämningsrisken ut? Det säkerhetsställde vi i vår planbestämmelse och utifrån utredningar som gjordes beslutades det att man ska inte bygga under 3,80m, men vi hade entré på 4,2m och vi hade underjordiskt garage som låg på 1m, vilket vi löste genom att bygga med vattentät konstruktion och nedfart till garaget från andra sidan. Vi använde oss även av rännor för att stoppa eventuell översvämning innan nivån nådde upp till +1m. så vi hade inte med risker för översvämning än några av de andra byggnaderna runt om. Idag finns ingen dagvattenhantering på platsen, allt rinner direkt ner i Nissan. Så tanken vara att hotellet skulle förses med utrustning som kunde rengöra vattnet innan det släpptes ut. Så det skulle vara en förbättring, i en byggnad på plats.

Vad krävs, enligt dig, för att göra Österskans attraktivt, både ur ett lokalt och mer nationellt perspektiv? Vad gör Österskans till en bra plats för utveckling?

Platsen har en stor potential att utvecklas men vad är det som ska byggas, eller om det ska byggas någonting, måste vara ett politiskt beslut, precis som det var ett politiskt beslut om att bygga ett hotell. Politikerna beslutade också, eftersom det är kommunen som äger marken, att man skulle ha en markanvisningstävling som var en öppen tävling där alla kunde skicka sina bidrag. Alla bidrag var i stor skala eftersom platsen inte är så stor och om man skulle få ett hotell som gick att driva måste man ha ett antal rum. Och då valdes ”Nya sammanhang” som vinnande bidrag och då startades arbetet med att gå på samråd och då upptäckte vi att det fanns ett stort motstånd bland befolkningen, de ville inte ha ett hotell. Det var oftast de äldre som var emot, de yngre bryr sig inte lika mycket, och jag måste säga när man har sådana samrådsmöten eller om man träffar folk för att få synpunkter är det ytterst sällan det är folk i din ålder(26) som kommer med synpunkter, vilket är synd. Vi försöker till varje pris att samla in synpunkter från alla åldrar.

Men som sagt det fanns mycket motstånd och jag kan förstå det, det är en jättestor förändring och det är en känslig plats, nästan inom stadskärnan, och ingår i ett riksintresse för kulturmiljövård. Men idag är Österskans en plats som man bara passerar, det är ingen plats men stannar på, kanske bara på sommaren när studenter har sina aktiviteter, så det är bara några enstaka dagar då platsen är aktiverad. Man måste göra någonting med platsen som drar folk och många av de äldre som var emot hotellförslaget ville endast ha en park. Jag tycker att gröna ytor, parker och stråk är jätteviktiga i vår stad och man ska värna och utveckla dem, men platsen är redan väldigt vindutsatt där man inte stannar en dag då det blåser väldigt mycket, så man måste även ha en byggnad som ger vindsydd. Platsen måste befolkas på ett helt annat sätt, om det är en park, lever den bara en viss tid på året. I vårt förslag kopplade vi gröna stråk längst Nissan, både picasso-, kapsyl- och teaterparken. Det är en väldigt viktig plats som knyter samman öst och väst i Halmstad, eftersom nissan är en barriär, de rika bor på västsidan och de lite fattigare bor på östsidan. Så det är också ur ett socioekonomiskt perspektiv viktigt att man har något som knyter dem samman. Så platsen har en jättestor potential. Österskans är även viktigt i Halmstads historia som den enda port från öster under medeltiden. När man närmade sig Halmstad från öster så kommer man till platsen där bussterminalen låg, där fanns porten in till staden och det är därför platsen har fått namnet Österskans. Så platsen har en jättestor potential att utvecklas, men om man till exempel bestämmer sig för att det bara ska bli ett café eller kanske något annat, det vet vi inte än. Vi måste kanske återigen fånga in allmänhetens önskemål, vilken man egentligen redan har gjort. Jag tror inte att vi är mogna än för att omvandla platsen, vi måste kanske ta en liten paus. Vi behöver någonting som knyter samman de omkringliggande byggnaderna som är kulturella. Vi har både nolltrefem, ungdomarnas hus, teatern och stadsbiblioteket, så behövs någonting som kan bidra och hjälpa. Kanske en galleria med ett cafe på bottenvåningen, jag vet inte. Den översiktsplan som är på granskning nu är avsedd som offentlig plats, en allmän plats, så inga bostäder eller skola, fast det kan ändras om man kommer på att det kan funka.

Finns de åsikter ni samlar någonstans där jag kan ta del av dem?

Synpunkter kan du hitta på rådhuset, eftersom det är gdp:er är det svårt att leverera dem för att skicka på mail får vi inte, och att skriva ut kostar en del. Men du kan komma till rådhuset och prata med dem i receptionen så kan du ta det av all information där. Det har två pärmar som du kan fota av om du vill. Om du går in på vår hemsida och söker på samrådsyttrande kan du ta del av en sammanfattning på alla synpunkter, det finns även nåt som heter samrådsredogörelse och granskningsutlåtande men där har jag inte hunnit skriva färdigt allt.

Tanken med placeringen av byggnaden var att när man kommer med tåg till Halmstad har man svårt att orientera sig, man vet inte var centrum ligger. Hotellet var först planerat till 16 våningar men sänktes sedan till 14. Vi ville ha en byggnad som hjälper folk som kommer hit att orientera sig, och tanken var att Österskans skulle bli en orienteringspunkt, en nod i staden som visar ”att det är ett centrum”. Höga byggnader representerar ofta i vilken riktning centrum ligger åt. Om du kommer från olika riktningar in till Halmstad kan du se olika höga byggnader på vägen som ger en indikation åt vilket håll du ska röra dig för att komma till centrum, till exempel Hallarna, högskolan, giganten eller hotellet vid resecentrum. Vi gjorde faktiskt en bedömning att en hög byggnad på österskan kunde vara bra för staden. Skuggningen skulle inte heller vara ett stort problem med en sådan slank byggnad. Skuggorna skulle främst ligga över kapsylparken på förmiddagen, och sen gick skuggan över Nissan norr över. Mest problem skulle restaurangen Jarlen framför teatern få på eftermiddagen.

Något som jag funderade på mest med hotellet var om vi verkligen har ett behov av ett till stort hotell i Halmstad, vi hade ju precis fått det vid resecentrum och har flera mindre i centrum. Skulle inte österskanshotellet bara konkurrera ut alla de andra hotellen?

Man gjorde ingen analys om man hade ett behov av många hotellrum, men vårt jobb handlar om att tänka framåt och eftersom översiktsplanen planerar att Halmstad ska växa till 2050, då måste man börja planera i tid, både bostäder, skolor, förskolor och allt annat som hör till. Då finns det underlag för ett till hotell och tanken vara att det skulle bli ett sammanhang och en komplettering till teatern med konferensrum som de kan använda, då de tidigare fått tack nej till evenemang eftersom de inte hade tillräckligt stora konferensrum då det är fler än 200 personer. Och de hade innan pandemin en jättestor efterfrågan på större konferensrum. Nu vet vi ju såklart inte hur det kommer se ut efter pandemin men vi ser ändå en tendens att det börjar gå tillbaka till det normala igen. Så förhoppningen är att fler människor börjar komma hit igen och behöver boka hotellrum för att träffas på plats under flera dagar. Så absolut finns det underlag för ett hotell med större konferensrum, kanske inte idag, men om några år i framtiden.

Jag har funderat kring centrum, att det är ganska dött inne i stan, om man ska tanka att det bara är tillfälligt eller om det behövs en åtgärd, hur ser du på det?

Det har vi också tänkt på. HFAB gjorde ju en insats på Kungsfreden med dem butikerna som ligger där, och Österskans ligger ju i förlängning med Fredsgatan, så tanken vara att man kunde nyttja det och skapa en punkt som kan dra folk. Allt som drar folk är ju bra. Vi ser ju en tendens att butiker försvinner från stan, numera finns det mest bara restauranger och frisörer kvar, och jag kan inte säga om det endast är på grund av hallarna eller om det är som vissa säger på grund av att parkeringsplatserna kostar pengar, men jag har svårt att tro att det är grunden till problemet. Man måste helt enkelt göra city attraktivt för att folk ska vilja vistas där, det är upplevelsen man är ute efter. Men det är en plats som inte lever längre, vilket är väldigt synd och det är något vi måste jobba på. Det måste vara roligt att komma till stan, till exempel när vi har matveckorna på torget, då kommer folk.

Vilka är områdets bästa egenskaper kontra sämsta idag, enligt dig?

Bästa egenskaper är svårt att säga men det är en väldigt viktig plats som har stor potential och det är en plats som kan samla kulturella byggnader och det är knypunkt som kan länka samma öst och väst. Det är en entré till stan, precis som under medeltiden. Sämsta kan vara översvämning, vindutsatthet. Parken gör det ända ganska enkelt att at hand om översvämningar dock, så det är inte så allvarligt. Vi har inte så gott om obebyggd mark, så om man tar mark i anspråk, då ska man tänka att man kanske hellre byggen en slank och hög byggnad, än en lägre som breder ut sig. Då tappar man gröna ytor, vyer osv, så enligt mig är det mycket bättre med smala byggnader med mindre fotavtryck. Vi måste ju tänka på kommande generationer och vara väldigt försiktiga när vi tar mark i anspråk. Men Österskans är ett undantag då större delen av ytan redan är tagen i anspråk. En annan negativ sak om man inte skulle bygga något nytt, är att den befintliga terminalbyggnaden inte får rivras innan man kan ersätta de skyddsrum som finns i byggnaden. Men det är svårt att bygga skyddsrum, det kostar mycket och det är väldigt tekniskt krävande. Om terminalbyggnaden försvinner skulle platsen bli jätteannorlunda, men skulle öppna upp ytan på ett helt annat sätt, då skulle man se både biblioteket, kapsylparkens gröna ytor, och blir en med sammanhängande plats.

Vilka funktioner skulle du föreslå/tror skulle passa inom detta område?

Café, restaurang, hotell, galleria, park. Något som attraherar många. Något som har öppet flrea timmar om dygnet för att skapa trygghet.

Vem ska området attrahera enligt dig?

Vi vill attrahera alla åldrar. Om man kan befolka platsen med både barn och vuxna, barnfamiljer och äldre, kan man skapa en trygg plats. Så en härlig blandning vill vi se. Därför tänkte man ha ett torg, med torghandel, saluhall, parker där man kan sitta, och bänkar där ungdomar kan sitta och ladda sina mobiler, där man attraherar folk i olika åldrar.

Finns det något mer du kan komma på som kan vara bra för mig att veta innan jag påbörjar mitt examensarbete?

Jag tycker att det är väldigt viktigt att ha en byggnad på Österskans, men inte något som bara är öppet mitt på dagen. Vi behöver något för att skapa trygghet, eftersom platsen upplevs väldigt otrygg idag. Så helst öppna bottenvåningar och kanske någon restaurang, och tanken var att ett hotell har öppet dygnet runt. Så det är också en trygghetsaspekt och social aspekt som vi vill uppnå när platsen utvecklas helt enkelt.

Interview with Landscape Architect Karin Höök, White Architects

Du kan väl förklara lite kort vad det innebär att vara landskapsarkitekt och vad som ingår här på White?

Kort sagt kan man väl säga att man tar vid där husarkitekt, eller man jobbar ihop med husarkitekten, men man tar hand om alla ytor och miljöer runt kring byggnaden. Det kan ju vara allt ifrån stadsbyggnad som är kanske mer översiktligt, ner till parker och torg, i gatumiljö eller stadsrum i sig, skolgårdar, parker och så sen kan ju vara liksom det här väldigt översiktliga ner till att man faktiskt gör handlingar. Så som vi jobbar här så är det väldigt mycket med att rita, designa och gestalta, så att det blir ritning eller presentation av det. Man försöker föra fram en tanke, där ligger det väldigt mycket i tillgänglighet, höjder, materialval och på Österskans har det handlat mycket om att koppla byggnaden till omgivningen, att hitta rätt placering. Det var ju inte bara ett hotell utan det fanns ju saluhall och konferens, och länken ner till Nissan, noden som skulle koppla torget på Österskans. Kulturtorget var navet där alla kulturbyggnaderna hamnar runtomkring. Det är inte byggnaden i sig, utan det som inryms i byggnaden, funktionerna, gör att det tillför ett liv på platsen.

Vilken roll hade du i planeringen av Österskans, tidigare detaljplan för hotell?

Vi var ju ganska många involverade både, arkitekter, landskapsarkitekter och ingenjörer, och var ansvarig för landskapssidan men det är ju ett samarbete, det går ju in i varandra. Vi tror att vi vann för att vi tänkte på stadsrummet, på platserna och inte bara på själva byggnaden, utan att man förankrade byggnaden i staden och tog hänsyn till alla aspekter runt omkring. Det var först en prekvalificering, sen var det en tävling och sen har det ju varit ett detaljplanearbete som har varit en ganska lång process. Jag och Hans Forsmark har varit med hela tiden sen har det varit fler under tävlingsfasen, så har det knoppats av och kommit till, men vi två har varit konstanta.

Om jag vill komma ihåg rätt nu så var det väldigt mycket, i de första förslagen, mycket runt omkring byggnaden ner mot Nissan, stora bryggor och liknanden, men det togs bort?

Ja precis. Här i Halmstad jobbar man ju väldigt mycket med stigande havsnivåer och skyfallshantering och sådant, vilket gjorde att färdigt golv måste ligga på en särskild höjd. Vi ville att hotellet skulle lyfta det som vi tycket är jätteviktigt i Halmstad, och då var vattenkontakten superviktigt. Så vi tittade väldigt mycket på om man kunde ha ett spa i bottenvåning som kopplar direkt till Nissen och hur jobbar man då med översvämningsrisken. Vi tittade på exempel i Holland och hur man jobbar med det där. Vi ville till exempel ha en brygga ut mot vattnet för att göra det tillgängligt. Jag tyckte när jag kom till Halmstad, att man inte riktigt kände att det är en havsstad. Nissan har länge varit en baksida och vi ville vända staden mot Nissan och det finns faktiskt inte så jättemånga platser längs med Nissan i stadsmiljön idag. Det är ju även ett bra solläge på den sidan av Nissan. Vi vill visa att det inte bara är den här aktören som gör någonting för egen vinning utan att bidraget tillför Halmstad något, att parkrummet i Picassoparken kan få växa. Inget behövde nödvändigtvis förstöras av den här byggnaden utan den kunde tillföra parken en massa. Att man kunde komma ner tillgängligt till det är trädäcket oavsett rörlighet. Men sen när man jobbade vidare i det här planskyddet så var man väldigt tydlig med att nu tittar vi bara på kvartersmarken, det vill säga det aktörerna ska köpa och exploatera. Inte den kommunala marken, utan det får kommunen jobbar vidare med själva. Sen hänger det ju ihop lite, så lite utanför gick vi ju, men det var därför man la dem planerna åt sidan.

Hade ni några andra hållbarhetskrav i åtanke förutom översvämningsrisken?

Ja, det var ju väldigt mycket fokus på det i tävlingen. Vi tittade mycket på social hållbarhet, att det är en ganska mörk och otrygg plats i dagsläget. det är ganska ostrukturerat och det finns inte så mycket aktiviteter kvällstid, vilket gör att det upplevs otryggt. Det var därför vi planerade med en verksamhet som har öppet 24/7, som bjuder in folk in i bottenvingen. Planen var att de två bottenplanen skulle vara mer publika och mer i den mänskliga skalan. Detta skulle göra att det tillför mer av ett socialt liv på platsen. Men vi tittade även på gröna tak på terrasserna och sen har kommunen även ansvar i att hitta alternativ för att rena vatten till exempel, så vi gjorde ändå det vi kunde utifrån den förutsättningen som finns. Men vårt främsta fokus var social hållbarhet. Att bygga en stad som folk vill vara i. Österskans ligger väldigt nära Stora torg, så det är ju väldigt centralt. Så jag tänker att det måste vara en byggnad och verksamhet som är aktiv på något sätt.

