A vertical strip of a topographic map showing contour lines of Lövholmen in Stockholm. A thick orange line is drawn across the map, starting from the left edge and extending towards the right, where it turns downwards and then back to the right, forming a large, irregular shape that encompasses the main island and a smaller one to its right.

# PLANNING AHEAD

Prototyping urbansim at  
Lövholmen in Stockholm

Waldemar Hessel

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# 1.0

## Introduction

### Research question

*How will future knowledge based workplaces function, and what role do they have in the urban development of an area?*

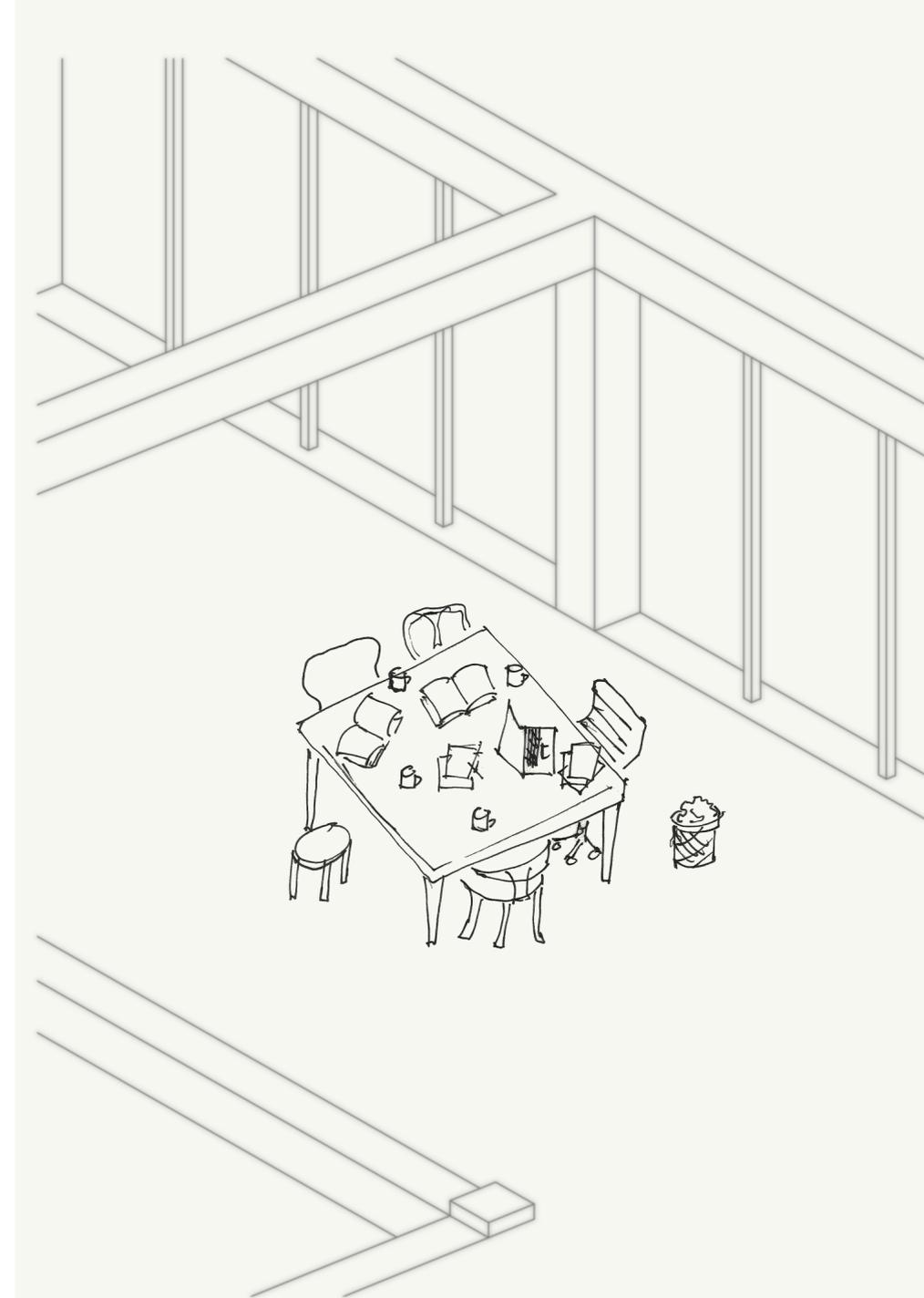
### My degree project

This degree project investigates an urban development for Lövholmen, with its focus on programmes and functions that could be emerging after the COVID-19 pandemic. The emerging functions are explored through my proposed renewal strategy for the site, with the aim of combining them both.

My strategy for Lövholmen looks to repurpose and reuse the existing buildings with respect to Lövholmen's unique history and cultural activities. At the same time, this degree project departs from the desire to shape accessible public spaces and open environments along the waterfront.

The waterfront along the site connects the area to other current development projects and I have aimed to find Lövholmen's future role in that wider context.

Finally, an important purpose of my project is to visualize a development that mixes programmes, and generates a symbiosis, to create place that is for residents, workers and visitors alike.



## 2.0 Emerging trends

- 2.1 Offices and workplaces
- 2.2 Retail and leisure
- 2.3 User groups

### 2.1 Offices and workplaces

Well before the pandemic and lockdowns, the alternative to the conventional office was co-working places. Co-working functions as a collective office, shared by several companies and independent knowledge workers. By applying and paying for a membership, workers gained access to the office and would become a part of a cluster. The co-working place could be shifted towards a certain industry like tech start-ups or creative workers. The emphasis of the workplace is to create a common identity and place for exchange. These places enabled workers to access central facilities and allowed for much more flexibility. The membership could be ended with only a months' notice.

The need for co-working places came from increased flexibility in working hours and less place dependency among workers. This behavioural change made many companies, that used to supply every employee with their own desk, shift to an Activity Based Workplace. The Activity Based Workplace functions by offering employees different spaces for different activities. Areas within an office could be designed for regular desk work, more active touch down places and meeting rooms, or calmer silent zones. At the end of your day you would empty the desk of your stuff and leave it for someone else.

The way offices and workplaces function has been greatly impacted by the COVID-19 pandemic. At the moment of writing, we are little over a year into working from home

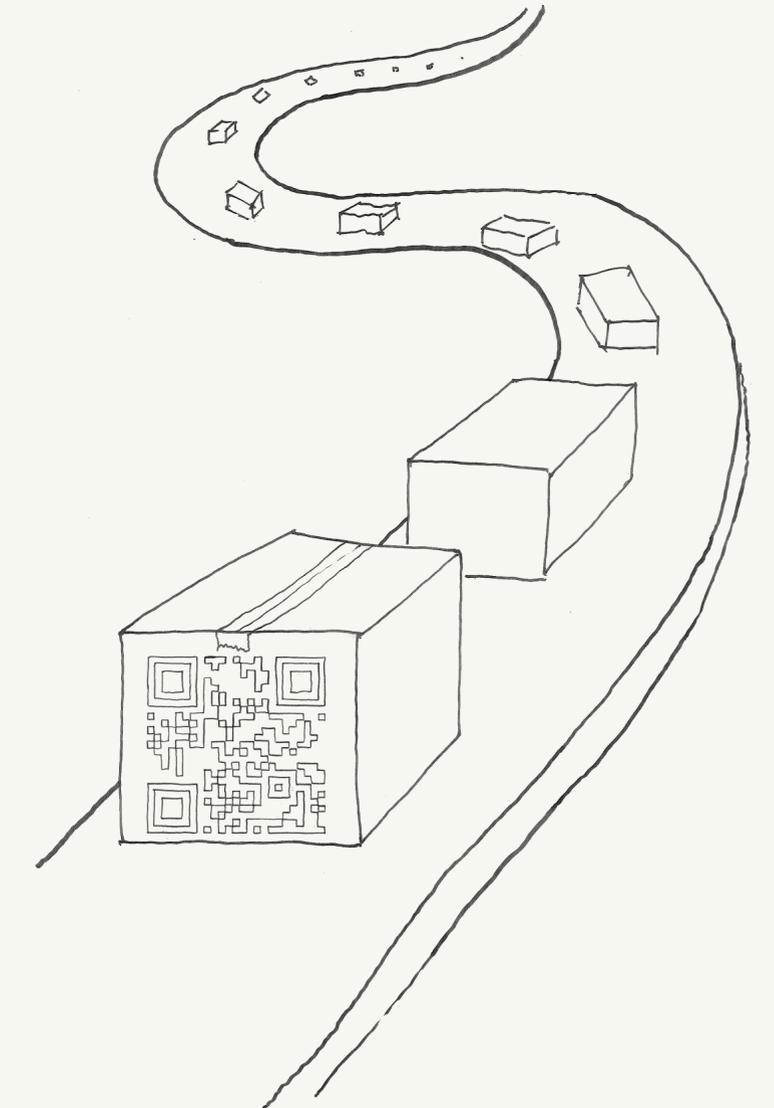
and relying on digital tools to communicate with co-workers. Some may feel frustrated about being stuck at home, while others may feel it has freed up time otherwise spent on commuting. In either case the topic of work-life balance has been highlighted during the pandemic and I believe it will define the way workplaces function, look and sound in the future.

I see the increased flexibility, and less place dependency from before, to continue and be pushed even further with the digital communication that we now have got used to. With more unclear time frames for when you are working or not working, the strategies to cope with stress become even more important.

Researcher Lena Lid Falkman defines four strategies for separating work and private life in the digitally set work life. I see these four types of persons as the users to design the future of offices for, and their behaviour as defining the workplace's link to public spaces and urban districts.

Looking at the Total Separator, this is for me very representative of the typical 9 – 5 office worker, and the type that has for a long time shaped many office districts in cities. Places that feel empty and deserted outside the office hours, and lacking other programmes and activities.

The other three types, Total Integrator, Place Separator and Time Separator, will share a stronger link to public places and urban life. These types have come up in the digitally set



work life, and I believe they will continue to influence and shape offices in the future. With their need for flexibility and mobility, offices can become part of a hybrid space where programmes, services and users mix to a further extent than previously. All throughout weekdays and the weekend. For me, this is a possibility to shape more attractive and active public spaces, with presence of different people, with activity outside of office hours.

What can then be expected of the built office space in the future? Looking to the types of integrators and separators, we can suspect there to be a mix among workers spending their time in the office and working from home. When being able alternate between places and locations, the employees might want to gain more from being in the office at the same time as their colleagues.

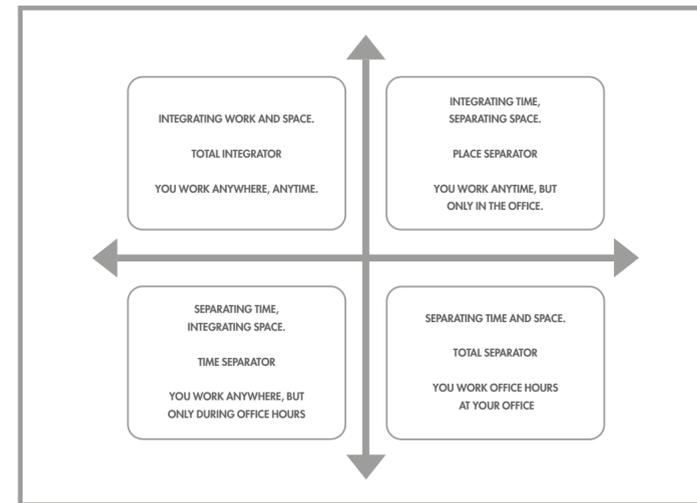
I believe that the office of the future will be shaped by the activity, as a continuation of the ABW. The atmosphere will be closely linked to the activity and a big part of the activities will be meetings and exchange. That is the one part that is most difficult to perform digitally. Working individually can be solved differently from person to person, but creative and group tasks will be what defines the new office spaces. I can see a scenario when people seek the interaction and exchange from the office, as a complement to the focused work performed in solitude at home.