Vi pratade ju om att ha en saluhall, där att operatören för hotellet skulle driva saluhallen för det är ganska svårt att driva en saluhall i sig. Att bygga en byggnad för att bara ha en saluhall är ganska svårt, att få ekonomi i det hela. Det gäller att hitta verksamheter som kan fungera ihop för att få ekonomin att fungera.

Enligt dig, vad krävs för att göra Österskans attraktivt från ett ekologiskt perspektiv?

Jag tänker att det innefattar ju liksom rörelsen och de hårdgjorda ytorna och att få till det och att man knyter ihop känslan av parkerna och Nissan. Sen kanske de inte liksom sitter ihop fysiskt, men det handlar inte så mycket om det ekologiska perspektivet för det är så mycket större än vad man kan göra riktigt på den här platsen, den är så pass urban. Man kan göra småsaker men det blir ju inga stora ekologiskt vinningar, så jag tror framför allt hållbarhetsperspektivet i det här handlar om att få folk att må bra i sin närmiljö. Att de boende har platser att komma ut till. vistas man i stan så kan man komma ut i den här gröna lungan. Jag tänker också att man kan utveckla promenadstråket kring Nissan och då blir ju dem här platserna superhäftiga om man får till det bra. Ekologiskt sett så handlar det om att gröngöra på rätt sätt, att till exempel jobba med dagvatten- och skyfallshantering. Det gäller även att knyta ihop spridningskorridorerna, att grönstrukturer hänger ihop och då kan man använda Nissan som en spridningskorridor. Men jag tycker ändå att de här grönytorna handlar mycket om välbefinnande.

Hur ska man tänka på den biologiska mångfalden, så som vad finns där idag, och vad finns det för möjligheter för framtiden? Jag tänker ju till exempel på fåglarna och kaninerna.

Ja precis, och det kan även vara insektslivet. Man kan införa planteringar med blommor och att man utökar vistelsezonerna för det djurlivet som finns där i dagsläget. Jag tänker att det inte ska vara för välordnat, att det får vara lite skräpigt vilket också gynnar insektslivet. Stora träd, och värdet är träd i stadsmiljön är också superviktigt. Det är inte några stora ekologiska värden på det sättet, men ”många bäckar små”. Sverige är ganska lyckligt lottade som ändå har ganska mycket naturmark runt omkring och då tycker jag att det handlar väldigt mycket om de här korridorerna in. Det hänger ju inte bara på en enstaka plats och att den är bra, utan man måste ha flera platser så att man får en koppling mellan. Jag tänker ju att Nissan är ett ypperligt tillfälle att göra det vid för att där behöver vi också ha någon slags buffet mot vattnet när det blir översvämningar. Där är ju naturen och parkerna det bästa som kan ta hand om det och det blir ett fint stråk att hålla sig vid. Precis, jag tänker också på rörelsen kring vatten, människor älskar ju att röra sig kring vatten, det drar vi verkligen folk till sig.

Vad är områdets bästa kontra sämsta egenskaper idag?

Bästa skulle jag säga är läget, sen tycker jag också att det har ju en sån intressant historisk bakgrund. Det är jättefacsinerande, det här var vägen in till stan historiskt sett. Nackdelarna skulle jag säga är att det är svårt att orientera sig, det är mycket hårdgjorda ytor. När du kommer hit på cykel till exepel, så vet du inte riktigt hur du ska cykla och det var ännu värre förut när det var mer trafik i området. Tittar man historiskt sett har det utvecklats och hänt saker hela tiden i små delar, men man har aldrigfått ihop det. Platsen har aldrig varit en helhet. Jag tycker det känns svårt att finna någon slags ro på den här platsen, med tanke på all trafik o så. Jag skulle helst bara vilja stänga av den trafikerade vägen, men då kommer man ju inte in till stan med bussen. Precis. Det som vi har hävdat hela tiden är att det är en demokratisk rättighet att det finns en busshållplats nära biblioteket, så att äldre personer eller rörelsenedsatta skulle kunna ta sig till biblioteket och inte behöva gå allt för långt. Och att knutpunkten vid hållplatsen blir torget och du överblick över alla funktioner och verksamheter som finns där. Det här med platsens historia så så intressant när man väl börjar läsa sig in i det och man förstår och ser med andra ögon. Det tänkte man ju inte på från början, när man såg resterna från bastionen, vallarna, kajkanten från industrialismen och sen när femtiotalet kom med bilismen. Man kan se alla spåren, och det är det som gör det till en svår plats nu, att det är så mycket överlagringar. Men som sagt, det har ett enormt läge, med bra potential, och platsen finns ju för att övergången fanns och det var ju det enda stället där det fanns en bro och det ger också ett visst värde. Riksintressena är både en fördel och nackdel ,och vad man får göra då, vad finns det för möjligheter? Och länsstyrelsen kom fram till att man får absolut bygga något, men det är inte påverka innerstaden för mycket, då det får inte vara för avvikande eller för högt.

Vilka funktioner tror du skulle passa på platsen?

Man vill ha publika funktioner och helst någon som betalar för sig. Det är ju trevlig om det kommer något annat, frågan är ju vad det är och hur får man det att bli lönsamt? Om man ska ha något annat så måste nog kommunen stå som byggherre. Jag tycker att man på denna plats behöver en byggnad som kan symbolisera ”andra sidan” och porten in till staden. Det finns fördelar att utveckla kapsylparken och Picasso parken, det finns ett värde i att det händer något när man rör sig vid å-rummet, att det blir en variation. Det är också en stor fördel med att det finns publika färdmedel som buss, gång och cykel. Jag tror att det är rörelsen, men även någon form av byggnad och verksamhet som behövs för att knyta ihop det tydligare och jag tror också att en byggnad kan tillföra Picasso parken något ytterligare. Jag tycker att man borde utveckla dem som egna parkum också, för kapsylparken är ju mer nedsänkt och omsluten, och Picasso parken är mer öppen och aktiv, där man kan sola, hänga o spela kubb. Så om det är aktiviteter som händer så är det mer i Picasso parken och kapsylparken skulle kanske kunna göra något mer för biblioteket som är en väldigt sluten byggnad annars. Jag kan inte riktigt sätt fingret på vilken verksamhet jag skulle önska, men drömscenariot bygger ju också på att teatern får en större betydelse och att alla de här respektive verksamheten som finns idag är mer än vad de är idag och att den här byggnaden kompletterar med någonting som kanske handlar mer om kulturfrågor och publika funktioner. Idag är det ju ingen plats man stannar på, men tycker du att det finns en potential att skapa en sådan plats? Ja saluhalls idén var ju trevlig, men vi har ju haft saluhallar i Halmstad innan och det ar inte riktigt funkat. Det är ju något av det mest tragiska när en verksamhet behöver stängas ner och då är ju frågan hur man får det att gå runt? Alla vill ha en stadsmiljö, men det är för billigt att handla på nätet.

Vem eller vad tycker du att området ska attrahera?

Stadskärnan är väldigt fin och om man utvecklar Österskans så tänker jag att turismen kan öka, och jag tänker att även som halmstadbo så vill man nyttja sin stad om det är vackert att ströva runt . jag tänker att det främst är för oss som bor här men det finns så mycket bra potential med Halmstad, läget och havet. Det är viktigt för oss som bor här att man utvecklar sin stad, och då blir det som ett resultat även attraktivt för andra att komma hit också. Det är ju en väldigt attraktiv plats på sommaren. Alltså bildkvaliteten är kanske inte den bästa i Nissan, men tänk dig en bastu som är kommunal som du kan hyra och vinterbada. Man kan ju bada i Nissan, men när det regnar mycket som kommer det vatten från åkermark som är övergödd och då ska man kanske inte göra det. Man har ju använt Nissan för olika sportevenemang under året, men att det kanske är just i sedimentet i botten som är lite sådär. Jag och Violeta pratade om det att man skulle kunna ha en funktion i byggnaden på plast som samlar in regnvatten och renar det innan det släpps ut i Nissan. Ja och det kan man ju ganska lätt nu för tiden, som regnbäddar och jag tänker att träd suger upp och likaså växtbäddar som vattnet kan samlas upp i. Om man då tänker det här gröna stråket längs med Nissan, att det blir som ett filter? Precis, och Nissan är bra för skyfallshanteringen för då har man ytan som vattnet kan rinna ner i, sen är det en nackdel om det kommer mycket regn och det blåser in från havet, för då blir det risk för översvämningar. Vet du hur prognosen ser ut för Nissan nu, om det finns någon information om hur mycket vattennivån kommer höjas? Kommunen har jobbat med det väldigt mycket men jag vet att när man bygger nu så ska du lägga färdigt golv på 4,2 /3,9 för att klara kommande översvämninghöjder. Kommunen pratar väldigt mycket om hur man ska hantera det här, om man ska bygga murar eller liknande. Men bara träd kan ju ta väldigt mycket vatten, det tar båda i kronvolymen och i rotutbredningen.

Finns det något annat du skulle vilja prata om eller kommentera?

Generellt sett upplever jag Halmstad som en väldigt fin stad, men det finns väldigt mycket trafikleder, det är väldigt fokuserat på trafiken. Och det är väldigt synd. Det är ganska svårorienterat och svårt att ta sig runt på cykel till exempel. Hur ska man tänka i det större perspektivet och funktionen av Österskans kontra alla nya stråken som kommer skapas? Tror du att det skulle funka att stänga av personbilstrafiken på Österbro, så att det bara går bussar? Ja, man har väl det nästan så redan nu. Och den personbilstrafiken har minskat redan ganska mycket och det kanske man kan göra ännu mer. Man jag tror att det är viktigt att behålla busstrafiken.

Förklara kort vad som ingår i ditt arbete som arkitekt på Fredblad.

I have worked at Fredblad for a long time, I'm actually one of the founders and owner of the company and work both with administration and architectural assignments, were I find search for new projects and make sure that we always have something to do and keep a good relationship with our clients. In the architectural projects I mostly work with the startup process of the project. I always need to be up to date on the current situation, to make sure that the company moves forward. I didn't become an architect to only work with the administrative part, the best thing is to be active in the projects.

Vilken roll hade du i utvecklingen av tävlingsbidraget till hotellet på Österskans?

I was the person that had contact with the clients, the building company and the hotel operator. The competition was divided in two parts, the first part was about being qualified amongst all of the proposals that had been sent in. I think we were three or five projects in the end that made it to the final step.

We had been told not to place the building in front of the theatre with the risk of covering it, so that's why we placed it in the northern corner next to and above the theatre, so that you could keep the line of sight from the city centre. The hotel shouldn't conquer with either the theatre or the library. We had a close relationship with the hotel operator, Destination Halmstad, and the theatre, because they wanted the hotel to be a collaboration between the two, with both hotel and conference spaces so that the theatre could host more events for bigger groups than they had the possibility to do now. They have had to turn down a lot of events and gatherings because Halmstad doesn't have those kinds of spaces, which is a missed opportunity to become a destination and bring people to the city. This information about the need of more conference rooms was not put forwards to the jury that decided the winner of the competition, and there were no representatives from the theatre or Destination Halmstad in the jury, which was very sad.

The hotel operator decided that the new building had to be physically connected to the theatre building in order to enhance the flow of movement between the two parts. We expanded the conference part of the building to the backside of the theatre and connected them from there, where it didn't bother anyone because it was on the old parking lot. We made an opening in the bottom floor so that people could walk under the building, to not lose any walking paths or views. Towards the water and city centre we placed the food market hall in a much lower structure to keep the focus on the human scale and to connect to the surroundings. But the most important thing for our project was to connect the different cultural buildings around the site, especially the theatre, and to create a new meeting place in the city, to enhance the communication between people and buildings.

Hade ni några specifika hållbarhetskrav i åtanke?

We had a Gold certification, where we for example had greywater tanks in the basement that could be used for the toilets. We focused on making sure that all the functions in the building would come to good use, one place like the food market hall would be used for multiple purposes, by the public and also as a restaurant for the hotel. The food that would not be used or bought could be turned into take away packages etc. Everything should be profitable and nothing should go to waste, regardless if it were food or use of space.

Vad krävs enligt dig för att göra Österskans attraktivt, ur ett arkitektoniskt perspektiv?

I think it's important to make use of and keep the views and the connection that Österskans has to offer. There are a lot of essential paths leading through the area, not the least the "culture path" that runs alongside Nissan and connects to multiple important assets in the city along the way, but also the path connecting Österskans to the city centre and the travel centre. It should be a place where people can meet and enjoy what Halmstad has to offer.

Vilka är områdets bästa egenskaper kontra sämsta idag, enligt dig?

It's a very important and central place in the city, many roads lead here, and it would be the perfect meeting place because there is always a flow of people crossing the area. I can't say anything bad really, maybe that it feels a bit unsafe today with it being so empty all the time, but I just think there is so much potential here and if it were developed the unsafe part would go away. It needs to be awakened and filled with life.

Vilka funktioner skulle du föreslå/tror skulle passa inom detta område?

It could for sure just be a park area, but I think that would be somewhat of a waste of the areas potential to become a natural meeting place, I think a building could be good. Maybe a bit more urban with functions like food market hall, outdoor movie theatre, square, partly park, stage, "congress building" with conference rooms.

Vem ska området attrahera enligt dig?

I think it should attract everyone, both the residents in Halmstad but also people traveling here.

Finns det något mer du kan komma på som kan vara bra för mig att veta innan jag påbörjar mitt examensarbete?

Maybe you should contact some people from Destination Halland or the theatre, to talk to them about what they would want. Then you could some inspiration about what the building could contain.

Workshops

Workshop 1

The object of this workshop was to find out more about the participants knowledge of the site and its context seen from a bigger perspective, whole city, and a smaller perspective, around the project site and surroundings, such as the water, the parks and buildings. The adjective was also to get an understanding of their perception of what the space needs and what functions could be fitting to improve the site as it is today.

Participants: Annelie, Johan, Madelene, Joakim, Johan, Elise

Time: 2,5 hours

Place: Project site Österskans and apartment

1. Small introduction about myself and the project. 5-10 minutes.

The workshop started at the project site, where I first explained what my project is about and what their part would be in the process. Then I described a rough idea of where the boundaries of the project site were. Basically around the hard surface of the old bus terminal and then the adjacent parks and the river edge. It was a very grey and windy day, so it was not very pleasant to be on the site.

2. Site analysis at project site. The participants will assess the site by using the “12 quality criteria” by Jan Gehl. I chose this method because I think it’s helpful to have some criteria’s to get you started thinking about the place and its qualities from an urban planning point of view. 15-20 minutes.

After the short introduction we started with the first assignment, which was a site analysis. The method or tool I used here was the 12 quality criteria’s by Jan Ghel that has three main topics : protection, comfort and enjoyment. I gave them around 15 minutes to walk around the area and decide for themselves what their perception of Österskans where, given the 12 criteria’s. The guidelines for the assignment where to keep within the boundaries of the project site, to think about the site in general and not so much in detail of a specific spot, and to try to assess the area as it was today, but also in summertime, and at day and night. They grades they were to give each criteria where: good, decent and bad.

It went smoothly. They had questions about one criteria called “Dimensioned at human scale” where I tried to get them to think about how the site makes them feel as a human walking around. How high are the buildings, how big are the open space, how big is the road etc. compared to the human scale? Does it feel different from walking in the middle of the city centre for example, where the buildings are lower, and streets are not as wide? Some also had difficulties pinpointing which grade some criterias should have, because the could differ depending on where they were standing. Which is true of course, and my tip was to try to think if its more or less of either way, “good” or “bad”, or if it’s a mixture of both them, they could wright “decent” and then later explain why.

When everyone were finished I collected their answers and we went back to my apartment.

3. Context analysis. Discussion and drawing on big map. Discussion topics could be: flows, assets in a bigger scale, placement and importance in the city. How would the city be affected if Österskans changed?10-15 minutes.

I had printed out a big map covering the whole table in 1:1000, of the inner city of Halmstad, with a radius of about 1000 meters. I had prepared by writing down the locations of some important spots around the city, mostly for an easier orientation and recognition of the city and where everything lies. Then I asked them start to think about the project site in a bigger context of the whole city. What importance does the placement have? How do you get there? What does the area do for and with the city? What opportunities does the site have to be developed? The guidelines for this exercise was to think by using their pencils, to draw directly what they were thinking on the map. I gave them around ten minutes for this task.

This went better than expected. Some participant had trouble remembering to draw when they spoke about a certain area, but I think the discussion went very well either way. Everyone where active in the conversation though some more than others. I think it was a bit harder for them to not go into detail about the project site and just talk about it in a bigger context, but I tried to steer them in the right direction for this assignment.

Their comments and discussion topics:

- Flows, to and from the site
- Node in the area. It is a node today if you think about how many roads actually lead here, but it’s not used today, is only a paved surface.
- Connect Österskans to “stora torg”, the main square just across the river. Österskans could be a natural part of the city core if you were able to tie the different part together, like the square, library, Österskans and the city castle south of the project area. It’s important to connect these, otherwise Österskans might not be used anyways, it would risk just being an isolated island.
- What gathers people to the are but doesn’t steel the focus from the city centre? It would require different activities and attract people from all ages.
- Attracting people from different aged can make the place feel more secure.
- The only good park that feel like it’s actually used all year around is “Norrekattspark” which lies north of the project site. Kapsylparken has a good placement, but it feel like it been forgotten about. It should be more connected to the city library.
- One of the most natural paths to go from the train station is to pass through Österskans. It’s very beautiful to walk along Nissan in the park, but all of that goes away when you get to Österskans, where everything is just dead.
- Restaurants, cafés or a food market hall would attract people to this side.
- It’s a natural gateway into the city centre, but it’s not used in any way today that makes you really think about that.
- Important green and blue structures flow thorough the area. They are a main character and should have a more important role than they have today. It’s close to these assets that people want to stay.
- Is it possible to keep some of the existing building that lies on Österskans today? Maybe it doesn’t need to be torn down, or some parts could be kept. It’s important to make use of the buildings and materials we have, if we are going to build sustainably.
- It’s hard to navigate yourself on and around the site. It’s difficult to understand where you are allowed to drive, walk, or bike. It’s not so accessible for pedestrians, because the area has a lot of different ground levels and sidewalks crossing bigger part of Österskans. It’s hard to cross with a stroller.
- Is it necessary to keep the road for cars and busses or can it be removed? How will the bus get to the city centre or the city library, can they take another route? It would be a much nicer place, much less noise and pollution and easier to connect the parks and Österskans and the city centre together if the cars drove somewhere else. It would also be a lot safer for pedestrians and cyclists. Maybe we have to keep the road for the busses but not for cars.
- Österskans has a very good position in the city, but it’s not used to its full potential. It’s a “mood killer”.
- There is a lot of dead spots all over Österskans, for example the green area connected to the theatre.
- It could be a good idea to connect the area to the existing functions of the surrounding buildings like the library, theatre and O35 (youth house).
- There are some benches to sit on, but none of them have back support and there is no place with seating with tables. There is an area in Picassoparken where there are more of a “lounge set” where you can lie down, but they are usually occupied by homeless and alcoholics some it doesn’t feel so inviting to sit there.
- In the summer, there are a lot more activities on Österskans, for example last year, the had an ice cream kiosk in the old bus terminal building, a food truck, and a temporary miniature golf course, and it was really successful. There were always people there. So if you build something for the people, the people will come.

4. A discussion about the 12 criteria’s will be held. The objective here is to get information about their view about the site and what it is lacking and what works today. But also, what functions and users they suggest that the site and building should focus on to help improve the site in different scales. 30 minutes.

Leading questions here could be:

- What, in your opinion, works well in the site today? What are the assets according to your analysis?

- What does not work? And why?

- What tools of intervention and or/functions in the site and in the public building do you think would add qualities needed to improve the area and its importance in the context?

After the discussion about the site in a bigger context, it was time to bring it back to the project site again, and the site analysis they had made from Jan Gehl’s 12 quality criteria’s. they hade their own paper in front of them and I asked them to think about some questions with their evaluation of the criteria’s in mind.

The questions were about what they thought worked well on the site, and what did not work, and what functions they could imagine would help improve the situation, and which users should be focused on.

Positive aspects:

- The river Nissan is one of the main assets.
- Big open space with lots of opportunities to develop.
- Good sun positions(?) solläge, sun hours.
- Accessible with bus.
- Good opportunities for overviews, not a lot of things in the way.
- Line of sight.
- Possibilities for walking.
- Dimensioned for a human scale when it comes to size of buildings and the way you are able to see your surroundings.
- Some buildings have a nice façade, like the library.

Negative aspects:

- Feels unsafe at night, especially when you walk closer to the water where there is less overview and bad lighting.
- Hard to navigate.
- Different ground levels, hard to walk around with stroller, wheelchair, and walker.
- Inefficient flows.
- Not dimensioned for the human scale when you think of the big scale of the roads and pavement that cover the whole area. Too much open space that is not programmed for anything.
- Some buildings have ugly facades, like the theatre.
- Bus terminal is covering the views.
- It's not a place where you stay, there are no opportunities to just be.
- There are only activities here in the summer, nothing at wintertime.
- High sound levels, disturbing sounds from traffic.
- Pollution from traffic.
- No shelter from wind, sun, or rain.
- Trees are in the way of the view to the castle.
- There is no feeling of harmony whatsoever.
- Österskans is a boring place today.
- No place for children to play.
- There are no or few places to sit. No seating with back support.

Functions for site/building and users:

- Place for pollinators, insect hotel or flower beds for examples on the roof of building or the ground next to the building. Place for harvesting honey from bees, could be used by possible restaurant or café.
- Activities on Nissan, such as pedalo's, SUP boarding, WAKE-park
- Food trucks
- Ice skating
- Market place
- Barbecue area
- Outdoor gym
- Boule courts
- Stage in Kapsylparken
- Activities that are for free
- Seating areas
- Sun protection
- Docks in the water
- Place to play music, preferably in the basement so it doesn't disturb anyone with all the noise.
- Restaurant/café/bar at entrance level so it has contact with the outdoor environment and are accessible more hours of the day.
- Lounge rooftop bar
- Building shall connect to the environment, a lot of glass
- Use the roof
- Allow for different functions in the building that activate different times of the day/night and different age groups.
- Food market hall
- Functions that make you come to the area and doesn't leave right away after you finished eating for example.
- Österskans should attract all people, no matter age or economic/social situation.

Other comments:

- remove/ lower the hill behind the bus terminal building? It disrupts the line of sight, but it also helps to create a "room".

- docks out in the water, could there be opportunities to swim?

- how does one design Österskans so that it doesn't take out Stora torg? Maybe at some level, that is fine even if it does that. But maybe you can focus on different activities and a function that Stora torg doesn't have so that they complement each other instead.

- should the traffic be redrawn?

5. Break. 10-15 minutes.

6. Based on the earlier discussion the participants will be asked to make a schematic zoning of the site, by themselves, where they suggest placement and important interventions that should have priority. For example, important flows for cars, bikes and pedestrians, placement of building, place for different activities/functions to take place, greenery etc. The purpose here is to get an understanding of how the site should be used and where certain functions could be placed. 15 minutes.

After the break it was time to make the zoning maps. Now I think each person had some idea about the site and what could be fitting in forms of functions and activities, what improvement the site needed according to their site analysis and the earlier discussions. I showed a few quick examples of what I think a zoning map could look like. One of them was schematic with lots of different colour fields dividing up the area in different functions in very general terms, and the other were more described using only words and some small drawings. The guidelines for this assignment were to think about the interventions, functions, and placement of things according to what would improve the 12 criteria's and to switch pencils between the different functions and write down what each colour means, so that in the end, every map would have an explanatory legend. I gave them around 20 minutes for this to make sure they didn't feel stressed and so they could finish their thought process.

7. The participant will be asked to describe their work to the group. 20 minutes.

Following questions could be discussed:

- What intervention/activities/functions did you suggest for the area and building? Why?

- What were your thoughts about the placement of such functions? Why?

After they were finished I asked each person to describe their thoughts about their drawing, what was most important and why they used certain placement of things etc.

Johan M: I kept the pathways as they are today and placed the building in the middle of the paved area. It should be a lower building with few stories with lots of glass. In connection to the building, I drew a big wooden deck that could fit serving tables and seating areas. The deck should be connected to the wooden piers connected to the water, although technically the path goes straight through them both, it should feel like they are connected. Around the pathways and the building I thought that it should mostly just be greenery. South of the building next to the road I thought it might be a good place to have temporary markets or food truck. The whole area should be separated from the traffic, you can still see it but it's far away. I still have a big empty area with only pavement north of the building, but I didn't know what to do there so I just left it. It could easily be that everything happens in the front of the building and nothing on the back, that you create a backside. But then I thought if everything is made in glass so that you can see through the building, that it wouldn't be a backside after all. Maybe even though the building would give the spot shading you could let the wooden deck run through to the backside as well. But still, I think the most natural "front" of the site is facing the water. I wanted to create a "room" of the site, I mean you can't cut out the city, because it's a part of it, but to make it into a "room within the room".

My comments/questions: I think it's a really nice suggestion to remove the traffic, because it gives the human scale total focus, you can make it a place where you can stay, listen, talk, and you link to the assets that the site has connection to, like the water and greenery. It's always hard to design a building that doesn't have a backside. And you still have to have a place for taking out the trash and getting shipments etc., things that you usually want to hide anyway, so having a backside isn't always bad in my opinion.

Elise: I placed the building a little bit more to the south and I thought that it could be a market hall, we talked a lot about it and I think its really nice, with different food from all over the world. The building has a wooden deck connected to it where you can have seating all year around. North of the building I place an outdoor gym and a toilet connected to it, because I think there is a need to have more public toilets, that are kept fresh, and that everyone can have access to. The red area spread around the site is greenery, and I thought that it could be more like plantings and a place for the public to be able to have a small space for “farming”. It could be hard to make it work, but I think it could be nice, and maybe it could also work as a rain buffer, to collect water. It doesn’t need to be so “staged” and organized. I think there is quite a nice view from the hill next to Kapsylparken, so I thought maybe it would be nice to place a boule court here or some other activity. Down by the water in Picassoparken I placed some barbecue and seating areas connected to a pier reaching out into the water.

My comments/questions: I was wonder about the placement of the outdoor gym? How come you placed up there, where as Johan said, might be more of a backside of the site?

Answer: I think it was mostly because of privacy, I least I don't like it when people can watch you work out, and here you might feel a little bit more protected behind the buildings. Plus, it's close to the toilets....

Joakim: I placed the building where the old one was, and then drew I deck for food trucks connected to it, with seating areas if you want to sit outdoors. On the corner of the building facing the water I placed an outdoor gym. And connected to the water in Picassoparken I place a pier that could be linked to some sort of café or small restaurant so that something is happening around the water. The café could maybe be open all year around. I couldn't think of anything else, in detail.

My comments/questions: I have the same question for you as for Elise, because here you have the same function but placed the in a totally different spot. How come? Do you have any thought about the pathways or the traffic?

Answer: I think it could be a nice thing to be met by when you come from the centre, the activity. That the area is filled with life. For the traffic, I think maybe it should only be a road for the buses to reduce the traffic and the noise. I think otherwise the traffic would just be a disturbance.

Madelene: I thought of keeping the old building, and placing boule courts and an outdoor serving area in connection to it and then making the building into a “boule bar/restaurant”. In that case it would become a place where you can hang and play, and if you are waiting for a court to open up, you can sit and either inside the building or on the deck. I also drew another building next to it where I thought it might be nice to have an market hall with an outdoor serving as well. The food should be mixed, and it doesn't always have to be food, it could be like donuts or a champagne bar or something. The building should not be so high, because I think it should only be a market hall, but maybe two stories, where the second one is only for seating and open down to the first floor so you can see everything from above, like an balcony. And then maybe on the roof you could place something that gives something back to the environment, like beehives. And then you can sell the honey in the market hall! I also drew a playground next to the boule courts. I thought there might be food truck, and different seating areas in Picassoparken, maybe some pergolas where you plant ivy that can grow and create some shading from the sun, and barbecue areas. I placed two piers on either side of the bridge, so one connected to Picassoparken and the other to Kapsylparken. Like the piers down at “Söder” in Halmstad, with multiple seating opportunities and with some kind of wall so it more protected from the wind. I kept the pathways and also the road, but only for buses.

My comments/questions: How do you get to the pier in Kapsylparken? It's a bit of a slope down there and trees in the way.

Answer: Maybe it should be in the same level as the path next to it, so it's not really on the water but more like a deck going out over the water. It should be easy to get there, accessible with a stroller or wheelchair.

Johan B: I chose to keep it really simple. I want a lot of space for greenery with views over Picassoparken and the castle, so I chose to place the building next to the theatre which is a pretty high building already and the building would get a natural place for parking on the “backside” and nice views on the front. Then a place an area for some sort of activity in front of the building, I wrote boule court, but it could easily be some other function it more representing an area for activity. I want the general site to be kind o low, to keep the view, and then the building could be as high as it needs because it's not covering anything. I haven't thought specifically about the functions in the building. It could be a market hall, but it could also be something else. What it really important for me is the view.

The higher the building, the better view you have also. I also kept the road for the traffic, but that is more for the logistics. I thought about having a playground, but then I thought that I didn't want it in connection to a road, so I left it out.

My comments/questions: So in general, when you say you want mostly greenery, do you mean like grass and plantings, not trees? Because trees would cover up the view?

Answer: Yes, I think maybe it could be a bit more lush in Kapsylparken and in the park by the theatre than in the middle.

Annelie: I thought it was I bit hard in the beginning to get started. But I started with keeping the old bud terminal building, but I want the roof to be lowered, and then a lengthened it around the corner and made a place for a loading dock at the back. I placed an outdoor serving area in front, a stage were you could have events and play music in the basement to not disturb anyone, and terrasses on the roof. I space out the greenery over the whole area where the darker green represents the trees. The greenery next to the building and the park by the theatre is a bit more lush with tables and benches with back support. And across from that there is another green area with seating places but with barbecue areas and hammocks. In between those two spots I placed a boule court. The green small dots are plantings that support biodiversity. I want smaller piers by the water in Picassoparken and a bigger one, that is built more in steps because of the hight differences. I haven't thought so much about the traffic, but my highest wish would of course be to remove the road through the area all together and have a car free space. But in case we can't I thought I would have a low “safety fence” around the site to protect children from the traffic.

My comments/questions: My thought are mostly about the fence, don't you think it would be more like a barrier between the two areas with the building on one side and Picassoparken on the other? Or it that what you want?

Answer: I think the could still have a connection to each other because the fence would be low. The upper part would be more like the place for lots of activity and the park is more for enjoyment.

Reflections from the different assignments:

Site analysis:

- Sometimes it was hard for the participants to understand a certain criteria. Their answer could maybe therefore be tainted by my input about what I think the questions is about or my view of what it means.
- Hard to speak in general terms if one spot is very different from another within the boundary area.
- Difficult to define “good, decent, and bad” if some of the topics within the criteria where good and some bad. The answer here would automatically be “decent” because it was in between.
- We talked about all the questions at once, because they were sometimes woven together, and maybe that caused more focus on some topics and less to others. But I think is okay, because if they didn't think that some topics were important enough to discuss, maybe it doesn't matter as much in the project.

Context analysis:

- Some people where better to use the pencils when talking than others, some information might have gotten lost in translation of the drawing on the map.
- I think it was a good exercise even though they were maybe a bit too detailed at some point. But I think they got an understanding of the bigger context.

Zoning map:

- Some had harder to get their thought onto the paper than others, but after they described their thinking I could ask follow up questions about their work and their attentions became clearer.
- I think it was hard for them to remember all of the things they had discussed that the site needed. One example is that there where almost no real shelter for the wind or noise, and there where almost no one that took that into consideration.
- They thought the exercise were really fun and it got them think about the whole space, but they asked that they could do it one more round at the next workshop and see if they would have done it differently after some time had passed and they had some time to think about it all. And I think that might be interesting, and maybe then I could implement some more rules for the assignment, like some thing they have to consider when they draw, to give the task more depth.