When the amount of people at the office changes from day to day, even more than

today, companies need less square meters for their workers. This could make us see smaller and more precisely furnished offices take shape. The activities are well evaluated for the organisation and the office becomes a place representing the company's values and culture.

The shift towards more interaction and exchange might not only happen between workers within the company, but also between companies within the same industry. Workplaces can become a social arena for companies sharing facilities and office space, with companies demanding for shorter lease terms and flexibility in built space as collaborations expand or end.

The most nomadic workers, integrating time and place into their work life balance, will demand new services that workplaces rented by the hour offer. With increased flexibility, workers are free to use one of many alternative workplace nodes around cities. This could make the industry re-evaluate what programmes are needed internally at the office. We could see shared facilities become an important service, close to hubs of collaborating companies, and used on demand as part of a membership. Bigger meeting rooms for the yearly board meeting would only be at the conference centre, instead of taking up space inside of the office. With this shift, I see the office world moving closer to the public space. This allows for an even more seamless link between work and leisure, and the activities of both, could be at the same place.



Strategies for separating and integrating to reach work-life balance  
Source: COVID-19 and activity based workplaces, Lena Lid Falkman, 2020

## 2.2 Retail and leisure

Other than workplaces, a function that face changes due to the pandemic is retail. It is easy to understand that E-commerce has increased a lot the past year, as many have experienced a lockdown or inability to visit physical shops.

So, will we return to buying and shopping in physical stores, or is the online shopping here to stay? As with offices, I think we will experience a mix of both, with the retail industry taking a new shape and specializing itself.

Showrooms offer something that online shopping will never have – the ability to test and touch the products. It is an experience and activity to shop in physical stores, other than just buying out of necessity. In the near future, I think we will turn to online shopping for some goods, and showrooms for others. To test a garment, or make fewer planned purchases, is strongly connected to consumer awareness. Customers wanting to experience the service, makes showrooms to the specialized version of physical stores that complement the online shopping. We can see a more premium experience take shape, were the stores supply fewer and specialized goods as well as the event of shopping. The role of the showroom is also for the brands to be present and advertise themselves. Like flagship stores, a showroom acts as a final marketing platform and a complement to all other channels.

One defining feature of a showroom is that the customer can touch and try on the product, but not take them with them. The stores showcase the products, and order them in for the customer to pick up, or be sent directly home to the customer, after the purchase. The big advantage of this is that these stores require less backroom spaces for stocks. More of the space is used for conveying a good customer experience. One of the reasons why I think these stores will become more popular is that the logistics around them is already in place. With the increase in online shopping, brands are fully adapted to quick shipping and short logistic chains. The showrooms are more efficient, and in extension, more sustainable than their alternatives. Fewer products are transported, and maybe even produced, as shoppers become more aware and thoughtful.

This way of shopping has, in my opinion, positive effect on the spaces and places for it. The space is put to better use, which can result in smaller actors being able to test out a concept as a physical store. With less space used for stocks and backrooms, urban public spaces can easier host pop-up stores and scale-up areas, as they are not pushed out by bigger actors as much. Flexible hubs for changeable pop-up stores work closely together with the hybrid spaces I mentioned previously. The blurred line between work and leisure offers activity and customer throughout the weekdays and weekends.

## 2.3 User groups

From my research, I have formulated six programmes and target user groups that I will carry with me into the designing of the development. It is through these functions I will explore a new form of public spaces at Lövholmen. The movements to and from as well as the flexible nature of future knowledge workers is what I believe to be the most important factor in making the site an active and lively destination.

### Definitions and targets for my project:

#### ABW 2

A company rents the space. Offers variation in activity and atmosphere, but focus lies on team work and collaboration.

#### Co-working

Members share the space. Aimed towards individuals or smaller groups, and offers variation in activity and atmosphere.

#### Rent by the hour

Strangers use the space that offers smaller variation in atmosphere. The office is close to services and easily accessed.

#### External meetings

Members and strangers use the space. Facilitates meetings outside of the office.

#### Showrooms

Showcasing of products with focus on customer service and experience of shopping. Testing of garments one day, return and retrieve it another.

#### Services

With a more flexible schedule of work hours, public spaces links knowledge based workers and users of public spaces. Restaurants, eateries and cafés functions towards workers, visitors and people passing by.

# 3.0

## Site : Lövholmen

- 3.1 History and the site today
- 3.2 Development projects
- 3.3 Public consultation

### 3.1 History and the site today

Lövholmen is located just outside of the inner-city Stockholm, and a part of Liljeholmen-Hägersten district. It has for the last century been an industrial site and today the location of Färgfabriken, an art museum and foundation. In 2014, it was decided that the last industry on the site was to be relocated, and the planning process to transform Lövholmen into an urban district started.

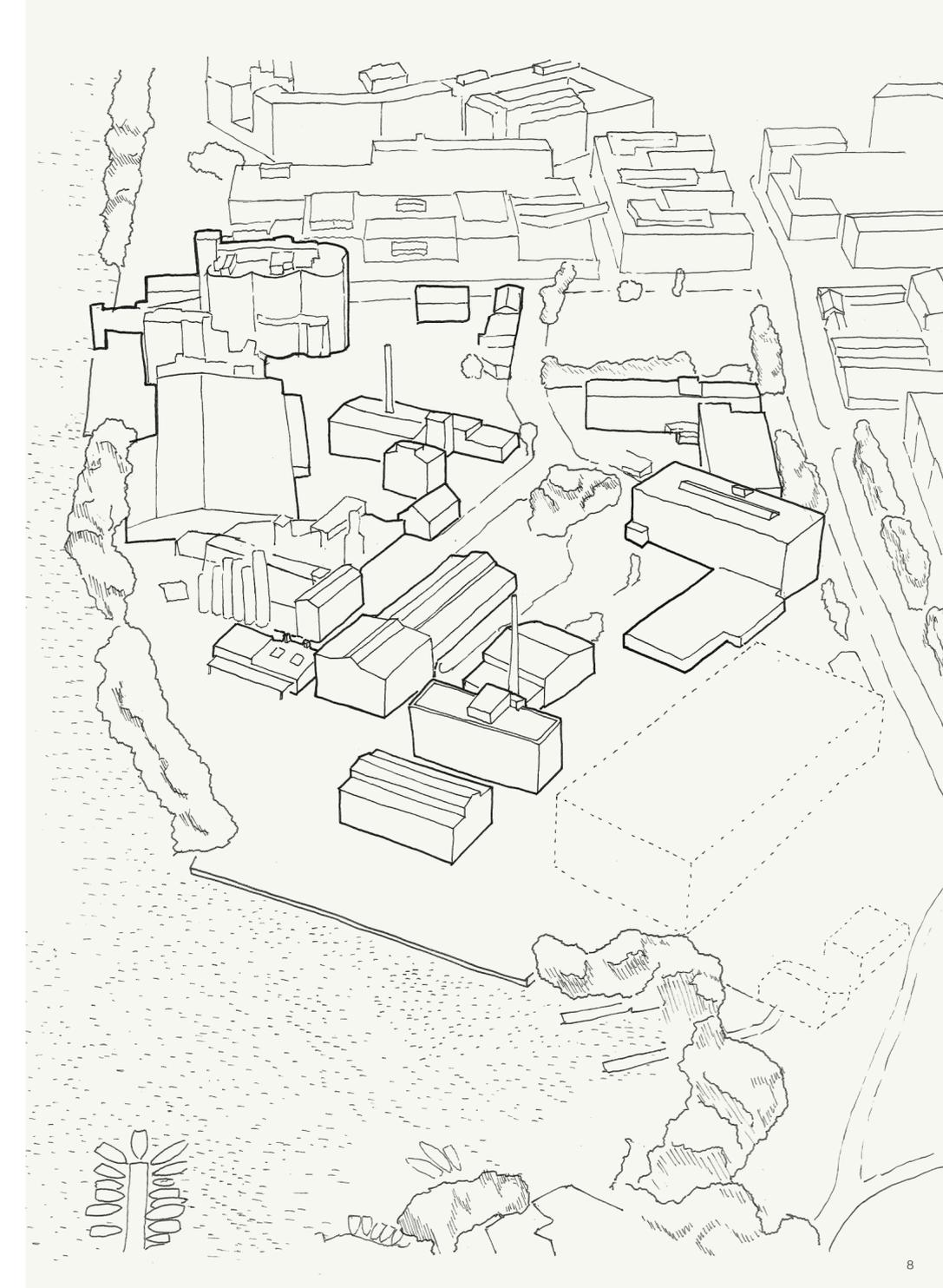
Among the first industries on the site was H. Palmcrantz & Co, a Swedish manufacturer of farming equipment. At the start of the 1900's the paint manufacturer AB Wilh. Becker relocated to the site and moved into the facilities. Lövholmen is regarded as the first industrial suburb to Stockholm and following the Second World War additional industries expanded on the site. Kolsyrefabriken, built in 1886, was first of its kind at the time, and extended and rebuilt several times during the second half of the 1900's. The Cementa concrete facility was established in the late 1940's. The Cementa factory received shipments by boat, and the whole site was well connected to national rail road when active.

In 2008 Beckers relocated the last of their production to outside of Stockholm, and the buildings were sold to Skanska. By 2014, the development company Besgab and property company Järntorget acquired the Cementa properties, and the plan is to relocate the industry to Värtahamnen in northern Stockholm.

The first repurposing on the site was the Palmcrantzska fabriken in 1995. The factory building is today Färgfabriken, and the property is owned by Lindégruppen. Other buildings have been temporary used, after industries relocated, as offices. Most defining of the identity of Lövholmen today is art and culture. Artists' studios and ateliers, as well as galleries make out a big part of the activity on the site. The site is today a hub for 300 artist and creators, using facilities, such as Beckers huvudkontor, on temporary lease.

Awaiting planning decisions, parts of the site are today inaccessible for the public. Kolsyrefabriken and Nitrolackfabriken stand vacant and are shut off, making the waterfront completely inaccessible. These buildings stand neglected and decaying, partly due to contamination and building safety. Some may argue that this is a strategy to speed up demolishing permits. In early 2020, the Spredfabriken factory building, built in the 1950's was demolished.

At the moment, the decontamination of soil and buildings part of Beckers manufacturing has started, although there is no building plan accepted to come into force. There are active applications for demolishing permits of historical industrial buildings, and the decisions are pending verdict.



### 3.2 Development projects

Looking at the comprehensive plan (översiktsplan) for Stockholm from 2018, it shows that the City of Stockholm sees potential in, and surrounding, Lövholmen. The industrial site is highlighted for transformation and renewal, and parts of Liljeholmen are marked for complementing urban development. With the transformation, Lövholmen can become a place where new important meeting places are created.

The site is well connected by public transportation, and along the southern edge of Lövholmen is a segment of Stockholm's bicycle commute trail. The bicycle trail is part of a city-wide plan to increase the attractiveness of cycling, making it a better alternative to car or public transportation. The site is also part of an ecological link, connecting greenery and waterways to neighbouring areas of Reimersholme and Årstaviken.