What do I take with me for next workshop?

- Plan for more time for every assignment.
- It's okay if we don't go by the agenda on every single question or minute.
- Make time for iterations, they evolve their ideas each time they practise something.

Evident design principles I take with me:

- Building should contain different functions that attract all ages and is active both at day and night, summer and winter.
- The building should have an outdoor serving area I connection to it.
- Multiple seating areas with different purposes
- Some activities should be open for everyone and be free of charge.
- Others could be more organized and have a connection to the building.
- Popular activities/functions: boule court, outdoor gym, barbecue area, food trucks, seating areas, cafe/restaurant/bar, market hall
- Greenery should be spaced out and have multiple purposes and looks, trees, grass, and plantings.
- There should be some kind of pier down to the water, maybe even on both sides of the bridge.
- View over the parks and water are really important.
- Feeling safe is important.
- Accessibility is important.
- Functions for all ages is important.
- The road, if kept, should only be for buses, and pedestrians and cyclist should come first.
- Building should be transparent and active on bottom floor.
- Project site should connect to the main square and city centre to create a flow and become a natural gateway in to the city.

12 *Kvalitetskriterier* Madde

	GOD	SKAPLIG	DÄLIG
<i>Skydd</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
<i>Komfort</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
<i>Njutning</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>

Skydd	Komfort	Njutning
Skydd mot trafik och olyckor - känna sig säkra - Skydd för fotgängare - Eliminera rädsla för trafik	Möjligheter att gå - Utrymme för promenader - Intressanta fasader - Inga hinder - Bra ytor - Tillgänglighet för alla	Dimensionerad för mänsklig skala - Mått på byggnader & utrymme i enlighet med den mänskliga skalan - Förhållande till sinnena, rörelser, storlek & beteende
Skydd mot brott och våld - känna sig trygga - Livlig offentlig plats - Tillåt passiv övervakning - Överlappande funktioner dag & natt - Väl upplyst / belysning i mänsklig skala	Möjligheter att stå/stanna - Attraktiva & funktionella hörn - Definierade platser för vistelse - Föremål att luta sig mot eller stå bredvid - Fasader med bra detaljer som inbjuder att stanna	Möjligheter att njuta av positiva aspekter av klimatet - Sol/skugga - Värme/kyla - Skydd mot vind/bris
Skydd mot obehaglig sensorisk upplevelse - Damm, buller, bländning - Vind/drag - Regn/snö - Kyla/värme - Föroreningar	Möjligheter att sitta - Definierade zoner för sittande - Trevliga ytor, folk tittar på - Bra mix av publik och café sittplatser - Vila möjligheter	Estetiska egenskaper + positiv sensorisk erfarenhet - Sensoriska upplevelser: träd, växter, vatten - Bra design & detaljer - Bra material - Fin utsikt/vyer
Möjligheter att se - Rimliga siktavstånd - Obehindrade vyer - Intressanta vyer - Belysning (när mörkt)	Möjligheter att prata och lyssna - Låga ljudnivåer - Offentliga sittplatser som bidrar till att kommunicera, "talkscapes"	Möjligheter för lek och träning - Tillåta fysisk aktivitet, träning, lek & gatuunderhållning - Tillfällig verksamhet (marknader, festivaler, utställningar etc.) - Dag & natt - Sommar & vinter

12 *Kvalitetskriterier* Jodie

	GOD	SKAPLIG	DÄLIG
<i>Skydd</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
<i>Komfort</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
<i>Njutning</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>

Skydd	Komfort	Njutning
Skydd mot trafik och olyckor - känna sig säkra - Skydd för fotgängare - Eliminera rädsla för trafik	Möjligheter att gå - Utrymme för promenader - Intressanta fasader - Inga hinder - Bra ytor - Tillgänglighet för alla	Dimensionerad för mänsklig skala - Mått på byggnader & utrymme i enlighet med den mänskliga skalan - Förhållande till sinnena, rörelser, storlek & beteende
Skydd mot brott och våld - känna sig trygga - Livlig offentlig plats - Tillåt passiv övervakning - Överlappande funktioner dag & natt - Väl upplyst / belysning i mänsklig skala	Möjligheter att stå/stanna - Attraktiva & funktionella hörn - Definierade platser för vistelse - Föremål att luta sig mot eller stå bredvid - Fasader med bra detaljer som inbjuder att stanna	Möjligheter att njuta av positiva aspekter av klimatet - Sol/skugga - Värme/kyla - Skydd mot vind/bris
Skydd mot obehaglig sensorisk upplevelse - Damm, buller, bländning - Vind/drag - Regn/snö - Kyla/värme - Föroreningar	Möjligheter att sitta - Definierade zoner för sittande - Trevliga ytor, folk tittar på - Bra mix av publik och café sittplatser - Vila möjligheter	Estetiska egenskaper + positiv sensorisk erfarenhet - Sensoriska upplevelser: träd, växter, vatten - Bra design & detaljer - Bra material - Fin utsikt/vyer
Möjligheter att se - Rimliga siktavstånd - Obehindrade vyer - Intressanta vyer - Belysning (när mörkt)	Möjligheter att prata och lyssna - Låga ljudnivåer - Offentliga sittplatser som bidrar till att kommunicera, "talkscapes"	Möjligheter för lek och träning - Tillåta fysisk aktivitet, träning, lek & gatuunderhållning - Tillfällig verksamhet (marknader, festivaler, utställningar etc.) - Dag & natt - Sommar & vinter

12 *Kvalitetskriterier* ANNELIE

	GOD	SKAPLIG	DÄLIG
<i>Skydd</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
<i>Komfort</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
<i>Njutning</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>

Skydd	Komfort	Njutning
Skydd mot trafik och olyckor - känna sig säkra - Skydd för fotgängare - Eliminera rädsla för trafik	Möjligheter att gå - Utrymme för promenader - Intressanta fasader - Inga hinder - Bra ytor - Tillgänglighet för alla	Dimensionerad för mänsklig skala - Mått på byggnader & utrymme i enlighet med den mänskliga skalan - Förhållande till sinnena, rörelser, storlek & beteende
Skydd mot brott och våld - känna sig trygga - Livlig offentlig plats - Tillåt passiv övervakning - Överlappande funktioner dag & natt - Väl upplyst / belysning i mänsklig skala	Möjligheter att stå/stanna - Attraktiva & funktionella hörn - Definierade platser för vistelse - Föremål att luta sig mot eller stå bredvid - Fasader med bra detaljer som inbjuder att stanna	Möjligheter att njuta av positiva aspekter av klimatet - Sol/skugga - Värme/kyla - Skydd mot vind/bris
Skydd mot obehaglig sensorisk upplevelse - Damm, buller, bländning - Vind/drag - Regn/snö - Kyla/värme - Föroreningar	Möjligheter att sitta - Definierade zoner för sittande - Trevliga ytor, folk tittar på - Bra mix av publik och café sittplatser - Vila möjligheter	Estetiska egenskaper + positiv sensorisk erfarenhet - Sensoriska upplevelser: träd, växter, vatten - Bra design & detaljer - Bra material - Fin utsikt/vyer
Möjligheter att se - Rimliga siktavstånd - Obehindrade vyer - Intressanta vyer - Belysning (när mörkt)	Möjligheter att prata och lyssna - Låga ljudnivåer - Offentliga sittplatser som bidrar till att kommunicera, "talkscapes"	Möjligheter för lek och träning - Tillåta fysisk aktivitet, träning, lek & gatuunderhållning - Tillfällig verksamhet (marknader, festivaler, utställningar etc.) - Dag & natt - Sommar & vinter

12 *Kvalitetskriterier*

	GOD	SKAPLIG	DÄLIG
<i>Skydd</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
<i>Komfort</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
<i>Njutning</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>

Skydd	Komfort	Njutning
Skydd mot trafik och olyckor - känna sig säkra - Skydd för fotgängare - Eliminera rädsla för trafik	Möjligheter att gå - Utrymme för promenader - Intressanta fasader - Inga hinder - Bra ytor - Tillgänglighet för alla	Dimensionerad för mänsklig skala - Mått på byggnader & utrymme i enlighet med den mänskliga skalan - Förhållande till sinnena, rörelser, storlek & beteende
Skydd mot brott och våld - känna sig trygga - Livlig offentlig plats - Tillåt passiv övervakning - Överlappande funktioner dag & natt - Väl upplyst / belysning i mänsklig skala	Möjligheter att stå/stanna - Attraktiva & funktionella hörn - Definierade platser för vistelse - Föremål att luta sig mot eller stå bredvid - Fasader med bra detaljer som inbjuder att stanna	Möjligheter att njuta av positiva aspekter av klimatet - Sol/skugga - Värme/kyla - Skydd mot vind/bris
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12 Kvalitetskriterier

Johanna M

- GOD ○
- SKAPLIG ○/
- DÄLIG ○/x

Skydd

- Skydd mot brott och våld - känna sig trygga**
 - Livlig offentlig plats
 - Tillåt passiv övervakning
 - Överlappande funktioner dag & natt
 - Väl upplyst / belysning i mänsklig skala
- Skydd mot trafik och olyckor - känna sig säkra**
 - Skydd för fotgängare
 - Eliminera rädsla för trafik
- Skydd mot obehaglig sensorisk upplevelse**
 - Damm, buller, bländning
 - Vinddrag
 - Regn/snö
 - Kyla/värme
 - Föreningar

Komfort

- Möjligheter att gå**
 - Utrymme för promenader
 - Intressanta fasader
 - Inga hinder
 - Bra ytor
 - Tillgänglighet för alla
- Möjligheter att stå/stanna**
 - Attraktiva & funktionella hörn
 - Definierade platser för vistelse
 - Föremål att luta sig mot eller stå bredvid
 - Fasader med bra detaljer som inbjuder att stanna
- Möjligheter att sitta**
 - Definierade zoner för sittande
 - Trevliga vyer, folk tittar på
 - Bra mix av publik och café sittplatser
 - Vila möjligheter
- Möjligheter att se**
 - Rimliga siktavstånd
 - Obehindrade vyer
 - Intressanta vyer
 - Belysning (när mörkt)
- Möjligheter att prata och lyssna**
 - Låga ljudnivåer
 - Offentliga sittplatser som bidrar till att kommunicera, "talkscapes"
- Möjligheter för lek och träning**
 - Tillåta fysisk aktivitet, träning, lek & gatunderhållning
 - Trevliga vyer, folk tittar på
 - Tillfälliga verksamheter (marknader, festivaler, utställningar etc.)
 - Dag & natt
 - Sommar & vinter

Njutning

- Dimensionerad för mänsklig skala**
 - Mått på byggnader & utrymme i förhållande till människorna, rörelser, storlek & beteende
- Möjligheter att njuta av positiva aspekter av klimatet**
 - Sol/skugga
 - Värme/kyla
 - Skydd mot vind/bris
- Estetiska egenskaper + positiv sensorisk erfarenhet**
 - Sensoriska upplevelser: träd, växter, vatten
 - Bra design & detaljer
 - Bra material
 - Fin utsikt/vyer

12 Kvalitetskriterier

Mian

- GOD ○
- SKAPLIG ○/
- DÄLIG ○/x

Skydd

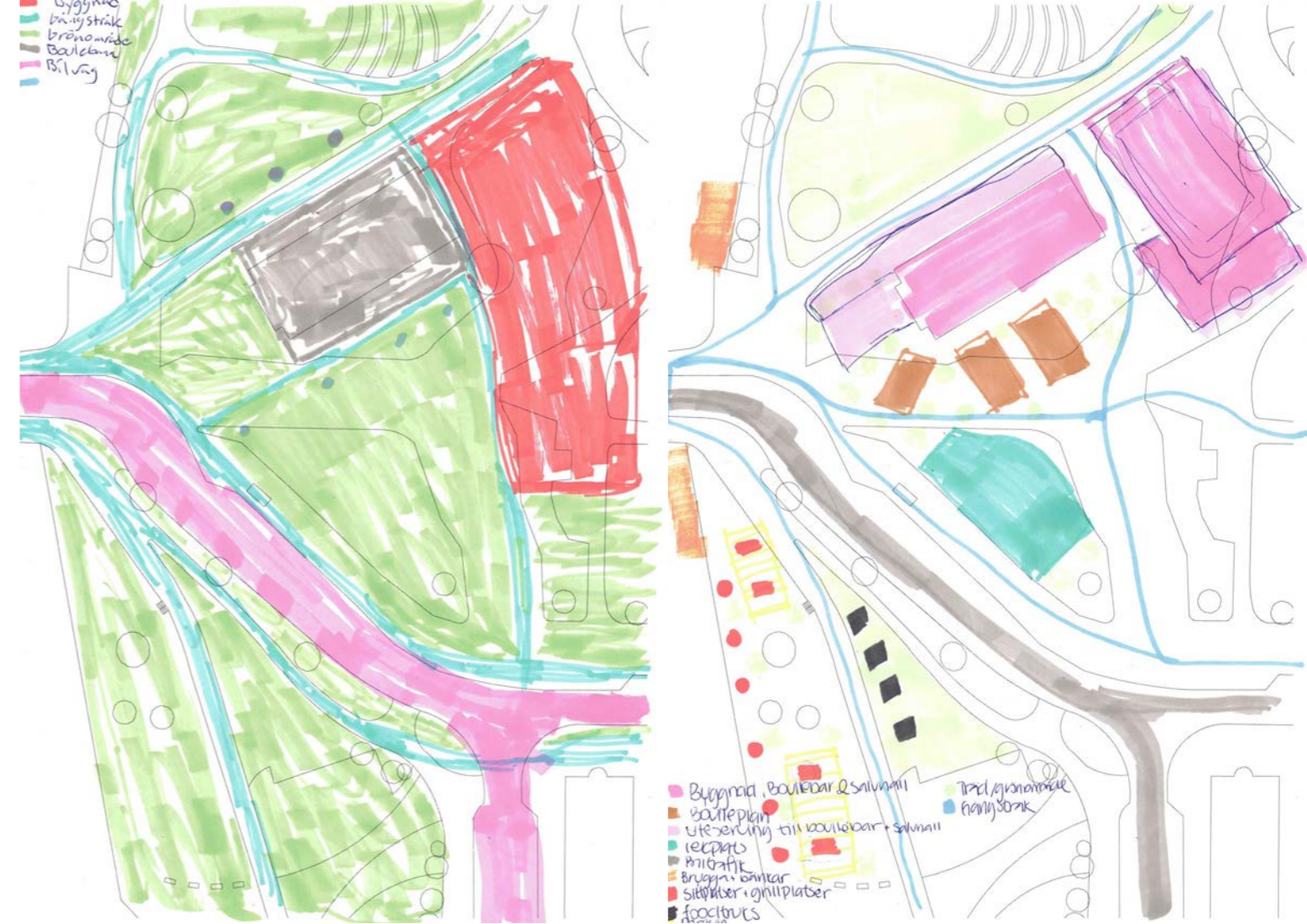
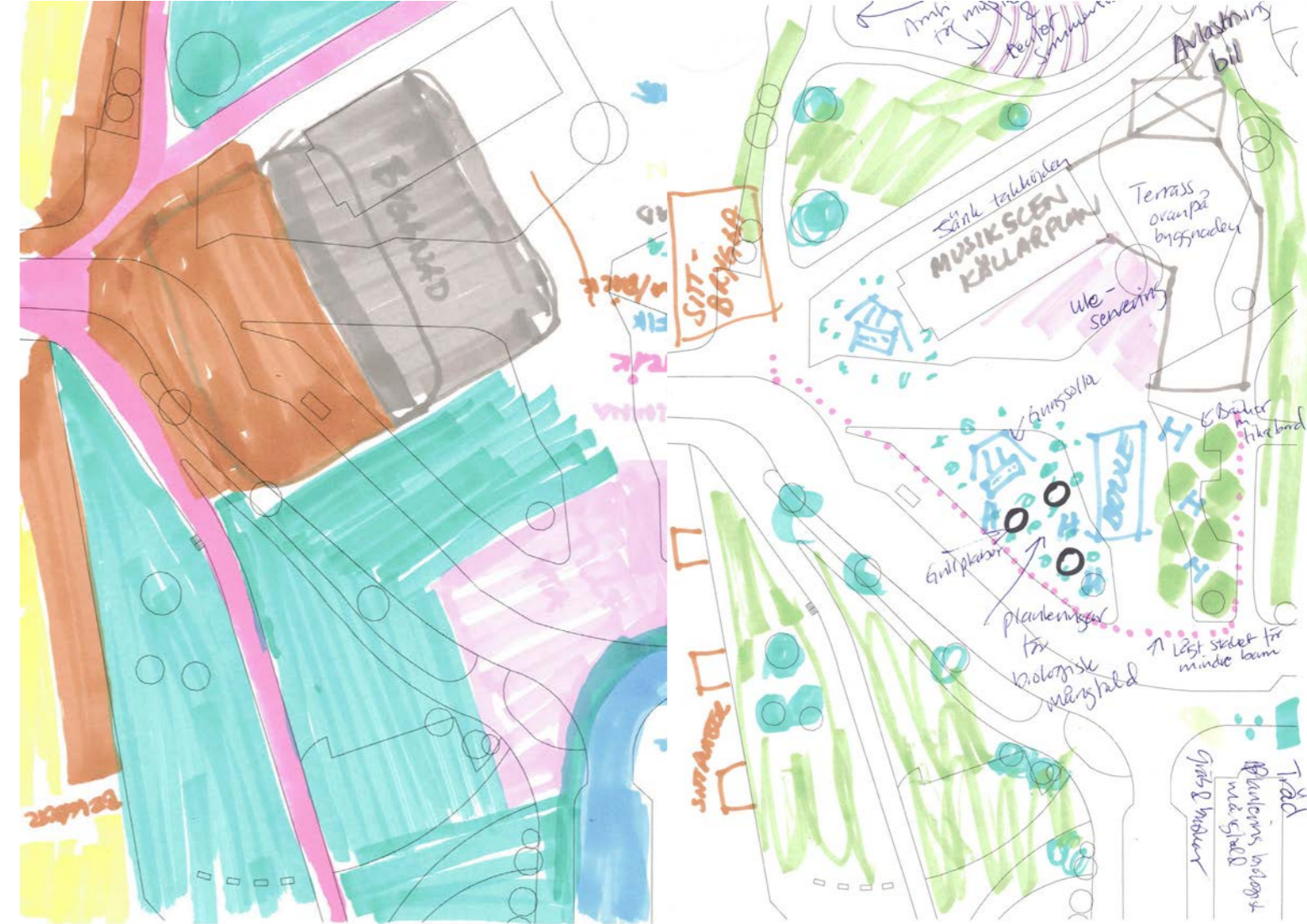
- Skydd mot brott och våld - känna sig trygga**
 - Livlig offentlig plats
 - Tillåt passiv övervakning
 - Överlappande funktioner dag & natt
 - Väl upplyst / belysning i mänsklig skala
- Skydd mot trafik och olyckor - känna sig säkra**
 - Skydd för fotgängare
 - Eliminera rädsla för trafik
- Skydd mot obehaglig sensorisk upplevelse**
 - Damm, buller, bländning
 - Vinddrag
 - Regn/snö
 - Kyla/värme
 - Föreningar