The district administration (stadsdelsförvaltning) flags the site for development alongside Liljeholmen centre and Marievik. Additionally, the area surrounding the motorway passing through the district is suggested for development. The developments are part of a long-term ambition to bridge the area with Södermalm. The densification and reprogramming, from industrial to urban, is a strategy to extend the inner-city districts of Stockholm.

In 2014, Gehl produced a masterplan for Lövholmen. The architecture office facilitated the conversation between land owners, developers and the city. The planning site covers 7 hectares, and the decision to relocate Cementa from the site was the final piece needed to start planning for the development. In 2017, the City of Stockholm presented a structural plan for the development, incorporating the masterplan by Gehl. This document is the starting point for the planning process and explains a vision, strategy and proposal for a new Lövholmen.

The City of Stockholm states that Lövholmen is targeted to become a mixed urban area, consisting of housing, schools, preschools, parks and offices. They state that the run-down industrial buildings are to be demolished, and cultural historically important buildings are to be saved and repurposed. The area is planned to extend the inner-city, and link together districts along the waterfront. The new housing on the site was part of the city's overarching goal of developing 40 000 new apartments by 2020.

The structural plan and document is thought to highlight potentials and ideas, and initiate a discussion surrounding what to revise and change according to consultations. This is an early step of the process, before a detail development plan (detaljplan) can be conducted.



1. Nitrolackfabriken, 1944	6. Smälten, 1889	<span style="border: 1px solid green; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Building with significance for cultural history <span style="border: 1px solid yellow; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Building of some significance for cultural history
2. Förbandfabriken, 1916	7. Kolsyrefabriken, 1896	
3. Ångpannecentralen, 1945	8. Färgeriet, 1937 and 1972	Classification by Stockholm City Museum (Stadsmuseets kulturhistoriska klassificering)
4. Wilhelm Beckers huvudkontor, 1915	9. Sågverket, 1905	
5. Palmcrantzka fabriken, 1889	10. Cementa, 1945	

### 3.3 Public consultation

In the spring of 2020, the City of Stockholm released a report containing the consultations and comments that the structural plan received. These comments are from departments, councils and stakeholders and summed up to around 90 statements. Some comments are based on the document and others are developed through further investigations and statements from departments.

This public consultation period started after the publishing of the structural plan and is defined as an early public consultation (tidigt samråd), with the actual consultation planned for the end of 2021.

This is my summary of the comments. They worked as starting point for my proposed development of Lövholmen, a part of my degree project in architecture.

### Density

There is an unclear distinction between what is public and private in the proposal. Shared spaces for pedestrians and cars within residential blocks are unsolved in maintenance and ownership. The level of new residential buildings could put a strain on schools and preschools around the area, and the proposed schools on the site are lacking enough outdoor space. Färgfabriken raises concerns about becoming built in, as they use their front side as event space and require accessibility for deliveries. It is proposed that the area in front of Färgfabriken is turned into a square. The square would have a scenic view of the water and sunset, and be part of other unprogrammed spaces.

### Parks and waterfront

The plan is lacking in parks and open public pedestrian areas. Combining school yards and proposed parks, open to the public, is not recommended. The passage along the waterfront is commented on as too narrow and exploited by housing and commercial activity. It is not possible to extend the waterfront by landscaping and docks, as the shipping lane outside of Lövholmen is protected and with risk of accidents.

### Existing buildings

The plan lacks argumentation for the demolishing of buildings, and the repurposing of the three kept buildings. Further investigation into the cultural history are suggested, specifically into building archetypes and time of construction. There are buildings on the site that are unique representatives of their time and function. Demolishing these buildings risk creating a gap in the historical time frame of industrial settings.

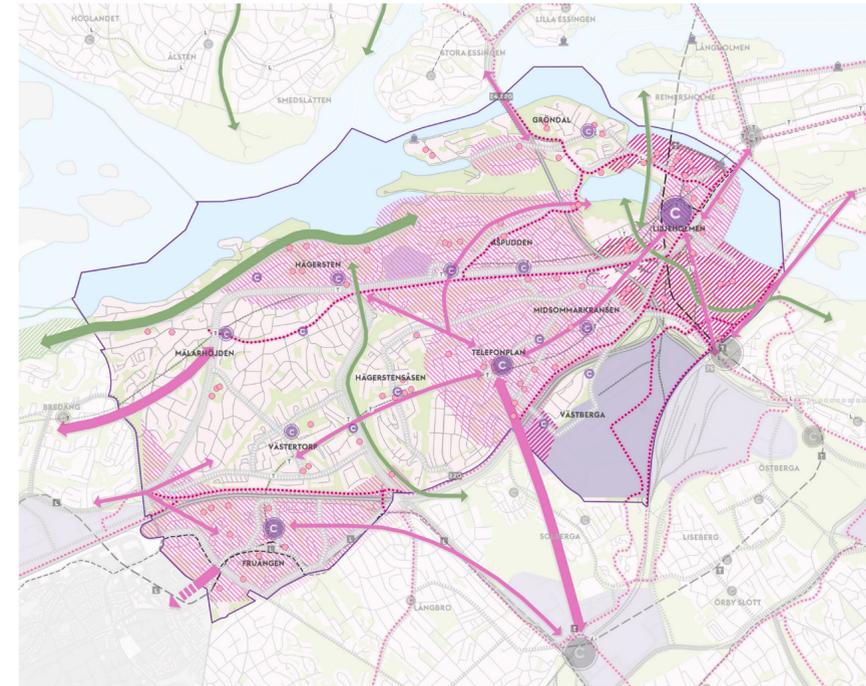
### Activities and identity

The proposal lacks connection to the existing identity of Lövholmen, with risk of losing it when the site is repurposed. It is suggested that the development is driven from a mix of the old and new. Due to its central position in Stockholm, the attractiveness of the waterfront, and the strong historical context, there is an argument for a more unique and grounded development. Not a typical development seeking to maximize the exploitation. The proposed plan does not answer to the vision of creating an area of the historical context and mixed use.

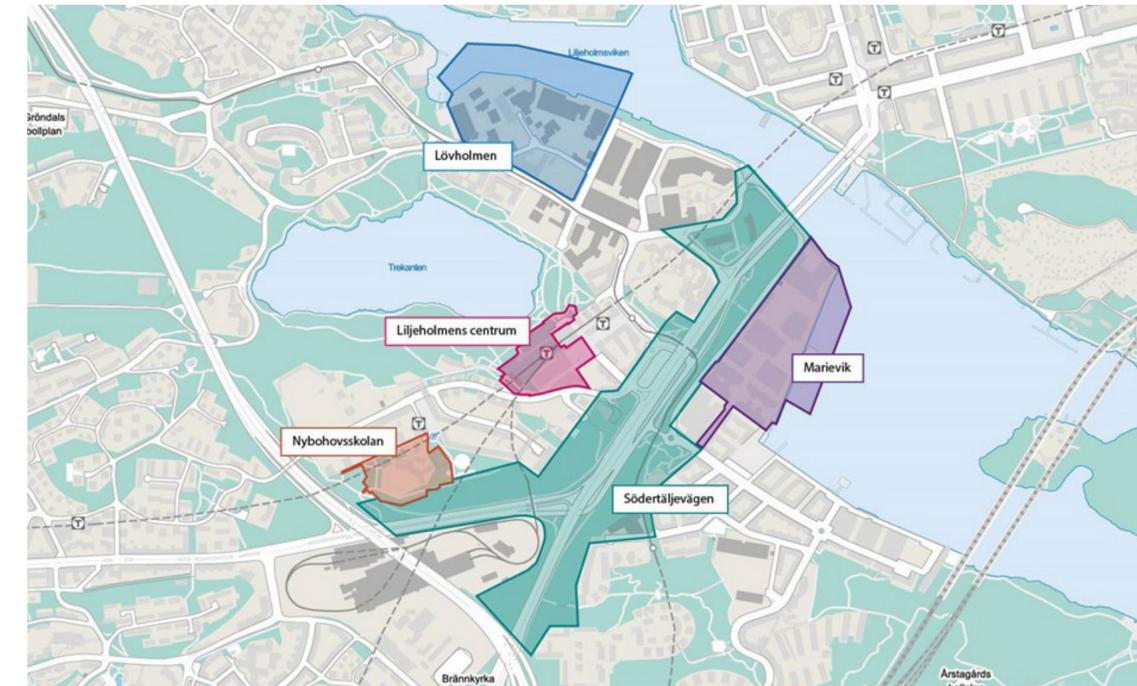


Structural plan for Lövholmen  
Source: Strukturplan och ramverk för Lövholmen, Gehl 2017

50 m



Local development possibilities (lokala utvecklingsmöjligheter)  
 Hågersten - Lijeholmen  
 Source: Översiktsplan för Stockholms stad, City of Stockholm, 2018



Planned development at northern Lijeholmen  
 Source: Norra Lijeholmen - Stockholm växer, City of Stockholm, 2021

# 4.0 Design phase

- 4.1 A prototyping urbanism
- 4.2 Context
- 4.3 Urban development strategy

## 4.1 A prototyping urbanism

This chapter contains my work surrounding an alternative development for Lövholmen, and an attempt at conveying principles and reasons for my proposed design.

My design starting point can be summarized as following:

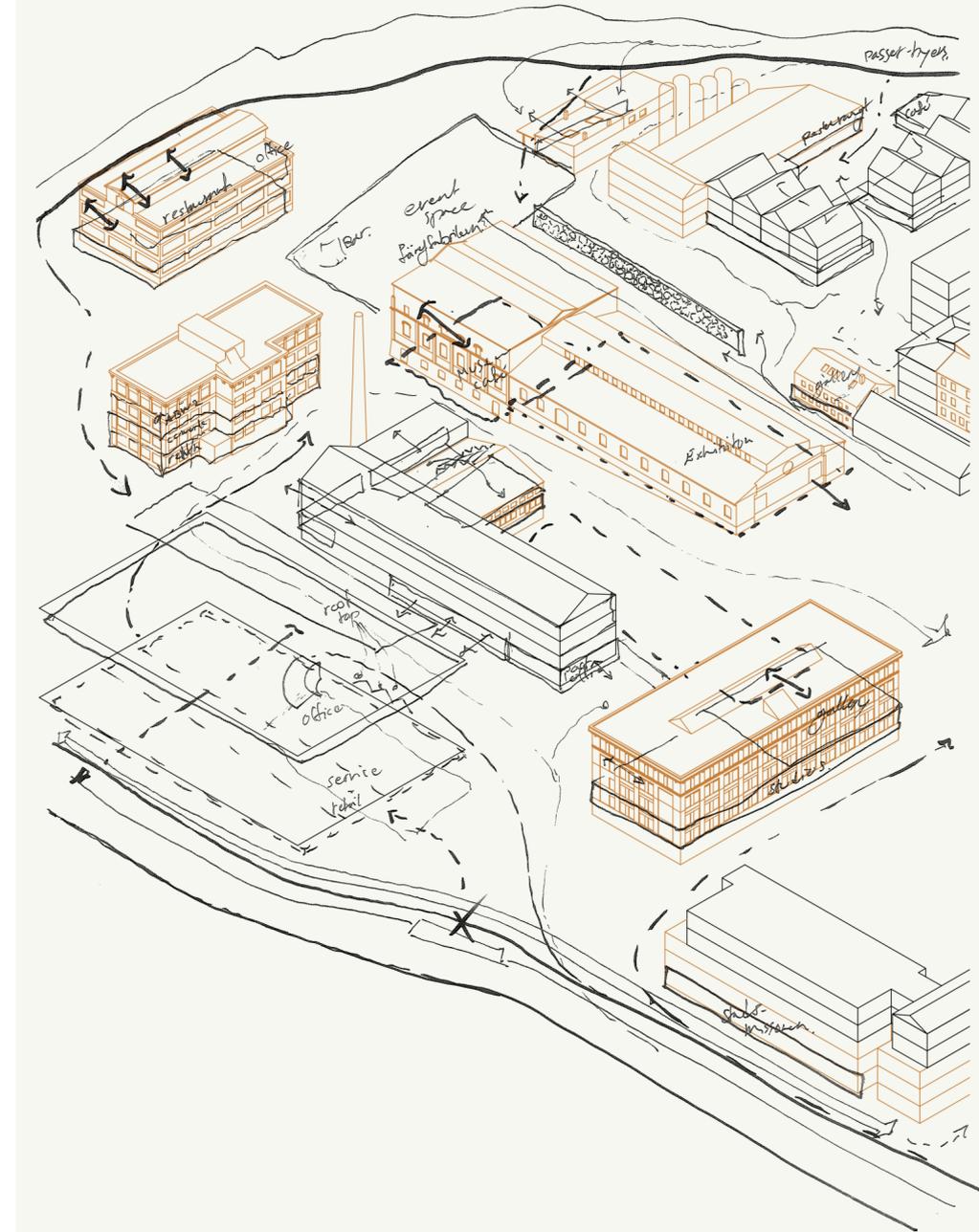
- Answer to key points from the consultation.
- Investigate a unique and rooted development plan for the site, that sets off in the preservation and reuse of the existing.
- Focus on public architecture and public spaces, shifting away from the mainly residential proposed development.
- Programming that answers to emerging trends and future user groups.