Komfort

- Möjligheter att gå**
 - Utrymme för promenader
 - Intressanta fasader
 - Inga hinder
 - Bra ytor
 - Tillgänglighet för alla
- Möjligheter att stå/stanna**
 - Attraktiva & funktionella hörn
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- Möjligheter att sitta**
 - Definierade zoner för sittande
 - Trevliga vyer, folk tittar på
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 - Vila möjligheter
- Möjligheter att se**
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 - Obehindrade vyer
 - Intressanta vyer
 - Belysning (när mörkt)
- Möjligheter att prata och lyssna**
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- Möjligheter för lek och träning**
 - Tillåta fysisk aktivitet, träning, lek & gatunderhållning
 - Trevliga vyer, folk tittar på
 - Tillfälliga verksamheter (marknader, festivaler, utställningar etc.)
 - Dag & natt
 - Sommar & vinter

Njutning

- Dimensionerad för mänsklig skala**
 - Mått på byggnader & utrymme i förhållande till människorna, rörelser, storlek & beteende
- Möjligheter att njuta av positiva aspekter av klimatet**
 - Sol/skugga
 - Värme/kyla
 - Skydd mot vind/bris
- Estetiska egenskaper + positiv sensorisk erfarenhet**
 - Sensoriska upplevelser: träd, växter, vatten
 - Bra design & detaljer
 - Bra material
 - Fin utsikt/vyer



- 1 = Trädgårdssidor m. funktioner
- 2 = solkvall
- 3 = ute gym / lekplats
- 4 = uteservering
- 5 = boulevard / aktivitetsbar / minigolf?
- 6 = fräscha toiletter
- 7 = boulevard / sittplats
- 8 = grönområde



Workshop 2

12/2, 2-3 hours

The purpose of this workshop was to go further into the public building/buildings and get an understanding of the participants knowledge about the building types and the flows of functions and then put everything together in a final zoning map, collecting their thought from the last workshop and this one.

Unfortunately, 3 of the participant couldn't make it to the meeting, but I really wanted their opinions, so I contacted them before the workshop and gathered some of their thoughts, which I brought with me on the workshop, so their thoughts could still be presented and discussed with the group. It wasn't ideal, but we made it work in the best way that we could, and I think it went smoothly after all. Usually, they had their discussion first, and then I would present the others comment afterward or sometimes jump in in the discussion, if the comment is relevant in that point/moment.

Agenda:

1. Short summary from last workshop. 5 minutes.

This took quite some time, more like 20 minutes, because I had to summarize the previous workshop and also my thoughts about the project again because we had a new participant that sadly couldn't join on the first meeting. But after a while it went a lot smoother when she started to connect the dots.

2. Analysis of building types and "templates". I have printed out reference pictures of different shapes and formations and they will discuss how they think the building/buildings will perform on the site and maybe even come to a decision about what shape and composition to go for. They shall write down the qualities of each building type and present their findings. 40-45 minutes.

The first assignment was to identify and discuss certain aspects and qualities of different building types and placements. I had printed out reference pictures of various typologies and then I just let them discuss about their properties and how the specific building type could perform on Österskans. They selected one secretary that would make notes on post-Its and place them on the pictures. I had some topics that they could use when assessing the typologies and they were:

- Entrances
- Loading dock/deliveries
- Accessibility
- Flows
- Number of floors
- Footprint
- Exposure, open/closeness
- Exposure to wind, sun, rain, shading, traffic

They were almost always in agreement about what they thought about the buildings and their placement, this could be a result from working together on the previous workshop and having similar ideas from that occasion already. Everyone were actively apart of the discussions and new aspects came to light for each reference.

These are the bullet points from each reference:

1.
 - Exposed to the wind
 - Visible from a distance
 - Each floor could easily be divided into different section with different activities
 - Small footprint
 - Too high
 - Not good for communication between floors, it's very divided
 - Hard to connect building to the surroundings on Österskans
 - Not a building for public functions, feel more like a residential or commercial building
2.
 - Interesting clash between then and now, historic architecture vs. modern
 - Doesn't connect to Halmstad because no other building has those materials
 - Closed and open structure at the same time
 - Protected from the weather
 - Nice with the "greenhouse", it lengthens the use all year

The greenhouse could maybe be too hot in the summer?
Connects outdoor/indoor
Feel like a residential house, maybe not so public

3:
Opportunities for good flows of movement
Open areas both under and on structure
Exposed to the wind
Interesting roof
Not accessible
Feels like it won't be used after a while
Difficult to combine different activities with just one open space?
Weird shape
Temporary structure

4.
Cool idea with a "park like" structure in various stories
Demands a big area
Free movement
Partly from the weather
Not safe for children, there are no balusters
Only a place for walking around
Doesn't work in Sweden, would only be used in summer
Space under could be utilized for activity
Unsafe, a lot of places to hide

5.
Temporary structure that could be a cosy bar or café, but maybe doesn't fit on Österskans
Doesn't feel like it would fit everyone
Could be made into a square if you had many of these structures
Partly weather protected
Boring
Nice to work with floors for different purposes

6.
Nice idea with a focus on the human scale
Separated, but still close
Both temporary and permanent structures that you could change if needed
Partly protected from the weather
Low structures that doesn't take away any views
Could work for all ages
Outdoor stage
Good flows of movement
Hard to make it work all year around?

7.
Nice area with various sizes and placements of buildings
Like a square
Maybe it doesn't attract everyone?
Protected but still open
Temporary functions that could be changed, spaces that could be rented out to anyone
Smaller activities or functions could fit in these structures
Good flows of movement
Could it be used all year around?
No "main building" with bigger space and opportunities for meeting places
Looks like small fishing cabins that also connects to Nissan and the fact that Halmstad is an coastal city
Opportunities for greenery mixt in between the buildings

8.
Dynamic shape
Open and closed
Protected from the weather
Like the seating area on the roof
Glass facades invite you in and tells you what it happening on the inside, lets in a lot of light
Feel like a culture building, nothing else
Complicated structure

9.
Open and closed
Lots of light
Glass façade makes you feel close to the outside and doesn't cover the views
Weather protected
Dynamic shape
Good flows
Possibilities for multiple entrances
No real "backside"
Feels too big, needs to be scaled down
Could fit a lot of functions like concert hall, food market hall, culture place
Atrium

10.
Aesthetically pleasing
A bit clumsy roof
Closed off
One clear direction
Connection between indoor/outdoor

11.
Interesting architecture but not for public use, feels more residential
Tight between the building, feels a bit hovering
Doesn't fit on Österskans
It only has one direction, a passage, that doesn't invite you to stay
Shading
Dynamic shape that reminds you of the library

I think this exercise was really fruitful for everyone. At the first workshop when they talked about a building, they referred to it as THE building, like it was only possible to have one main building with a handful of functions, and after this assignment it felt like it really opened their eyes to other possibilities of what a built structure could be. They got into their creative side and started cross matching the typologies and mixing them together to create what they thought would be optimal from Österskans, which was exciting to observe.

4. Break. 15 minutes

3. Discussion about building materials and maybe technical performance of the building/s. 15 minutes

This was a really quick and simple exercise where they could brain storm about the building materials and technical functions. I know that this topic, especially technical functions within a building is hard to understand and have knowledge about if you are not in the architectural business. But usually everyone always knows something about building materials or technologies, and I just wanted to know about the participants knowledge of this, to scope the area.

I asked them to write down anything they could think of that they thought the building/buildings should contain in a form of a mind map. As I predicted, it was hard for them to think of specific technical functions, but they were really clear about what building material they wanted the building to contain, which where glass and wood.

5. Redo the zoning map from last week but with a twist. I have decided some guidelines that they have to follow, based on previous workshop and their site analysis and zoning maps, to give the assignment some more depth. And now they will also have to consider their analysis of the building types. 20 minutes.

Rules:

- Road only for buses
- Greenery in different forms
- Deck with outdoor serving connected to building/s
- Piers connected to the water
- Seating areas
- Outdoor activity for example gym, barbecue area, lounge sets, playground, boule, ice skating, food trucks, market place
- Shelter from noise, wind, sun, and rain

The last assignment was basically the same as they did the last time, but with a few ground rules and of course the new input from the discussions during the workshop about building typologies. I think it was a good idea to remake the zoning maps after they had some time to process the last workshop and the findings

from the new assignments.

6. Present the material for the group like last time. Maybe come to a decision about placement of the building to help them in the next assignment. 15 minutes.

Marianne: I made one main building next to Kapsylparken, with a shape inspired from the previous assignment, with an atrium and a wooden deck around where the entrances are “stone plates”. The building could have functions like café or restaurant, something connected to culture and art, and a greenhouse. I drew seating areas with a sort of textile roof for shading around the building, and a bridge where you can cross the road over to Picassoparken to make a smoother connecting between them. The bridge connects to a walking path that runs along Nissan where I placed wooden piers and decks next to it, with benches connected to smaller buildings, like sheds, from the reference picture, which can house different functions. The greenery next to the road should function as protection from wind and noise but should also be fun and a place where you can play within the green “rooms” created by the trees and the bushes. I also placed a playground connected to the greenery in Picassoparken.

I was inspired by reference number 6,7,9

Joakim: I drew a main building that takes up quite a big space because I was inspired by one of the references where you had a lot of glass and inlets for light and spacious rooms within, so I think it would need a lot of space. I didn't draw anything really on the backside because I want it clear front facing the water and the city centre. It could fit a concert hall, art gallery and something for the theatre, and maybe something more like a restaurant. Then I placed an outdoor serving area with smaller building connected to it that would have some food or bar related function. Then I placed an activity area between the serving area and the theatre's park, I didn't specify which activity because I think maybe it could vary between different times of the year. I drew a pier next to Nissan in Picassoparken with a café and seating areas, and in connection to this I also place smaller structures like the sheds from the reference picture, and they are more take away food or a place where you can buy other items. They are supposed to have more connection to Nissan, and not the main building on Österskans.

I was inspired by reference numbers 6,7,9

Elise: I placed a main building in the middle of Österskans, inspired by one of the reference pictures, but in a smaller scale. Around the building I drew a wooden deck and I also thought that the building's roof could extend over the deck to get some shelter from the weather, and with various greenery around the building that promotes biodiversity. North of the building I placed an outdoor gym and a playground with toilets, and a boulevards court in Kapsylparken with a small passage connecting the areas together. South of the main building I placed small sheds that could house different activities. By the river I placed a pier with barbecue areas and seatings, with protection from the weather in a form of greenery and pergolas. I kept the bus street to make it accessible. I also thought it could be nice with a pond to promote diversity and people like to be near water.

I was inspired by references 6,7,9

Johan: I made a central round building that has some sort of a cultural function. I placed an outdoor stage and a serving area with small sheds next to it, where you could have multiple functions, food related or more commercial, I thought they could serve each other. I thought you could have multiple choices of where to sit and still be able to be connected to the “activity”. In simple terms I wanted to have a gradient of structures, beginning with a bigger main building, and then the sheds with an outdoor serving area and more temporary structures and wooden decks towards Nissan. That way I can have various functions that can be active all year around. I placed an “activity area” north of the building with space for boulevards court, outdoor gym, and playground, so it's a little separated but still connected to the activity and liveliness. I thought Kapsylparken could get some sort of a stage as well for bigger performances. The parts in between the different activities are greenery in various forms and next to the road I made a green buffer to shield the area from the noise. I removed the road that goes through the area to bring more focus to the human scale and to easier connect the area to each other. I drew walking paths throughout the area to connect the different spots together, where I for example drew one straight through the wooden deck, but made it melt together with the deck to not divide the area too much.

I was inspired by references 6,7,9

Annelie: I kept the old building but lowered the roof and connected it to a new structure that goes around the corner so it feels inviting and protected and gives the building a natural loading dock on the back. I want it to have lots of glass for transparency so it doesn't feel unsafe to walk on the backside and to connect indoor-outdoor. In front of the building there are places for seating, greenery and activities such as boulevards courts, and across the bus road in Picassoparken, I placed a barbecue area and wooden piers down by the water. I placed an outdoor stage in Kapsylparken for different performances, and next to it is another pier that is more stairs-like to get closer to Nissan from that height.

Reflections

Hard to conduct a workshop where almost half of the participants were gone, but considering the circumstances it went okay after all.

Took some time for one participant that could make it last time to catch up to the others, especially on the last assignment because it was connected to the previous workshop, but after a while I think it went easier.

Sometimes, during the assignment when they work on their own, I notice an uncertainty and loss of confidence amongst the participants about if they feel like their ideas are good enough or communicated well enough. But after they have presented their proposals and ideas of the assignment, they could usually evolve their thoughts further when talking about it, and I can ask follow-up questions that maybe develop their ideas further and it eventually feels like they get back some confidence to promote their ideas to the group. I feel like the group is very forgiving and open, and everything is allowed, and no idea is a bad idea, which is really nice and I think that is important to have a good communication and support from the other participants.