Already today, Lövholmen has strong generators and is a destination for people outside of Liljeholmen. Färgfabriken is a popular attraction and operates towards many user groups. It hosts daytime art exhibitions and evening events. Additional to Färgfabriken, galleries such as Platform Stockholm and Smälten hosts exhibitions and events.

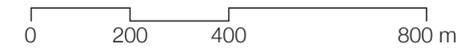
These are popular weekend activities, and a strong asset of the site. Implementing offices could offer an increase in weekday users on the site. Workers commuting to and from, and during the day, increasing the population on the site. But, the way future offices and knowledge based workers will act means that the activities, and population, are now more flexible in time.

In a new hub for mixed offices and retail, positioned in the existing context of Lövholmen, there is an increased symbiosis between users. Pedestrians and passers-by can partake in cultural activities and generate customers for the services and retail. Artists on the site benefit from the increased activity, as their community is kept, but also strengthened through new facilities. The offices act as a link between all activities. Knowledge based workers bring the additional population that partake in all activities. The flexible schedule of their workdays result in activity and customers throughout weekdays and weekends. This symbiosis of users is complementing the site's already attractive conditions.

When combined, the new and old activities feed into each other. With right conditions of placement, flows and movement, the symbiosis of activities generates an active and attractive public space.



WATERFRONT PROMENADE  
Vinterviken - Årstaviken, 1:10 000



CONTEXT

Liljeholmen, 1: 5000



Residential 

Non-residential 

Facility 



## The area today

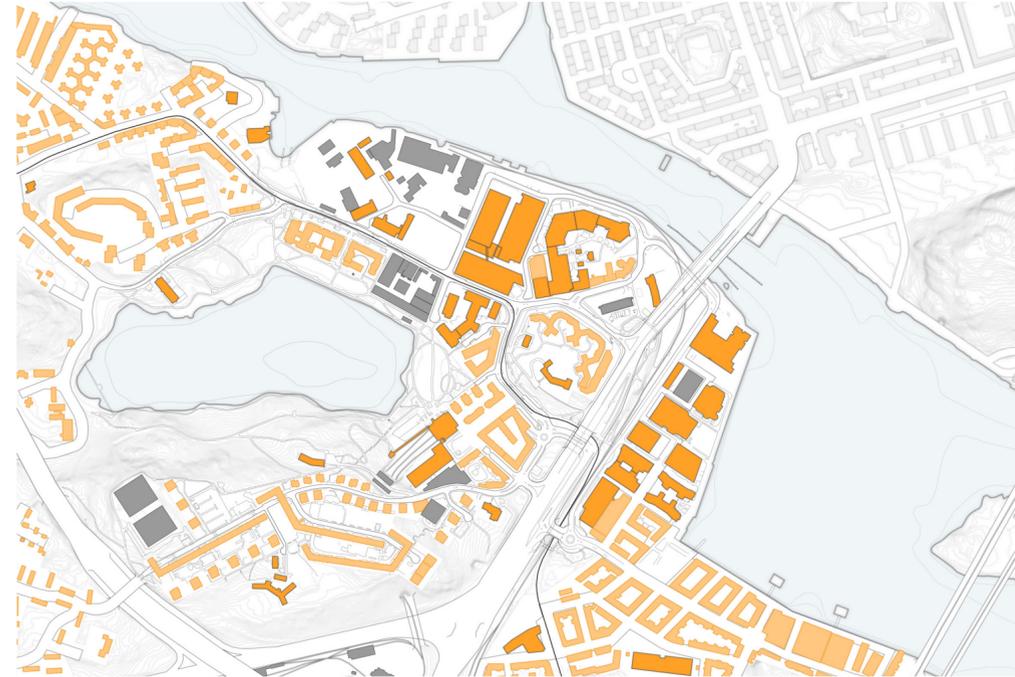
One of the reasons I chose to position my project on Lövholmen is quite personal. I have lived in the area and walked along the waterfront of Årstaviken many times. It is a relaxing feeling to put on my headphones, and walk along the pathway having water continuously on one side. The character of the areas along Årstaviken changes throughout the path, but the water is always present. The constant presence of water gives Stockholm its strong identity, and the possibility to walk along the waterfront is available around whole Södermalm, stretching from beyond Vinterviken and towards Nacka municipality, and onwards.

I'm rarely alone along the path, as it is popular among joggers, families, teenagers

and pensioners. Both when you're walking without a set destination, or having a place in mind, steps can easily add up.

With this in mind, it is symbolical to open up Lövholmen and tie together the continuous waterfront promenade. This has been an early and defining decision in my project. I'm convinced that the wish to follow along the waterfront is not unique to me, but something that many can relate to.

This decision is an important stance, and sets an overarching theme for my project. The waterfront is important on all scales. It is a feature to protect, and I aim to address the waterfront in a way that benefits the whole area, and not exclusively to the site.



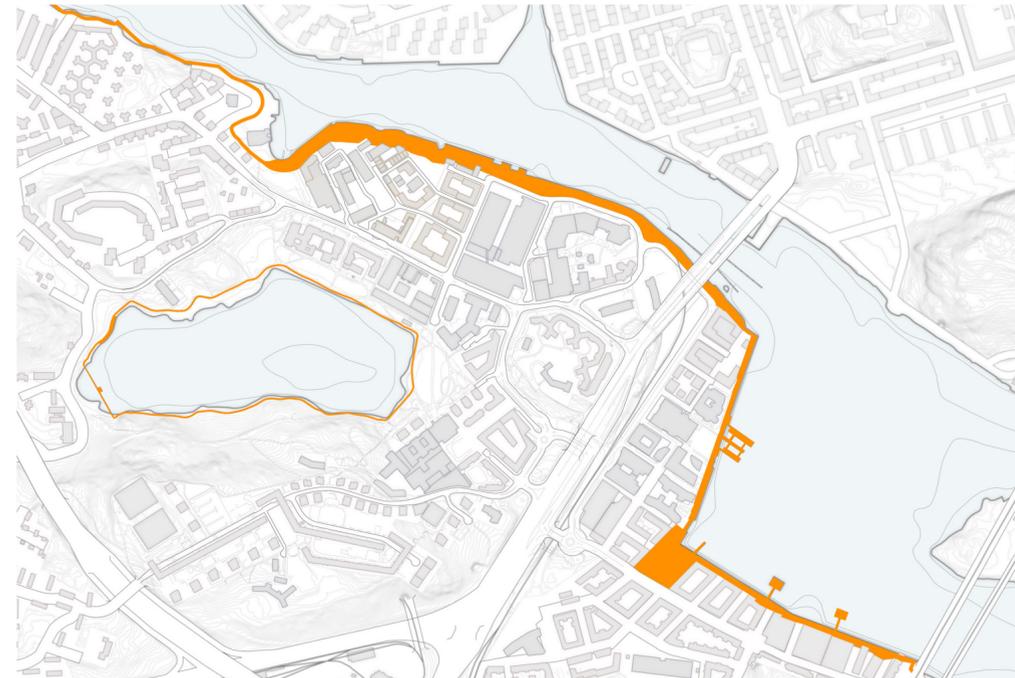
## Waterfront and pedestrian paths

The redevelopment of the site opens up an accessible waterfront, that is connected to a continuous path along Årstaviken. The role of the waterfront promenade is important in my project, and my strategy for it is to keep its unprogrammed quality and ensure its pedestrian capacity. In my proposal, the blocks adjacent to the coastline is drawn back for this reason.

The character of the environment changes along the whole pathway, and on Lövholmen, it plays a role in conveying the history of its industrial use.

This is one of several segments, many with different character.

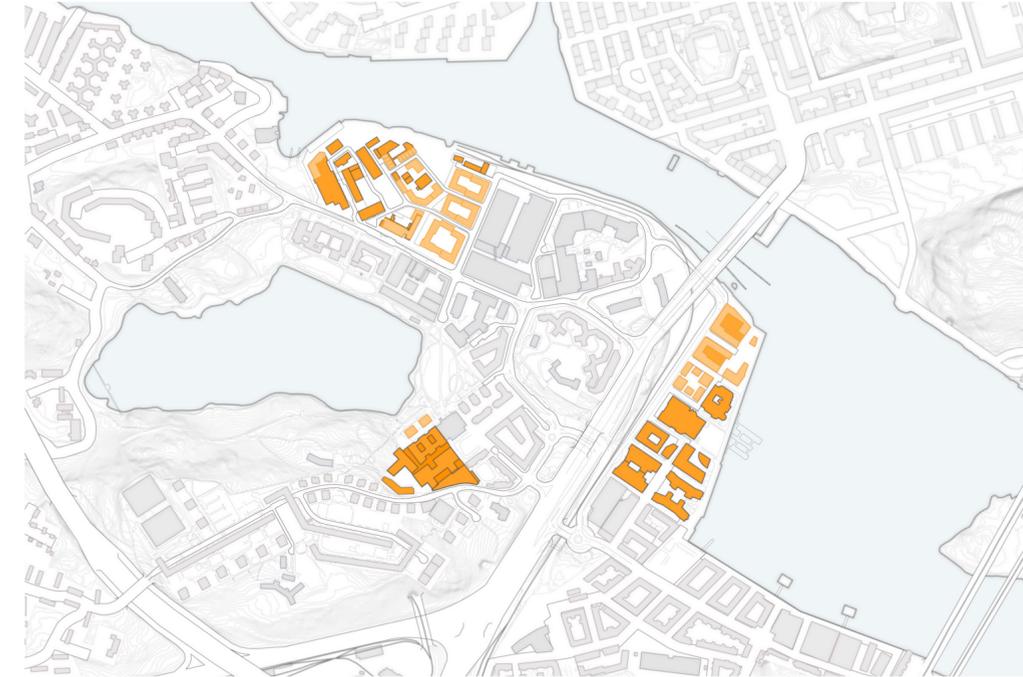
Pedestrians from the neighbouring residential areas, Gröndal and Liljeholmskajen, can reach Lövholmen via the waterfront. This is something that has guided my design, and the pedestrian passers-by plays a big role in future Lövholmen. Their ability to move along the site and either use services or not is a design strategy that I will develop further in the next chapter.



## Development

What role will Lövholmen play in its context? The area of 1980's office buildings at Marievik is currently densified and redeveloped towards housing. Further along the waterfront is Årstadal and Liljeholmskajen, where there has been residential redevelopment since 2006 that is planned to finish in 2022. At Liljeholmen centre, the shopping mall is expanded and the subway tracks are covered. Alongside the expansion of the mall, offices, a hotel and two apartment towers are planned.

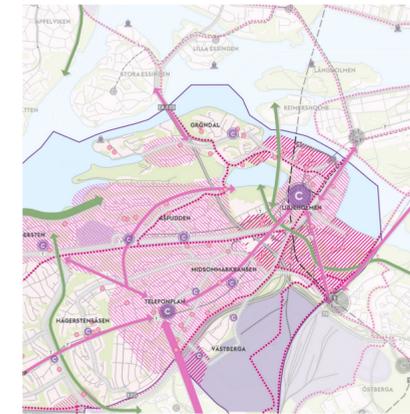
My strategy is to shift the programming of Lövholmen towards cultural activities and recreation. As a new hub, the site can offer offices and retail, side by side with the cultural activities. The density of the development is less than at Liljeholmen and Marievik. I believe Lövholmen can bridge the developments towards Gröndal residential area.



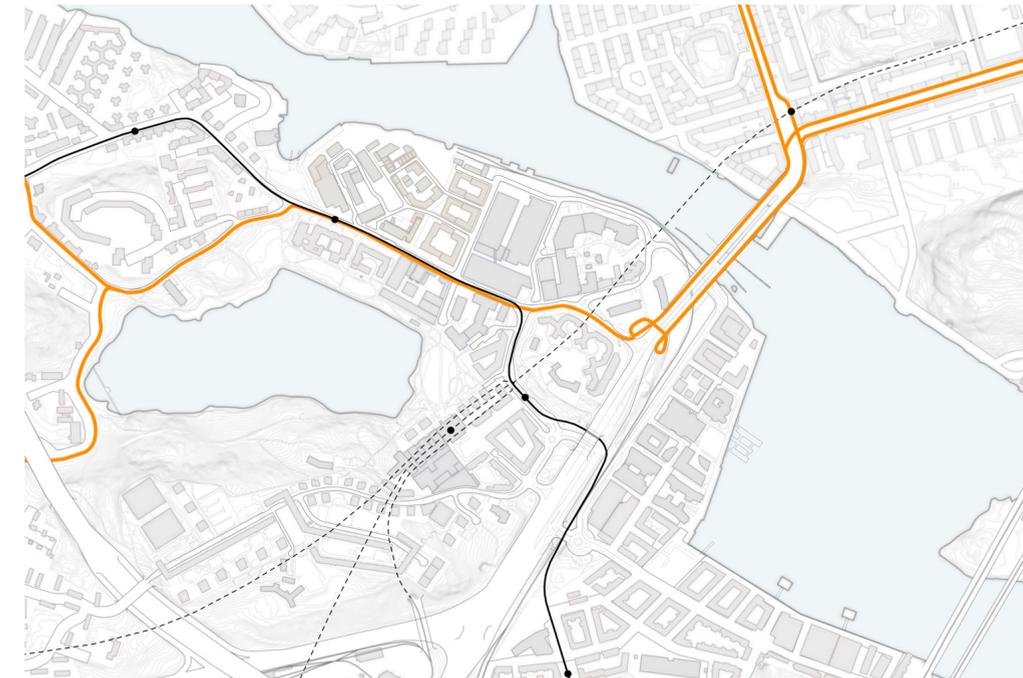
## Communication

Lövholmen is today well connected to public transportation. The nearest subway station (Liljeholmen) is within walking distance, and the tram stop (Trekanten) is directly in front of the site.

My strategy is to highlight the possibilities for sustainable modes of transportation, and minimizing the impact of car traffic within the development. The proposed development of Stockholm's bicycle commute trail connects the site to inner-city districts and neighbouring suburbs. As a new hub, visitors can easily reach the site by public transports, and office workers commute via bicycle.



Bicycle commute trail ————  
 Subway - - - - -  
 Tram ————



#### 4.3 Urban development strategy

This part of my degree project acts as an alternative masterplan for Lövholmen. The plan, and my work, is mainly shaped around the existing buildings on the site, and their activities.

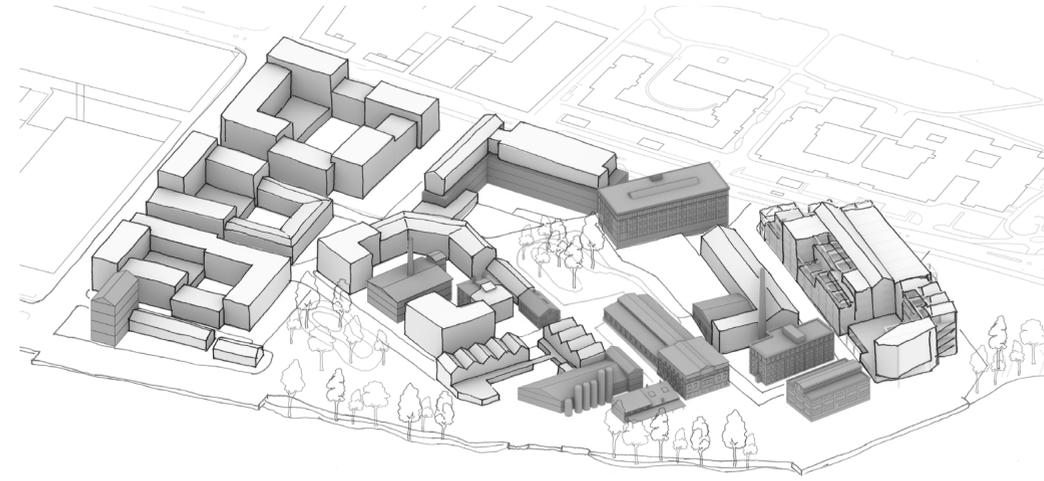
The reason for this is to highlight the potentials of these building and the benefits of keeping the existing cultural activities and their actors. My urban design sets off from that idea, and my project aims to share a vision of that alternative development.

This has strong effects on density and exploitation, and need further investigations into levels of contamination and building integrity. In my project, I have valued the cultural history, activities and building identity of Lövholmen, and shaped a plan aiming to preserve this.

Working with this masterplan, I have focused on flows and movement for various users of the site. These flows are drawn from the bigger context, and help defining proposed programmes according to the movements of the users.

Furthermore, I have also focused on building scale and building blocks that are matching the existing ones on Lövholmen. The building blocks help define a distinction between private and public areas. This aspect is important due to a lot of pedestrian movement through the area and its central location.

I have, into this stage, carried with me decisions and strategies from the previous stage. This plan acts as a base for the last stage in my project, where I zoom in and explore the programming of one block and a proposed building programmed for public functions and emerging trends.



#### DEVELOPMENT PLAN

Lövholmen, 1: 1000



0 25 50 100 m

## The site today



## Flows and movement

As an overall strategy for the site, I'm prioritizing pedestrians and connecting onto existing roads and pathways. Along the waterfront, a main artery for pedestrians follow the coastline, and connects to courtyards and narrower alleyways around the existing buildings.

Car traffic on the site is accessed via Trekantsvägen. This is to decrease the strain on Lövholmsvägen, were trams, cars, bicycles and pedestrians travel in both directions. I have proposed a secondary loop, facilitating non-residential buildings, in the western part of the site. This street segment is necessary for deliveries and

proposed to function as a pedestrian street during parts of the day, as well as during summer time (sommargågata = summer pedestrian street). Seasons play a big role in the street life in this context. Pedestrian streets and activities allowed to spill out onto the streets are attractive qualities to design for in new developments, but the climate only allows for it during a short time of the year. I have aimed at offering a compromise on Lövholmen. Low intensity streets that afford for activities part of the time, and at other times, gives an urban feel and density, working towards extending the inner-city districts.

- Pedestrian path
- Car traffic direction
- Seasonal pedestrian street



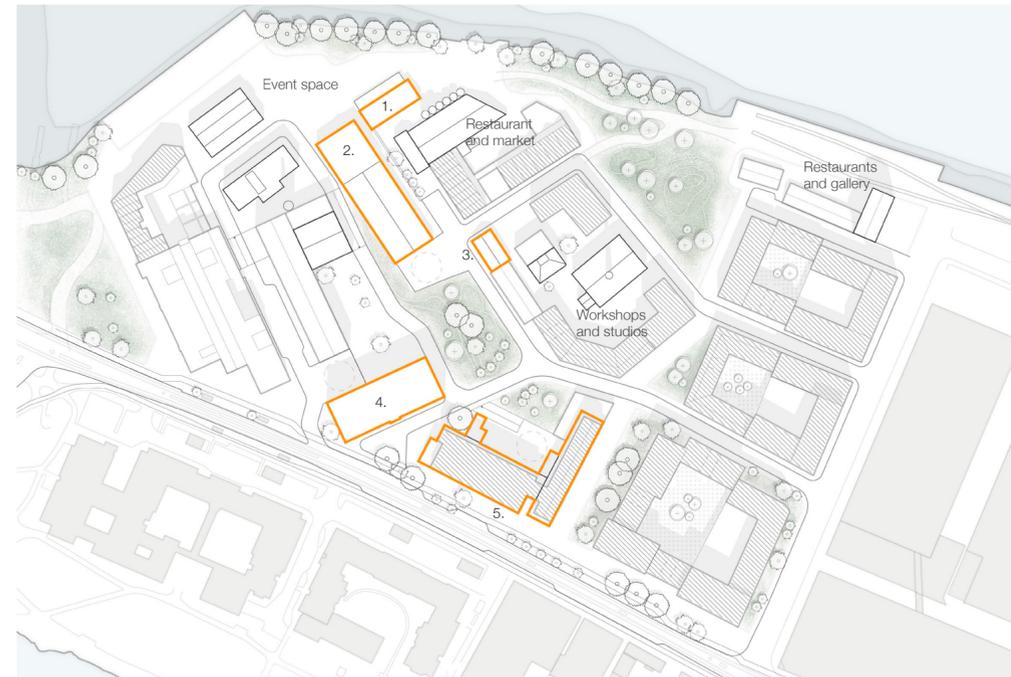
## Programmes and generators

The development I propose is a mix of residential and non-residential programmes. Existing buildings with no current activity are repurposed towards public functions or as workplaces.

The Cementa factory and warehouse is demolished. It is my meaning that the building is simply too impractical for repurposing, apart from a storehouse in the northern part of the silo structure. This is an action to free up space that is more effectively used as housing and recreational space, making the area more attractive for its inhabitants and visitors.