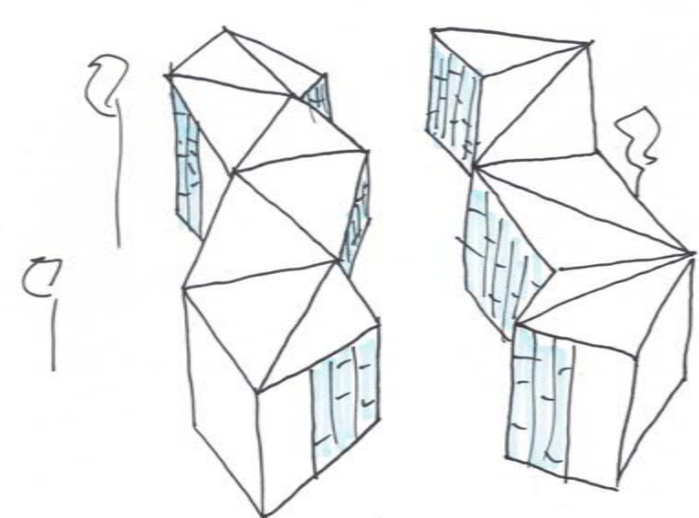
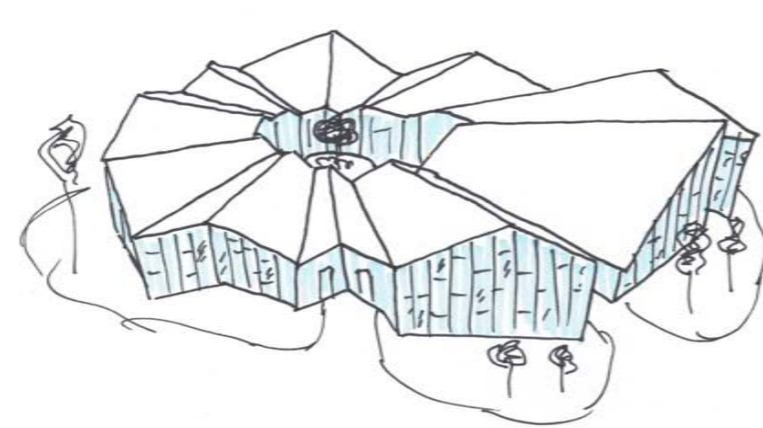
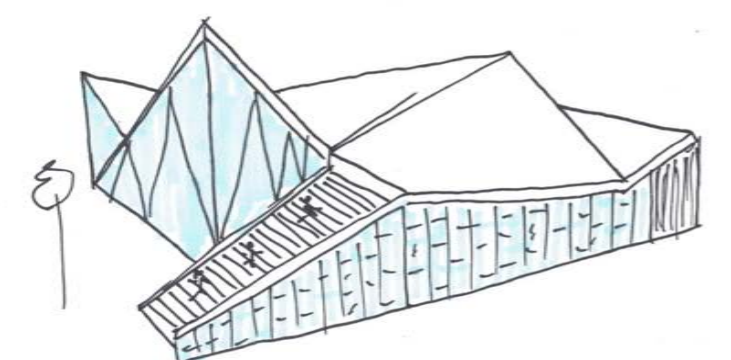
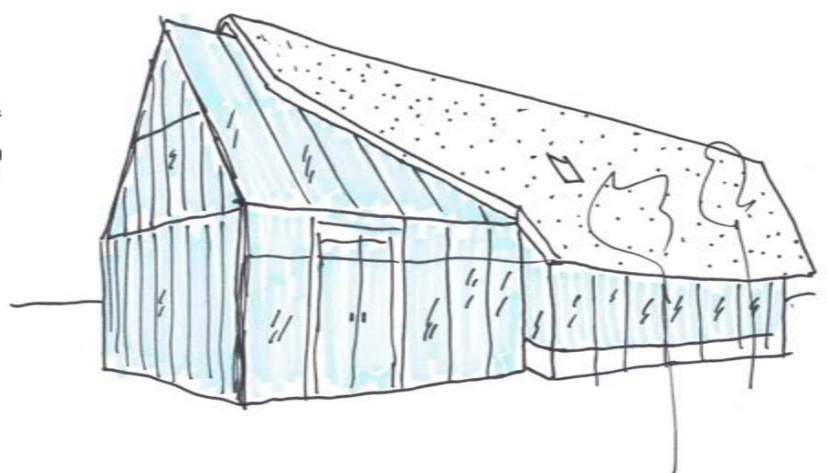
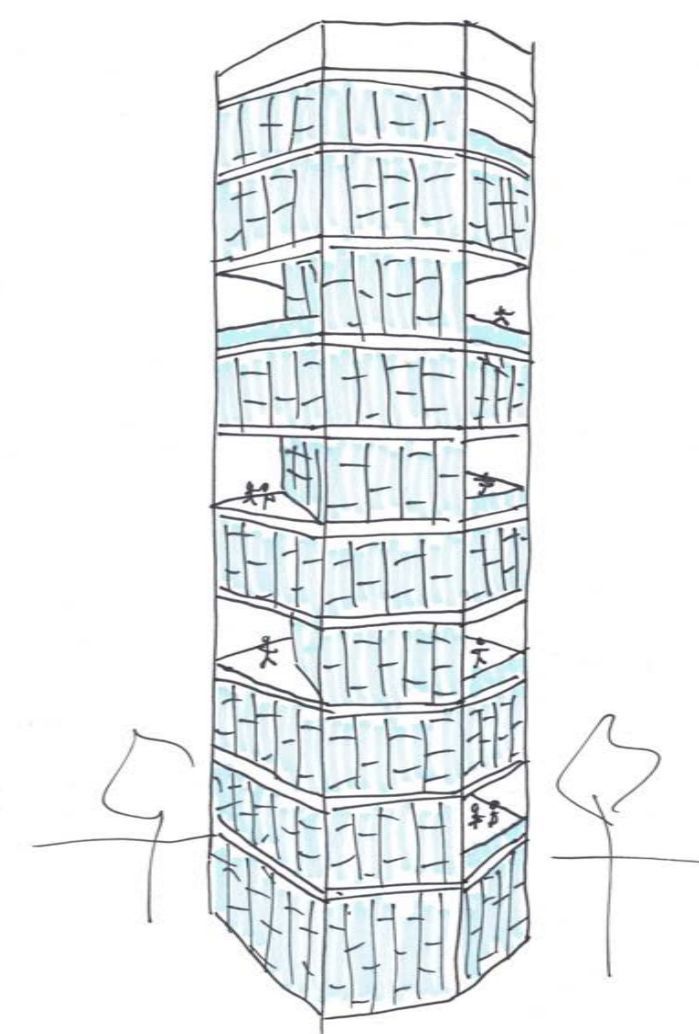
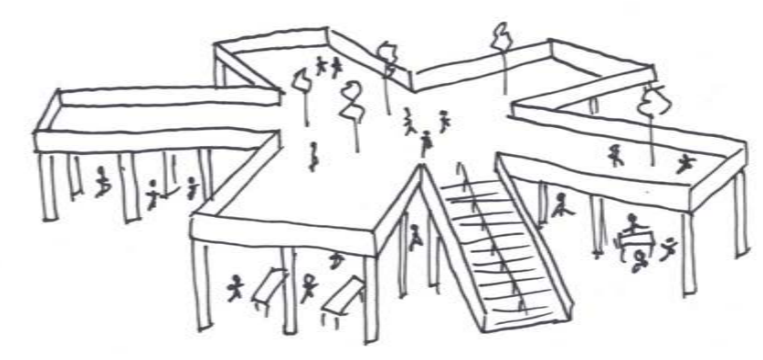
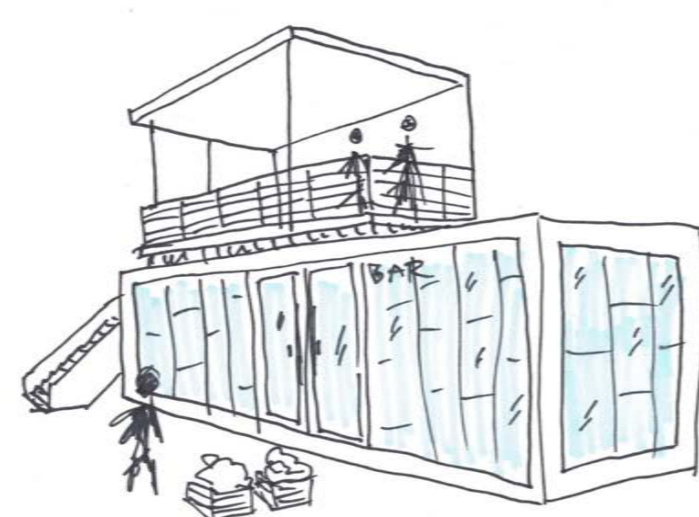
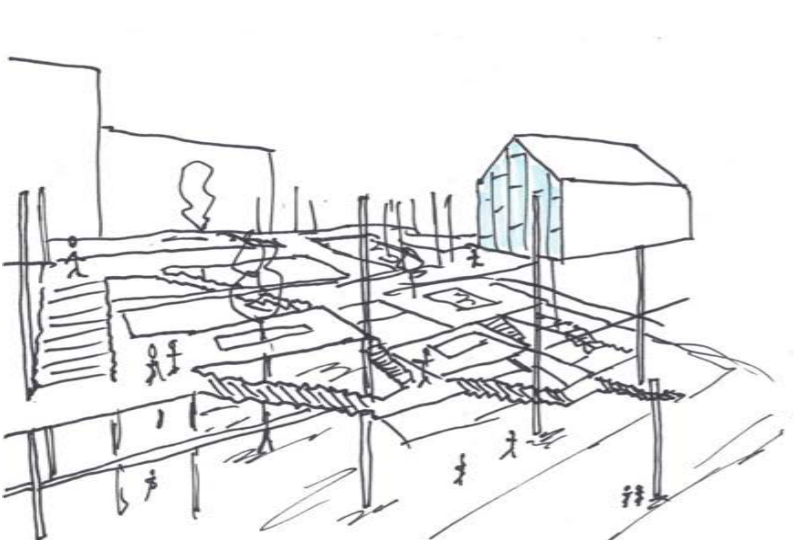
This workshop lasted a lot longer than planned, even though they were only four. But it took longer to explain the first workshop and the project overall, because the participant in question could not open the information that I had previously sent. It was a setback for me and the schedule, but the participant didn't seem to mind because they were having so much fun!

It's fascinating to be able to observe how their thoughts and ideas constantly evolve and they get more and more confidence each time they do an assignment and discover new findings and conclusions. I think this part is very fun, both for me and for the participants, but it could easily become a nonstop loop where you will never come to a conclusion or result, because the process is so exciting, and you can always continue your research and testing and always find new things and never know when to stop. So it is important for me to have set a date where they have to be finished testing and developing, so that I can also start processing all of the input and start gathering pertinent information for the design framework.

Each time they do the zoning map it feels like the focus on different things, and afterwards when I go through it all questions are raised that I didn't think about during the workshop and I don't know what to do with it because sometimes their findings and drawing contradict itself and they forget things that were really important for them at first, and the second time around they have not drawn it. So what should the conclusion be, that each time they find new things that go up on the list of what is the most important, and then some things are just left out? Does that mean that I should forget about it too, or is it just their way of processing all of the new information?

One of the biggest questions is whether to keep the street for buses or not? Must I make a solution if I remove it?

A cultural building with space for something from each building in the surrounding, making a meeting place for each “topic” of cultural form, like theatre, art, makerspace, youth house, library and music stage. The cultural happenings are never heard of and not promoted, and they are all really spread out all around the city, so it could be a nice idea for something like that to exist in the city centre, where it is accessible and connects all of the different arts together and also promotes further exploration to the other buildings with a cultural topic.



⑦ Öckså en bra tillfällig del där olika verksamheter kan lugra in sig.
 Ett extra stort torg.
 vind/väderskyddat.
 Ansaknad av huvudbyggnad.
 Bra grönomr. trots centralt.

⑧ Enformigt och tillkrånglat.
 Ser ut att vara lite farlig för ungdomar/barn.
 Svår!

⑨ Ett hus som har bra flöden och öppnar upp.
 Fin form men behöver skalas ner i storleken för att inte se ut som ett köpcenter.
 Många möjligheter för olika verksamheter.
 Saluhall! Konserthall! Aktivitet!

- Trevligt litet område med variation på byggnader ⑪
 - Kan ske inte lockande för alla, ser ut att vara för medelklass & uppåt
 - Både lägre & högre byggnader som gör området att se levande & ombonat ut
 - Syddat men ändå öppet
 - Tillfälliga aktiviteter, hus som gör att lugna
 - Fria höjder

- Dynamisk form ①
 - Både öppen & stängd
 - Väderskyddad
 - Bilar att man kan sitta på taket
 - Glasparti som bjuder in & berättar om vad som händer
 - Kulturuskänsla
 - Tillkrångad

- Både öppen & stängd ②
 - Mycket ljusinsläpp
 - Glaspartier gör att man kommer närmre utrymmande
 - Dynamisk form
 - Väderskyddad
 - Möjlighet för fler vårdar & entréer
 - Byggnad skylta inte vyer ut sig
 - Upphöjd

① Ger möjlighet för många ideer men påminner mycket om hotell/bostadshus. Icke kommunikativ.
Hög byggnad = negativt.



② Glaslös ett fint plus i källan. Men lite villa-känsla.
Någon byggnad med glas hade varit trevligt.

③ Outnyttjade ytor men en god idé.
Märkvärdig och konstig.
Tillfällig.

⑩ Instängd/otillgänglig.
Ser ut att bara vara en möjlighet till aktiv.

⑪ Ser ut som lägen - heter / bostadslös.
Stängt/otillgängligt och låga byggnader.
Bara till för ett syfte

⑥ - Bort om utrymme för uteliv på höjd
- Känns inte hållbart ur miljösynpunkt
- Vindutsatt
- Syns på håll
- Kan enkelt delas upp
- Mindre fotantrop, avgränsat
- Inte kommunikativt
- Svårt att anpassa till miljön runt omkring

⑦ - Intressant möte mellan nutid & dåtid
- Smälter inop med omgivning
- Stängt & öppet men uppdelat
- Vädertskyddat, men kan bli varmt
- Fint med glasparti
- Smälter inop utefinne
- Växtens förlänger användning året runt, trevlig miljö

⑤ - Fritt höjde med många möjligheter för rörelse
- Öppna ytor under & över
- Vädertutsatt utan väggar
- Spännande tak
- Inte handikappsanpassat
- Romantiskt tank, kanske inte används
- Svårt att kombinera aktiviteter
- Konstig

③ - Estetiskt tilltalande
- Klumpigt utseende med utstickande tak
- Instängd
- Tydlig riktning

④ - Intressant arkitektur, men inte för publika gemenskapsutrymme
- Höga hus som gör en känsla av instängdhet mellan hus-kropparna
- Känns som bostäder
- Opastande för österskans
- En riktning, bara passage
- Skugga
- Dynamisk form

④ Samma känsla som nr 3. Ingen aktivitet som lockar.
Bra vind/vädertskydd
Smidigt för knarkhandeln
höhöhö...!

⑤ Tillfällig / konstig byggn.
Hade kunnat bli en mysig bar.
Hade funkat som en tillfällig, men inte huvudbyggnad.