### Existing activities on the site

1. Smälten: event space and gallery
2. Färgfabriken: art museum, gallery and institution
3. Betonggalleriet: gallery and studio
4. Beckers huvudkontor: gallery, hub of rentable studios
5. Stadsmissionen: Workshops and course facilities



## Block typologies

The plan consists of a mix of open and closed blocks. Three closed perimeter blocks are programmed for housing only, and the other open blocks are programmed for mixed residential and public functions.

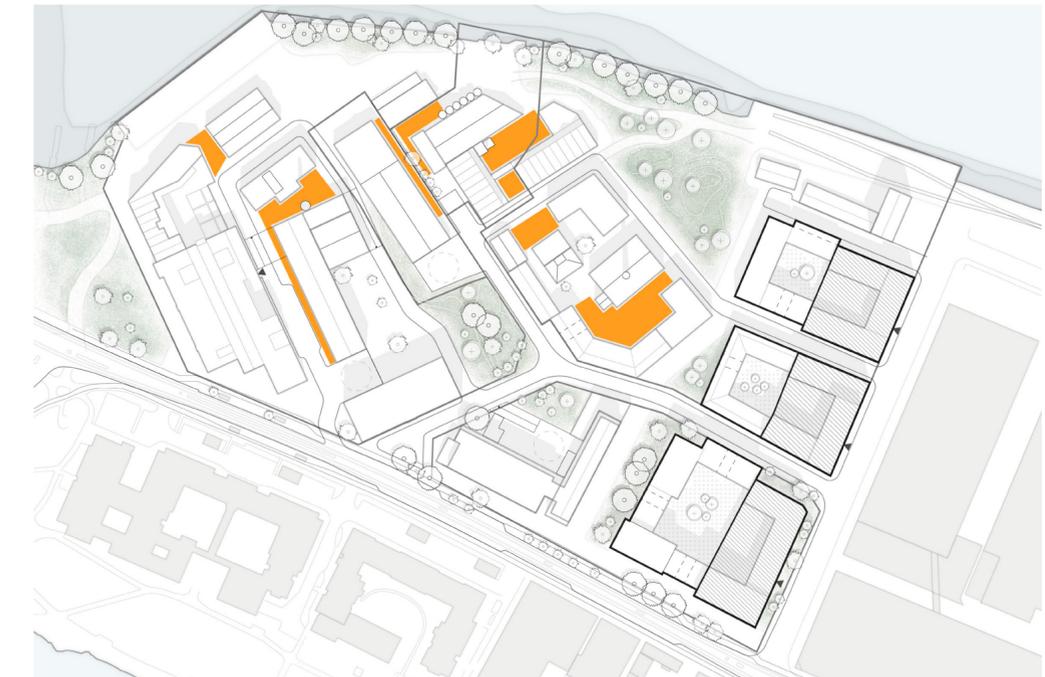
The existing buildings have influenced the shape of the blocks, together with an intent to not break property lines with buildings. In two cases, blocks are shaped by connecting to existing buildings with new ones.

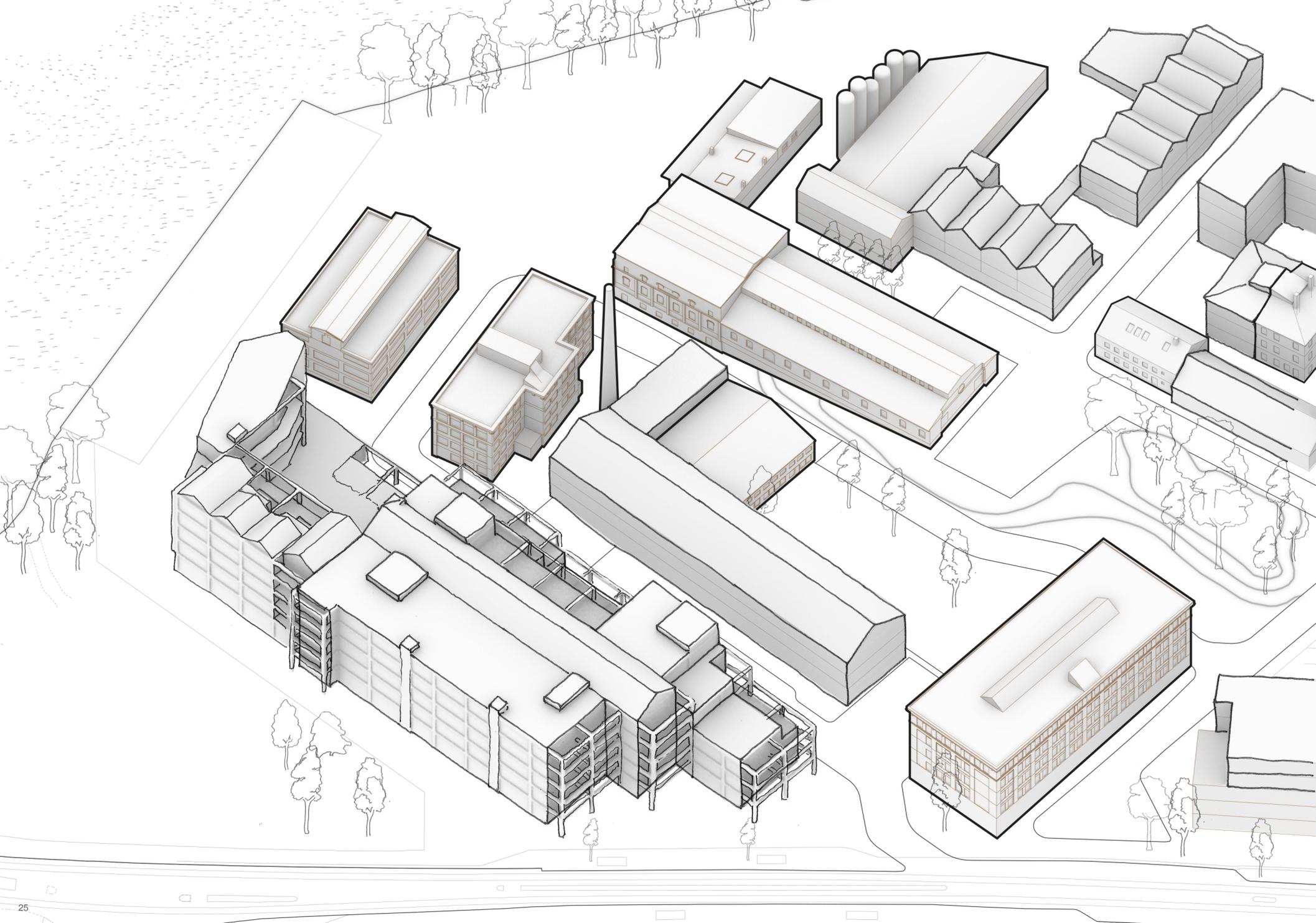
My proposal is focused on mixed development, and I believe that the open blocks allow better potential for commercial activities in the reused existing buildings.

These open blocks connect to pedestrian movement, and afford public functions on the open courtyards.

The three residential blocks are divided in to two, forming one elevated courtyard and another courtyard at street level. Elevated courtyards allow for easier implementation of sunken parking garages, but raises the block and disconnects the courtyard from its surrounding. I have placed the taller elevated halves towards the more traffic intense Trekantsvägen. This action allows for more connected courtyards, at street level, towards the pedestrian pathway.

- Closed courtyard
- Elevated courtyard
- Open courtyard





## 5.0 Visualized future

The final part of my project zooms into one block of the development, and one building that hosts a mix of programmes. The programmes are the trends and defined user groups, mentioned in chapter 2. This chapter acts an exploration and testing of the symbiosis and linking between the proposed programmes and the spaces surrounding them.

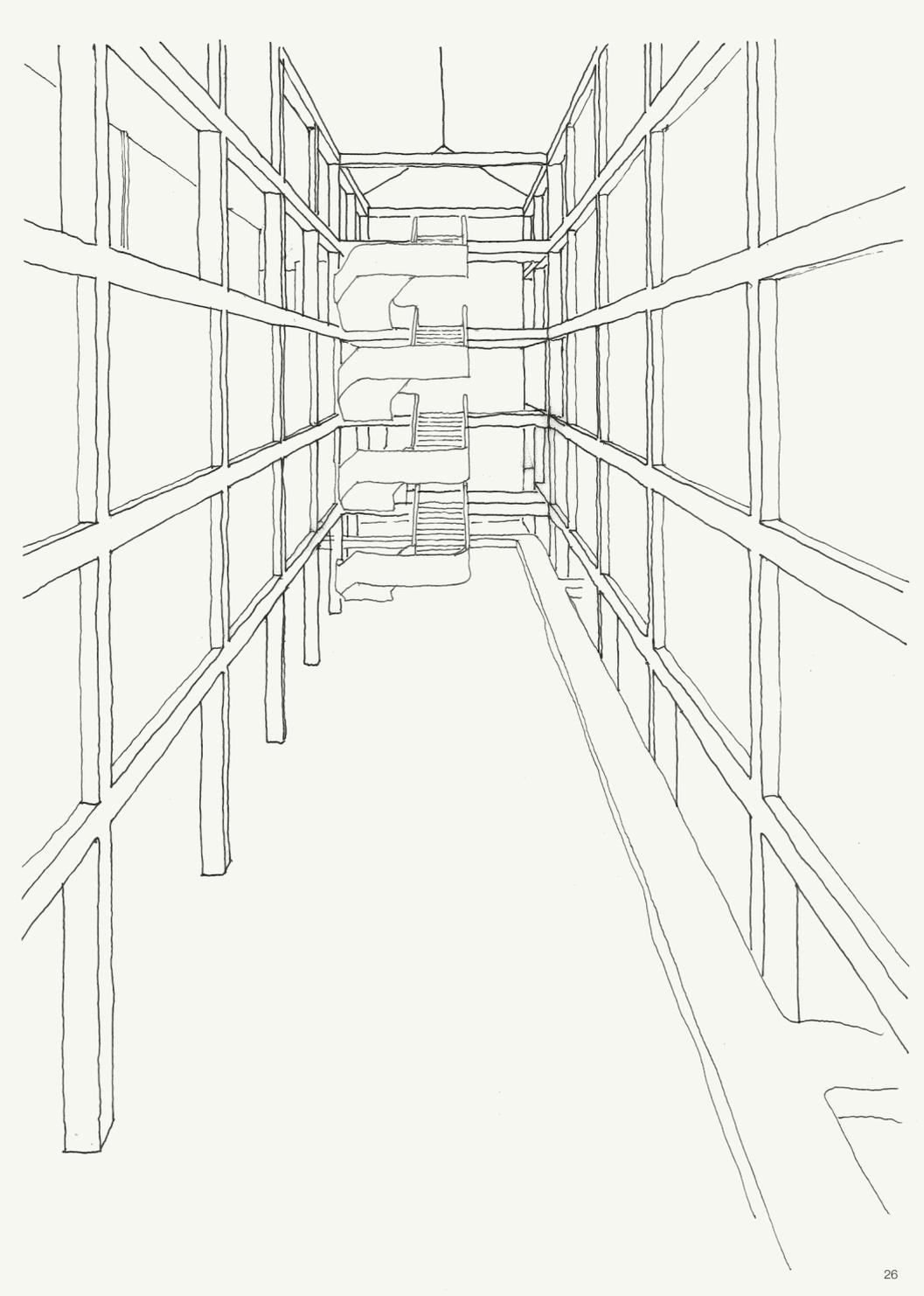
The arrangement of programmes is determined by flows and movements of users, as well as its performance related to the urban development strategy from chapter 4.

What determined the place for this zoomed in investigation was the possibilities for implementing new programmes and repurposing old buildings. This side of the site becomes an interesting intersection of the waterfront, communications via Lövholmsvägen and the existing generator Färgfabriken.

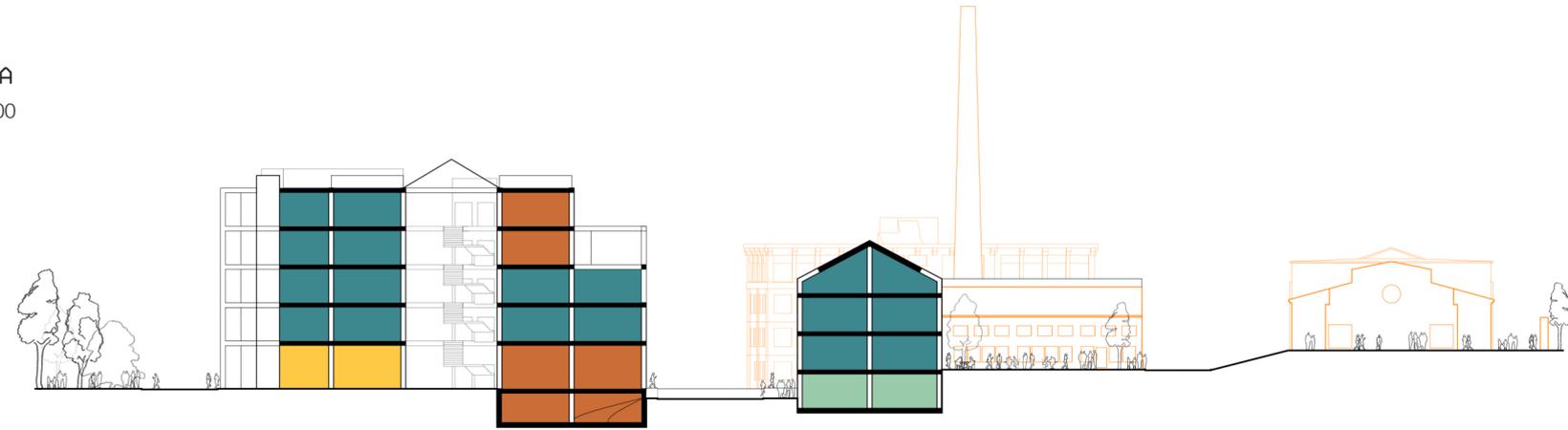
It will be the most public part of the development, with possibilities for mixing multiple users, which has been a long-term goal of my degree project.

There are two main reasons for the choice of programmes for repurposed buildings. One is the placement of the building, looking at how the existing building body functions according to the urban development plan. The second reason concerns longevity and flexibility. A repurposed industrial building is, in my opinion, more static and less flexible in its floor plan layout, not fitting for the emerging trends, that are changing and demanding.

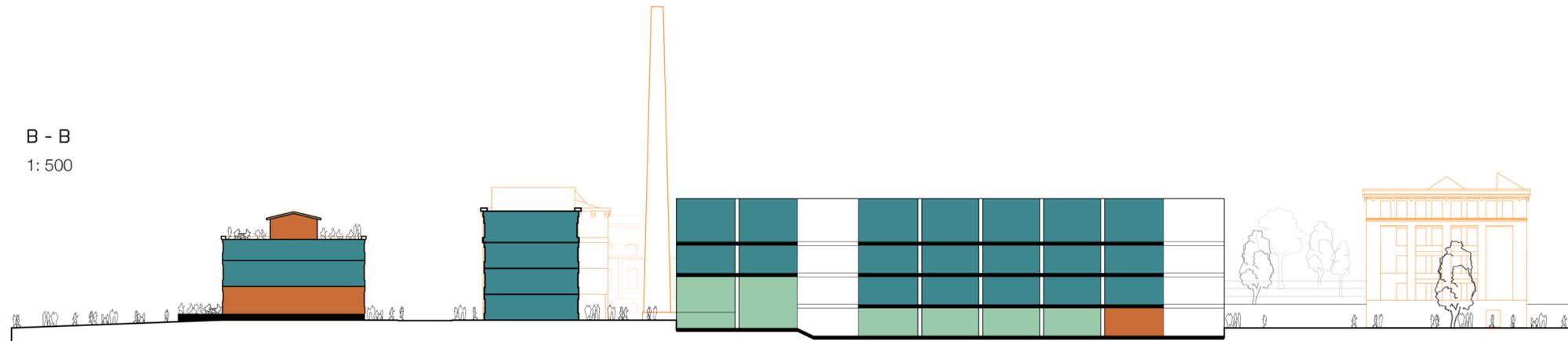
An aim for my new public building is then to shape a more evolving space. It is designed for that purpose and programming in mind, and with it, I explore a vision of specialized spaces and the required elements for each program.



A - A  
1: 500



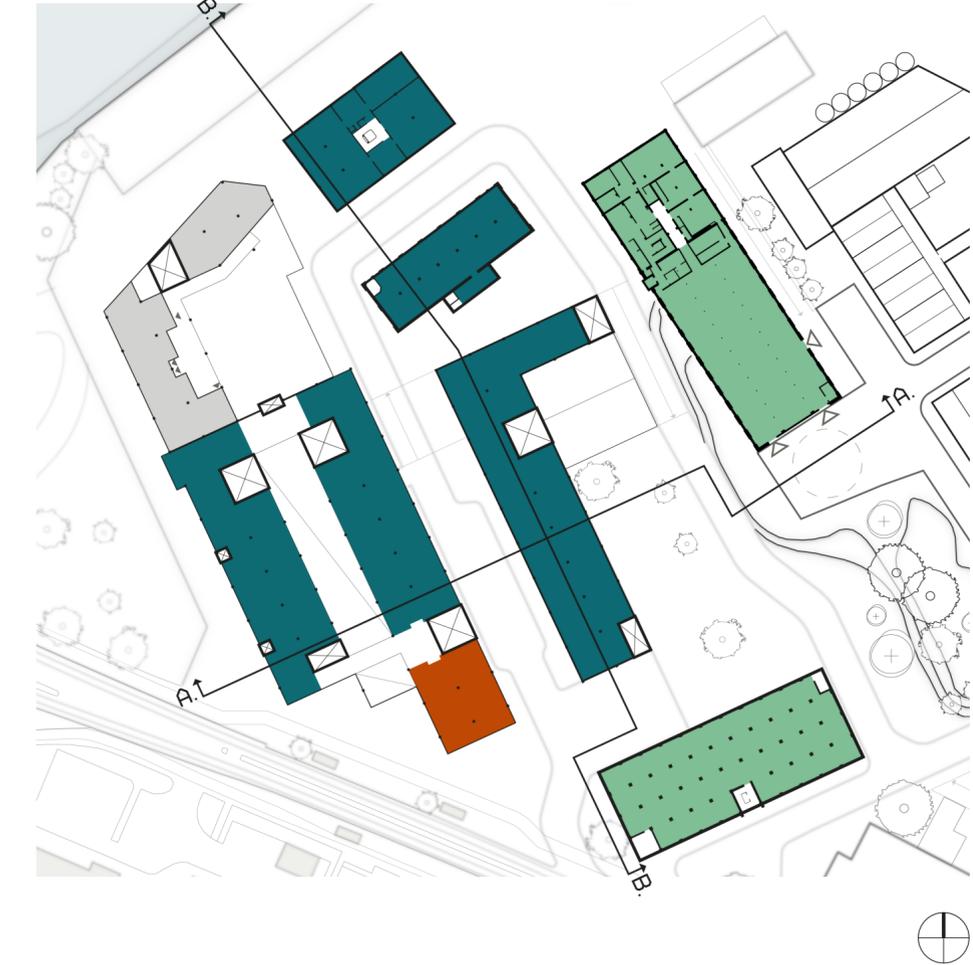
B - B  
1: 500



Ground floor programming  
1: 1000



First floor programming  
1: 1000



- Service
- Retail
- Office
- Cultural
- Residential

## Ground floor

1: 250



The ground floor in my building hosts programmes accessible to the public. They play a big role in the atmosphere and purpose of the design, aiming at multiple functions made accessible and at mixing users.

A defining feature is the open atrium, shaping an interior street. I believe it is fitting in this cold climate, and one way of supplying the city with active public spaces during the colder months. I have aimed at offering generous circulation spaces and tried to highlight them in my design. This is to shape a building that is transparent in its use and active. The building offers meeting places for office employees in some places, and public meeting spaces in other places.

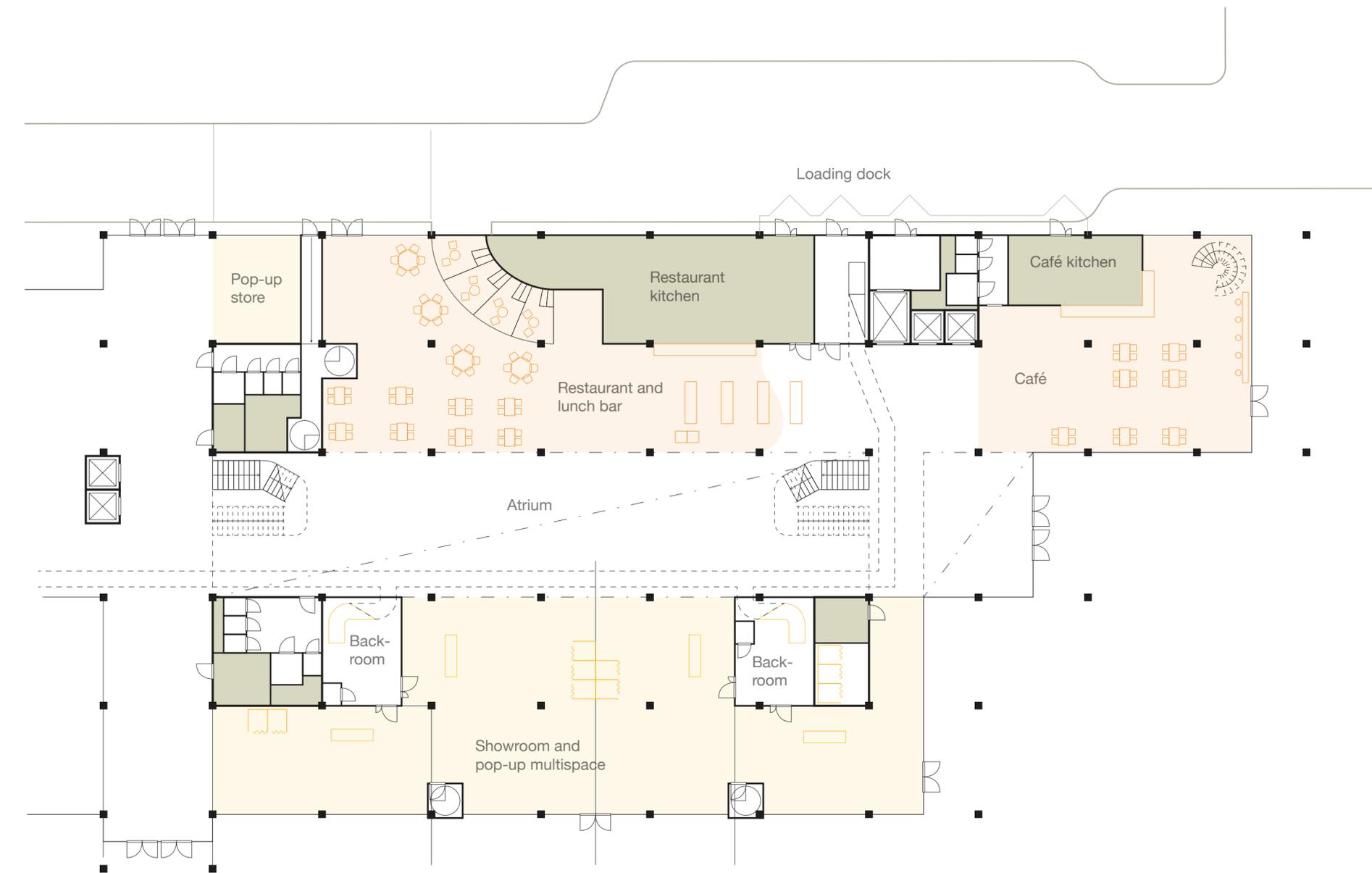
The restaurant and café are placed with direct connection to the looped supply road, with connection from Lövholmsvägen. The showroom and pop-up retail stores are supplied via internal conveyor belt.