⑥ En riktigt bra kombo som vi flesta tycker passar bra på östersk. kombinera med andra saker / ideer som vi kommit fram till.
Ta in musik / kultur närmare city.
Bra flöden. Eld/vatten

⑩ - Trevligt & i mänsklig skala
- Avskilt men ändå nära
- Fasta & temporära byggnader som kan ändras vid behov
- Gemutligt
- Delvis skyddat mot väder & buller
- Tar inte någon höjdsikt
- Kan locka folk i alla aspekter
- Årstidsberoende
- Fritt höjde
- Utseende

⑨ - Typiskt strandhäng, där höjd utnyttjas
- "Inte för alla" - känsla
- Delvis vädertskyddat
- Trevligt
- Tillfällig
- Mysig bar
- Ingen huvudbyggnad

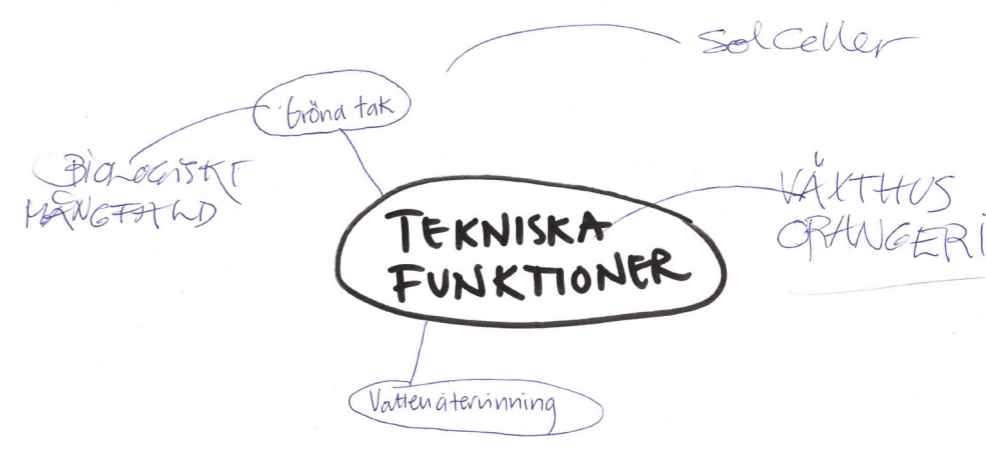
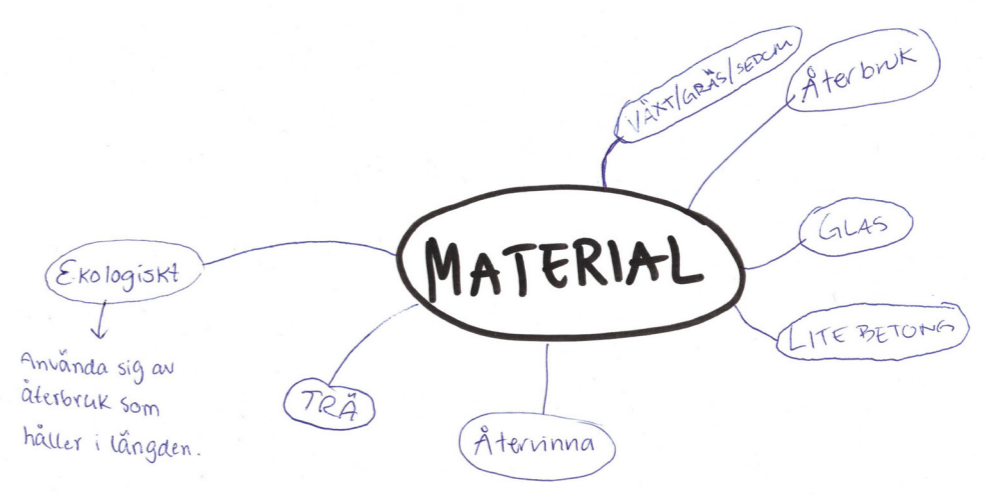
⑨ - Häftig idé med parkliknande byggnaderna i våningar
- Kräver stort utrymme för att inte kännas inoptryckt
- Fria flöden
- Hållbart vädertutsatt
- Inte tryggt för barn, inga räcken
- Bara gångstråk
- Funkar inte i Sverige
- Kan använda ytan under
- Ottryggt

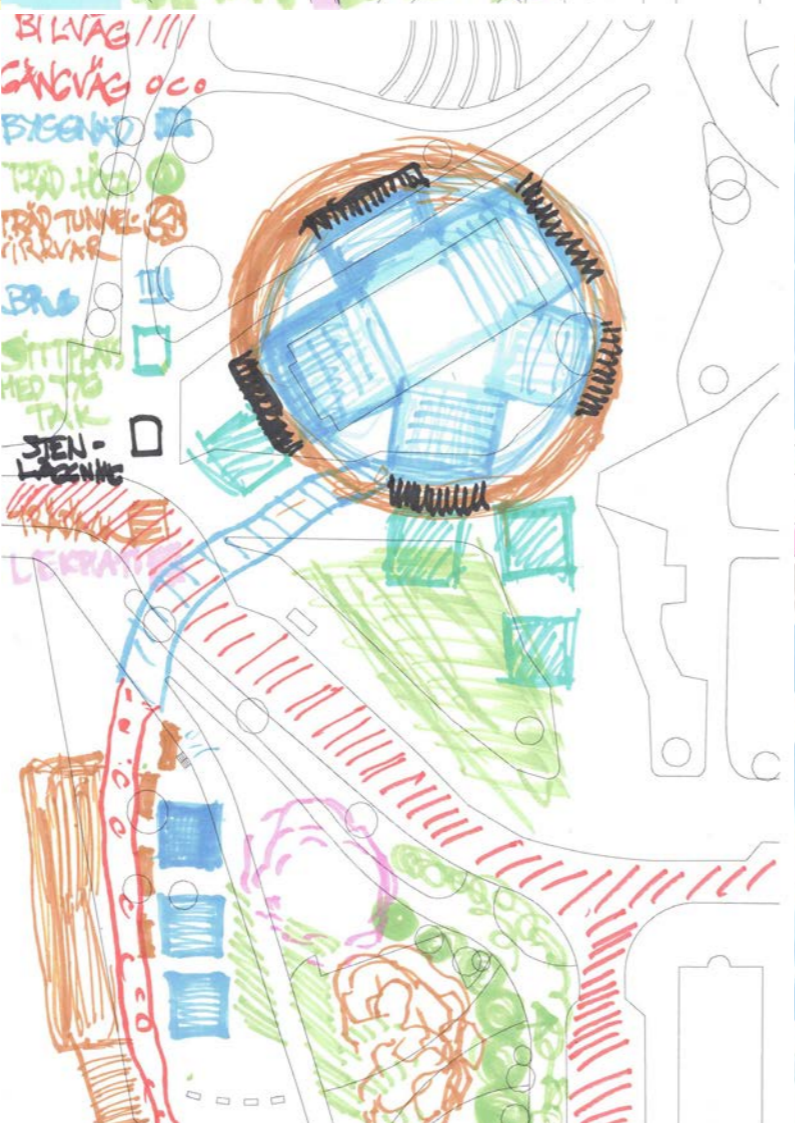
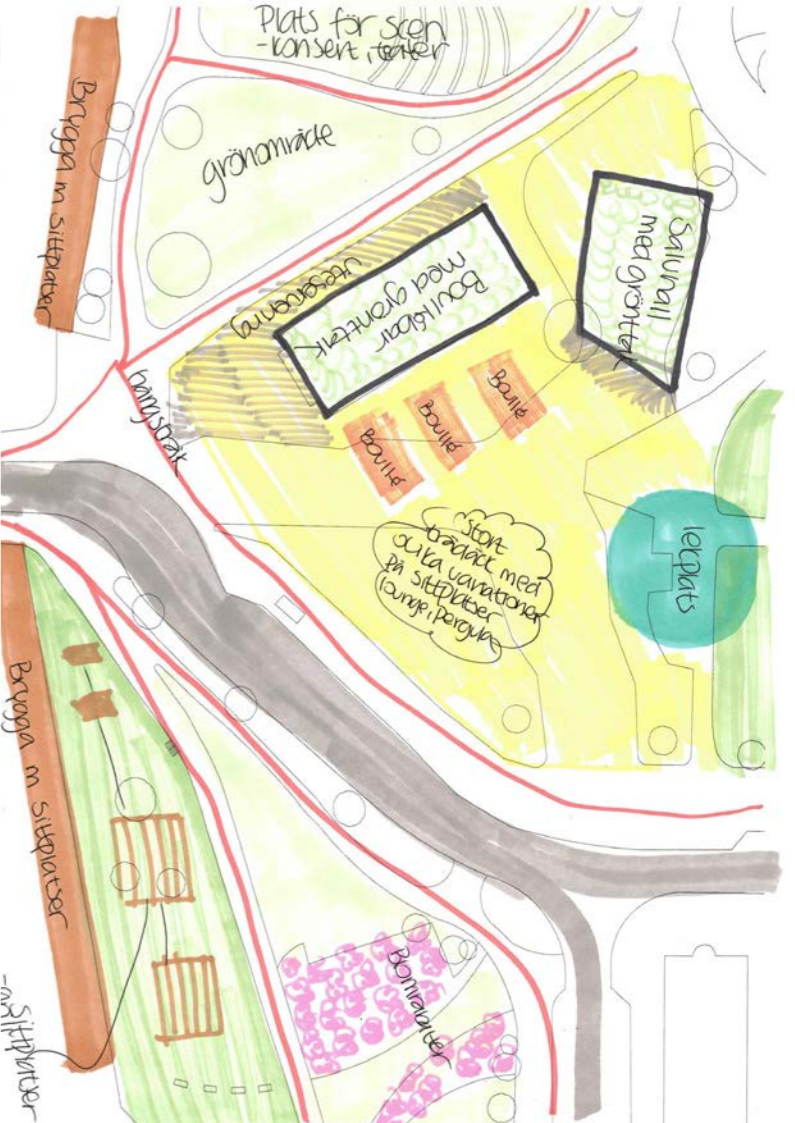
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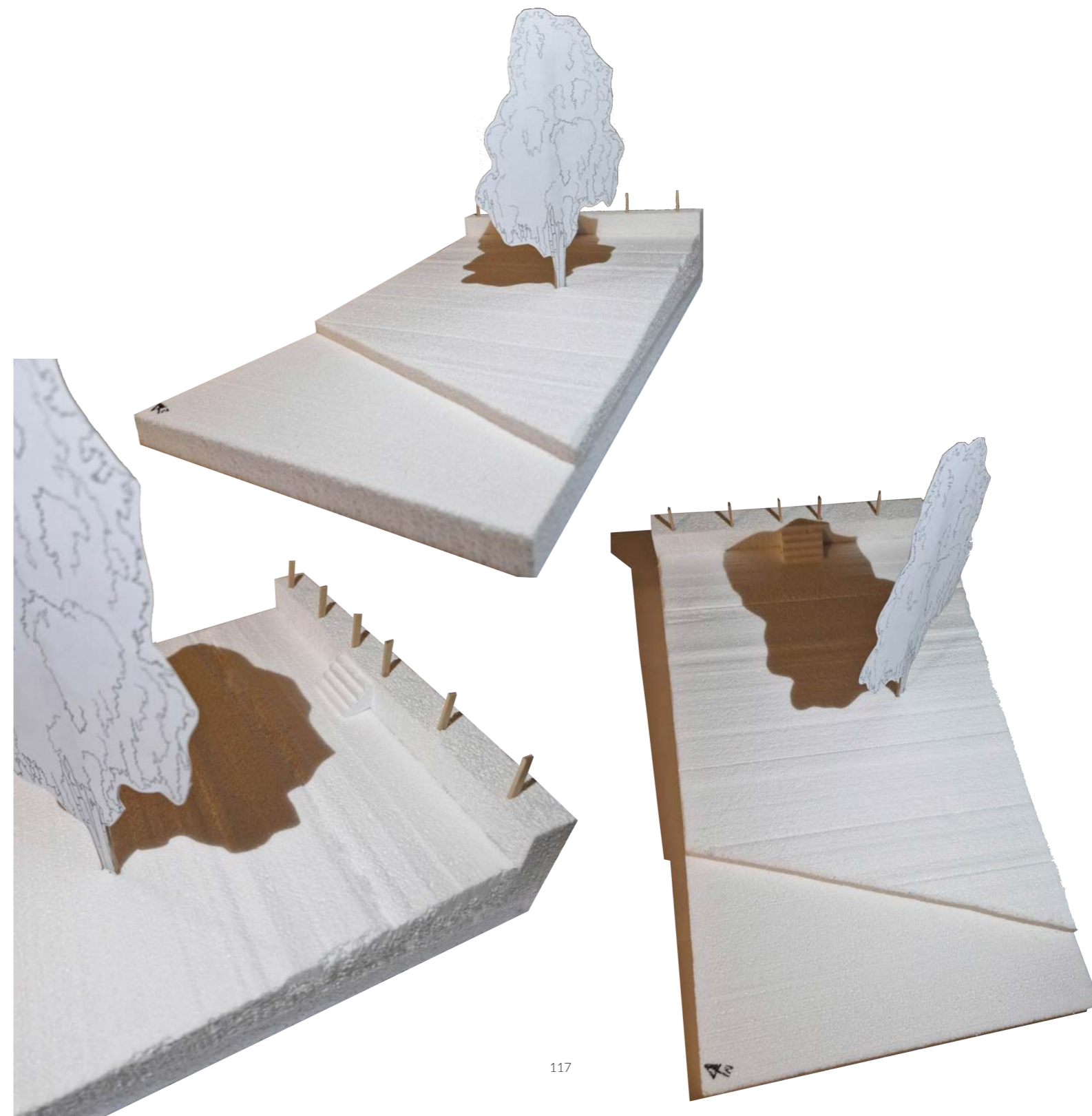
Workshop 3

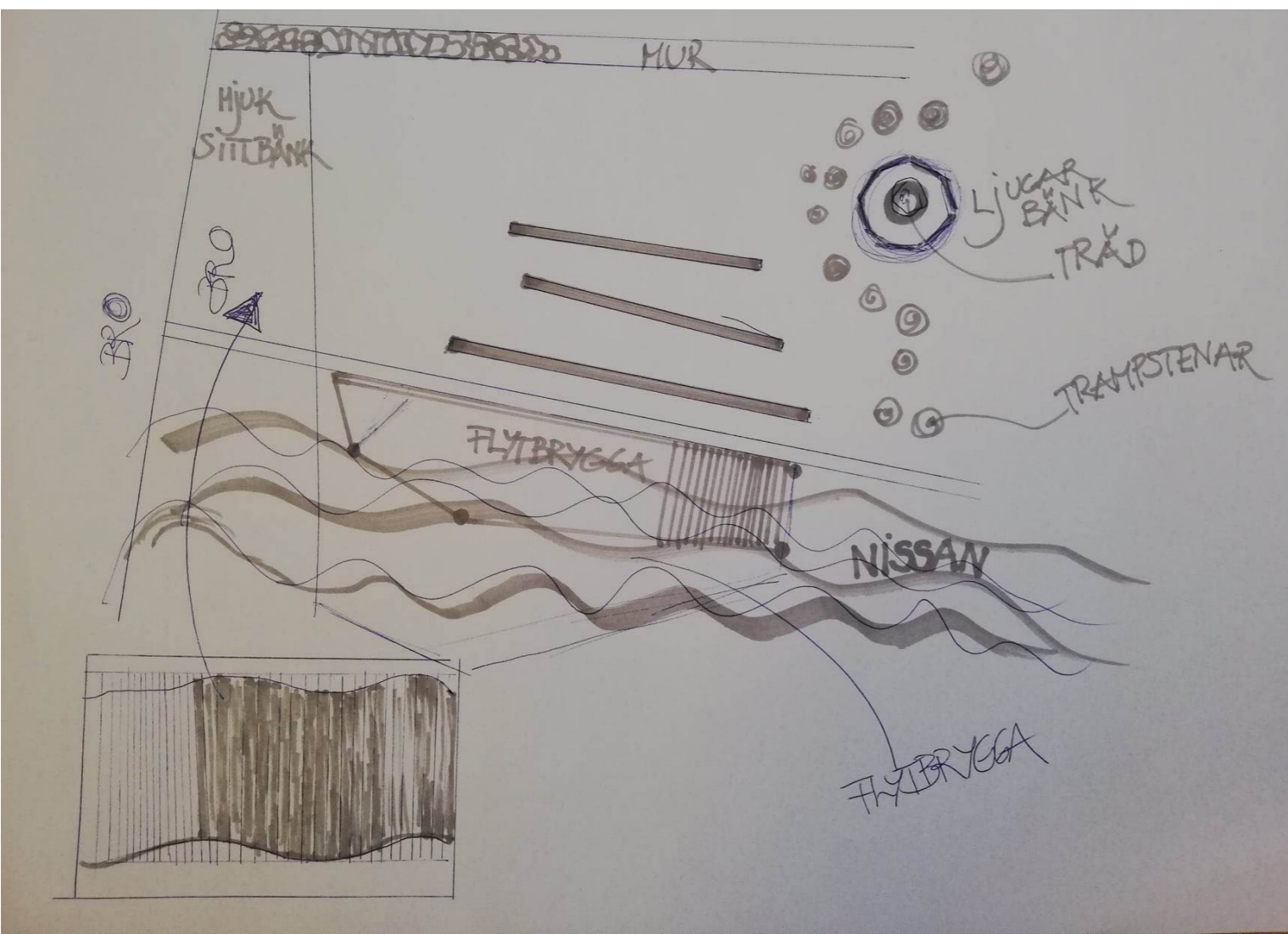
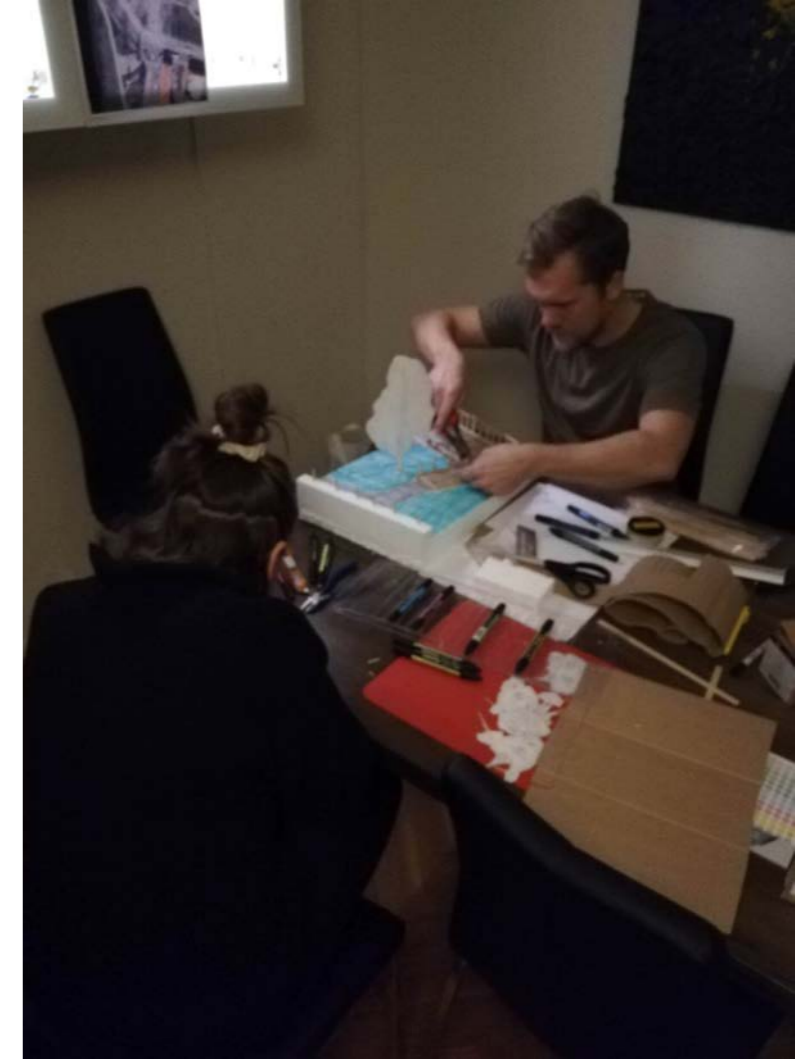
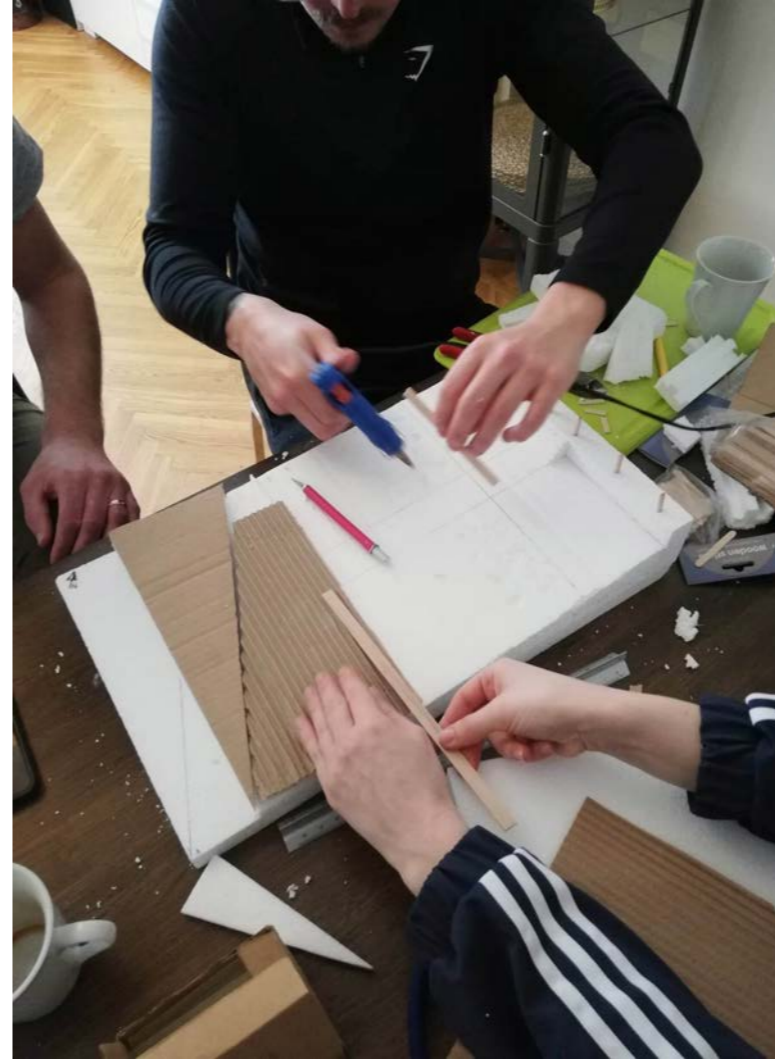
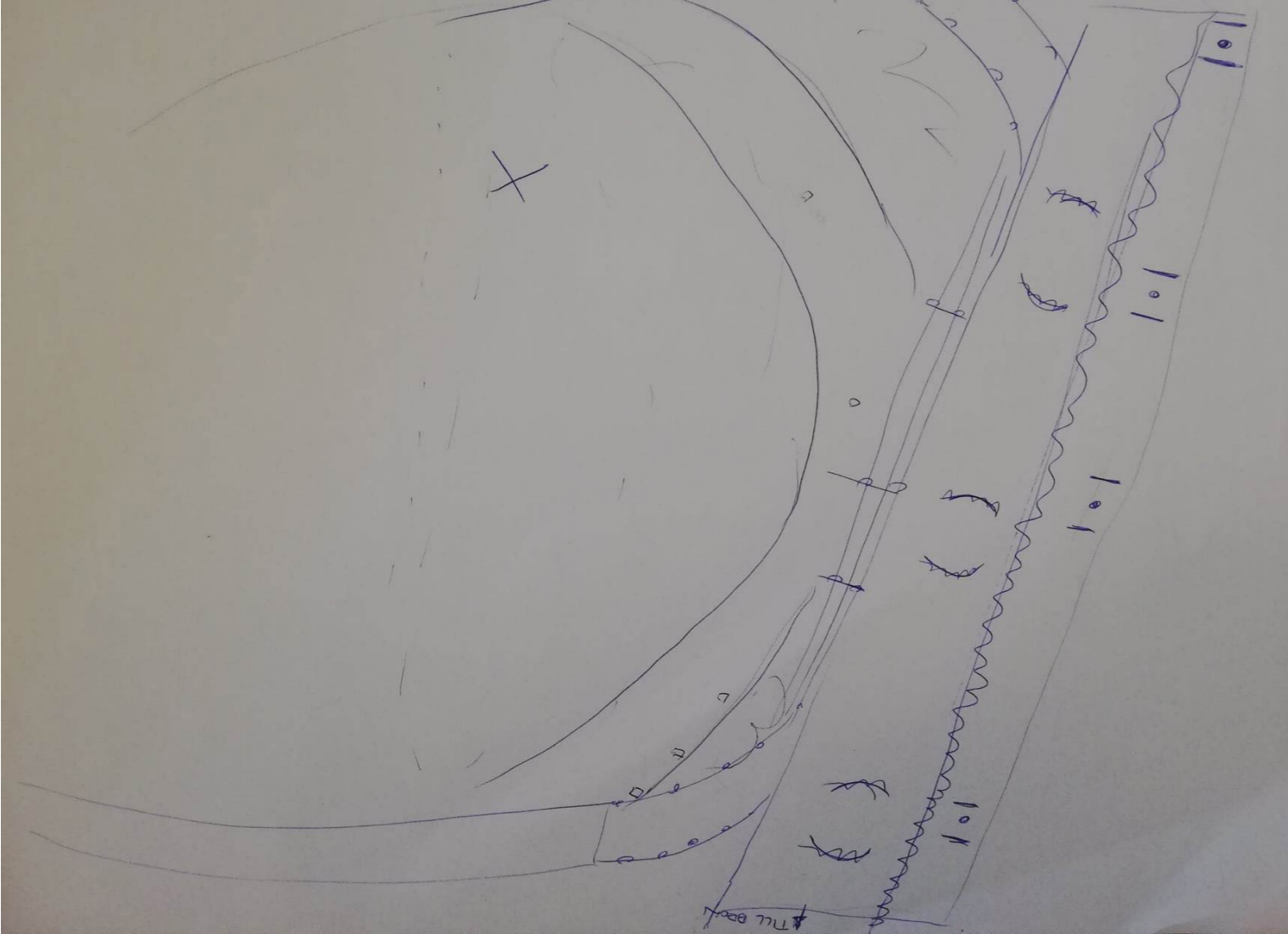
26/2, 2-3 hours

The objective of this exercise was to get an understanding of how the participants want to develop the connection with the riverfront.

This workshop consisted of modelmaking. I had made a model in 1:50 from a section of Picassoparken, where the park meets the water, where they got the chance to come up with suggestions of how to connect to the water and what activities could be appropriate to manage this. They worked in pairs of two and three in order to have someone to discuss with. The guidelines for the assignment was to think about the rising water levels and to have an idea of how the adjacent parts of the park meets their section of model.

After they finished the models, the participants were asked to describe their work to each other.







Workshop 4 feedback

26/3 my apartment

Participants: Madelene, Elise, Johan M, Annelie, Joakim and Marianne

WHY

The purpose was to get feedback from the participants on the material produced so far, to get an understanding of what to focus on moving forward and if anything needed to be adjusted or added.

HOW

I presented the material I had worked with so far, and the notes from the midterm critique. The participants were able to comment and ask questions.

Summary

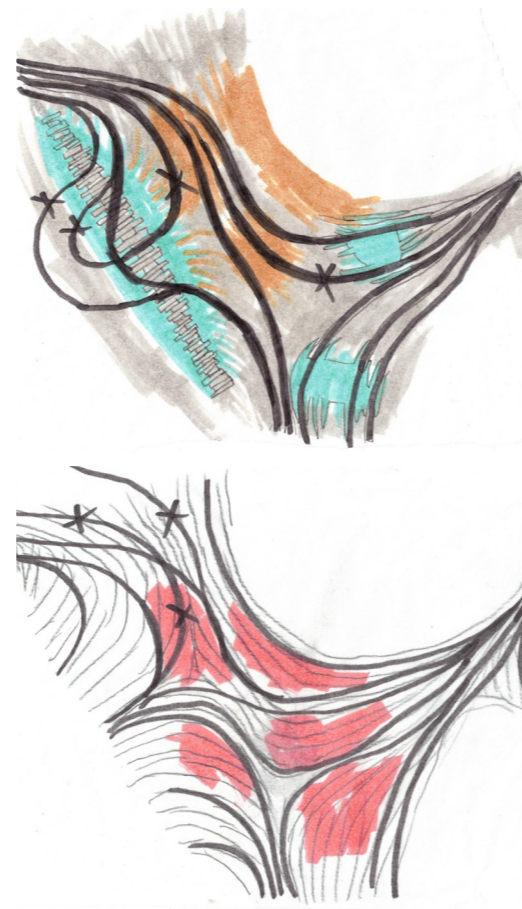
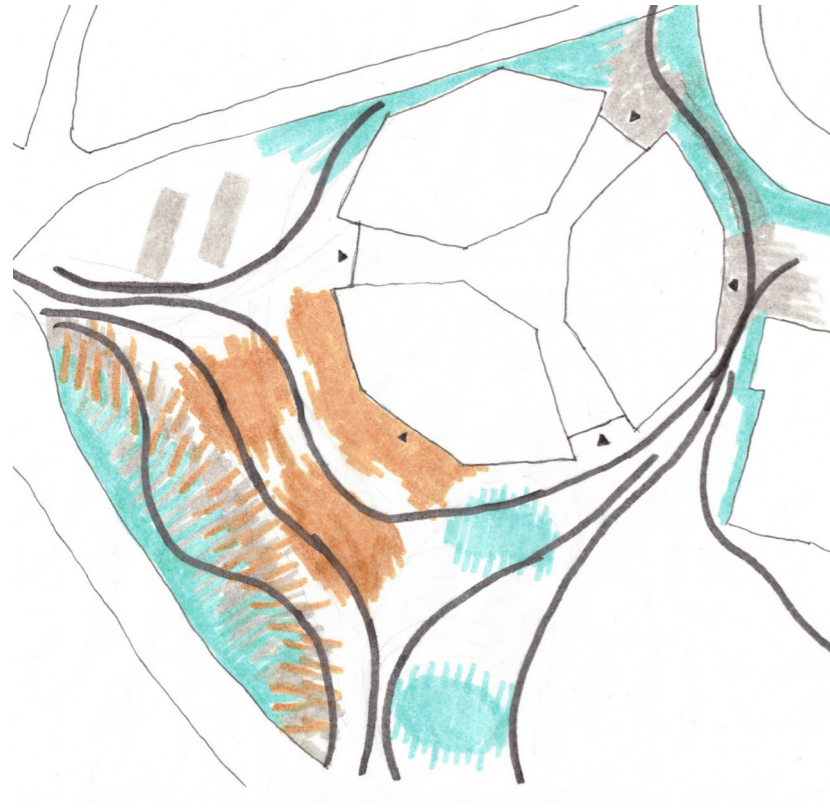
Overall the participants were very happy with the outcome and the interpretation that I had done from their input at the workshops. They recognized the compilation of the framework, both the principles and the zoning map. They were happy about how I had summarised their designs of the pier, even though the participants had made three completely different designs in workshop three, I aimed to create a coherent design with something from all of them. There were only a few alterations that they wanted me to correct before moving on, which were:

- Add a small pier connected to the path next to Kapsylparken. It would complete the circle and activate the other side of the bridge that is overlooked today. It should be in the same shape as the other pier, connected to the path and higher than the water line, and have a bench with back support against the stone wall.

- Make the gap/hole of greenery by the water bigger in the pier in Picassoparken, so that it's very clear that it's an opening down to the river so that you don't fall in the water.

I explained that moving forward, I need to focus on making the process clear and coherent, in the way I present their input. Where is the information coming from and where is my interpretation of it, for example. Then I need to start thinking about what to focus on when it comes to material that needs to be produced, what is most important and how much detail do I need each part to have? We agreed that the most important aspects are the project process in whole, the alternative method of participatory design, and the overall site design with focus on the building and the pier. The parts about the greenery, activities and flows could maybe be presented in a more conceptual way with graphical drawings or 3D views where you can see multiple aspects in one view.

Sketching of flows and ground material connected to outdoor serving area and building



Sketching design of pier in Picassoparken