The building is composed of two parallel sides. My intention, and a strategy in visualizing the space, is that one side of the building is made up of repeated floor plans from level 1 to 4. This highlights the system of the building and the possibility of dividing the space in a variety of ways. This feature answers to the collaborative function of Co-working, offering floor plans that can be split into segments, while sharing facilities.

On the other side, level 1 to 4 is reduced in floor area when moving upwards. This offers terraces, and decreases the shadow casted by the building onto the alleyways and plazas in front. This side is aimed at showing a scenario of more adapted programmes, and is less flexible. It hosts spaces for ABW2 and meetings rooms. These spaces are more permanently furnished, and the programmes act more long-term, compared to co-working.

Finally, the overall composition of the building aims at fitting in the programmes according to movement. The most public functions are placed on the ground floor. Drop in Rent/h workplaces are positioned on the first floors. One with direct access to the café, showcasing an example of the symbiosis and mixing that these programmes offer to public spaces.

The two middle floors, aimed for co-working, ABW2 and meeting rooms are relatively more secluded, yet still part of the active and intermingling building. The top floor houses a rooftop terrace and bar. This is an example of the programming that can arise due to the flexible knowledge worker. Showing how blending of functions, public and more private, share one place in the city, offering activity during extended time frames compared to before.



Floor plans

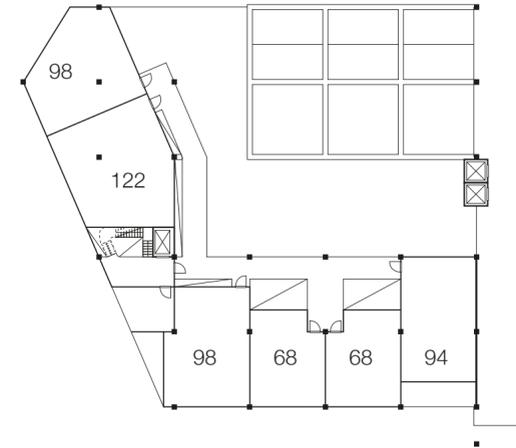
1: 500



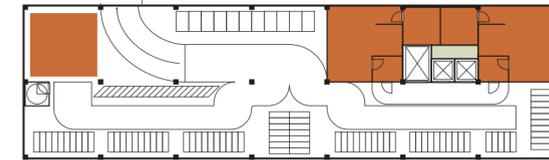
Ground floor  
Public functions



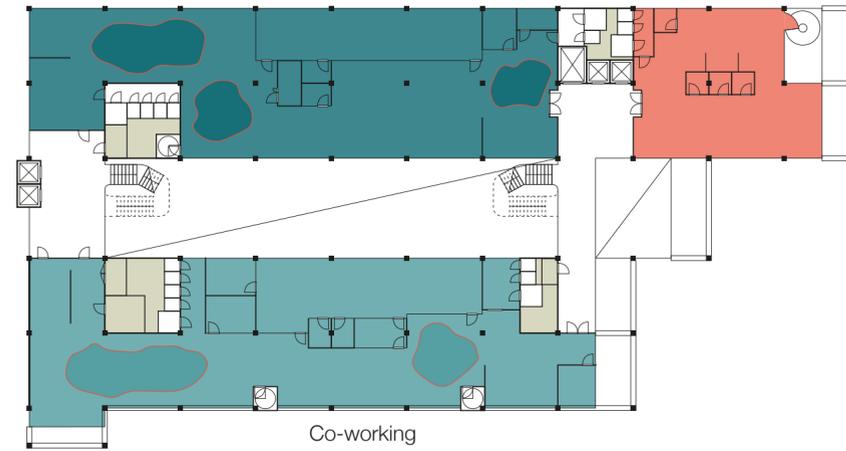
Level 1 - 4  
Residential



Level -1  
Bicycle garage



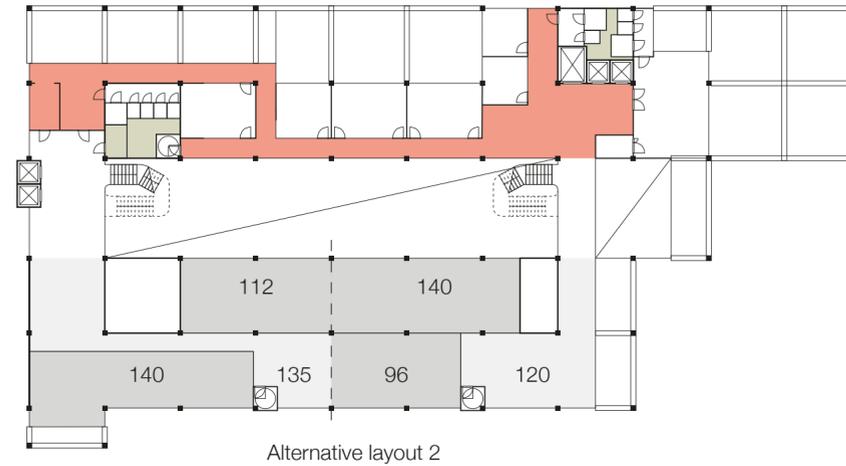
Level 1



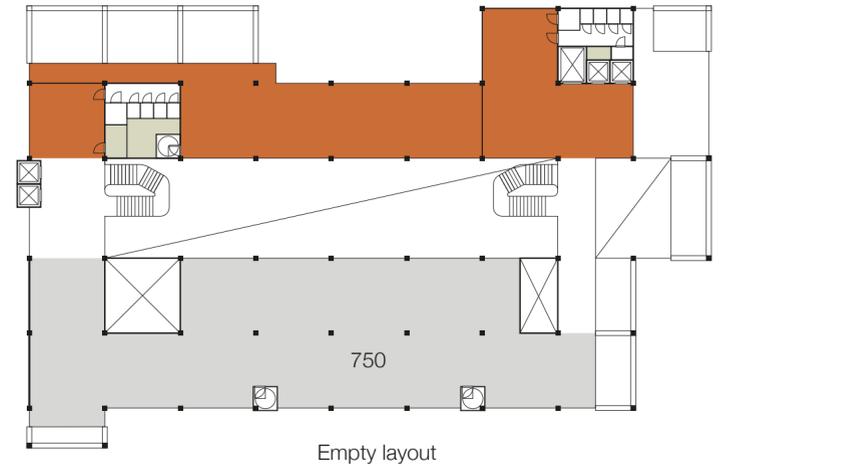
Level 2

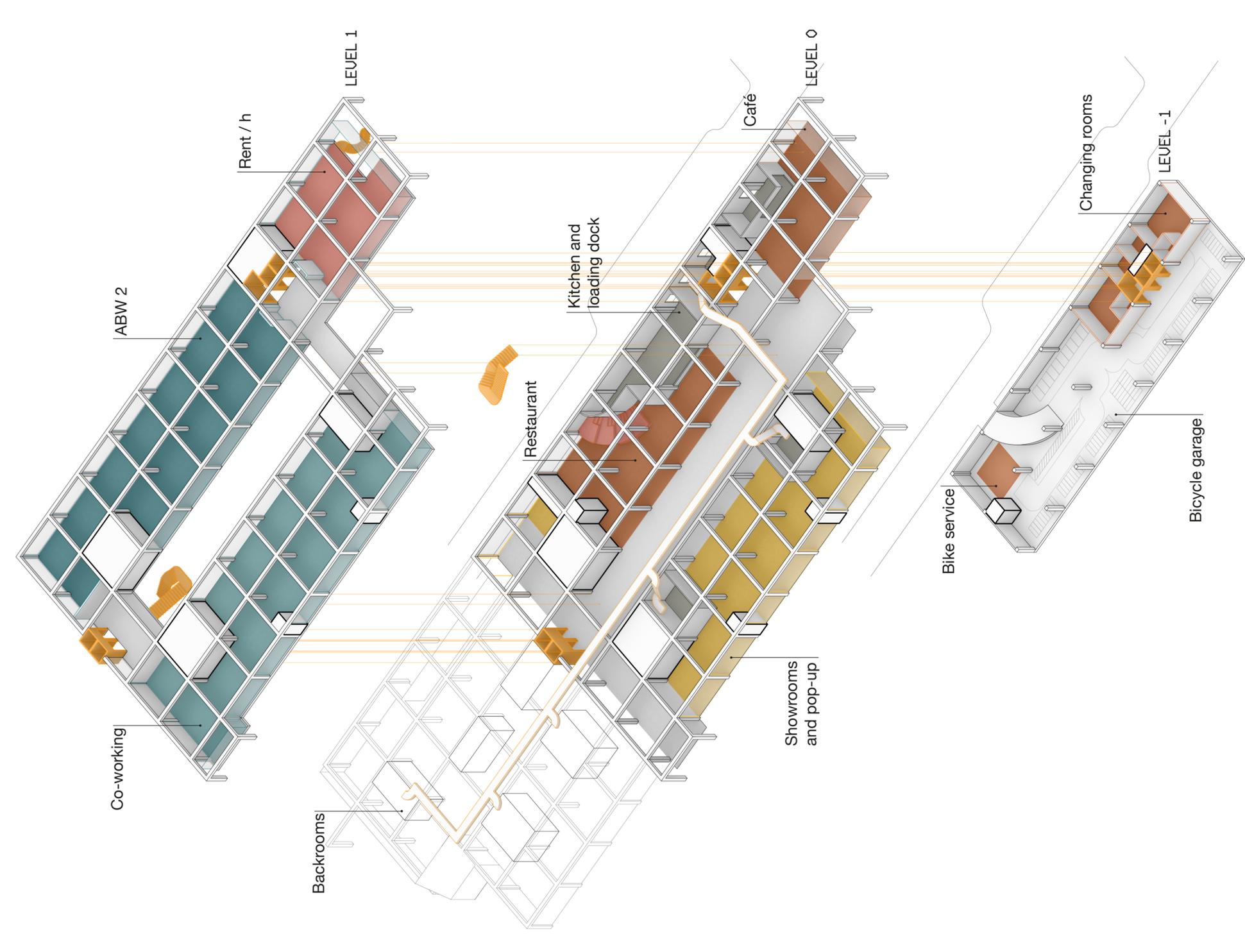
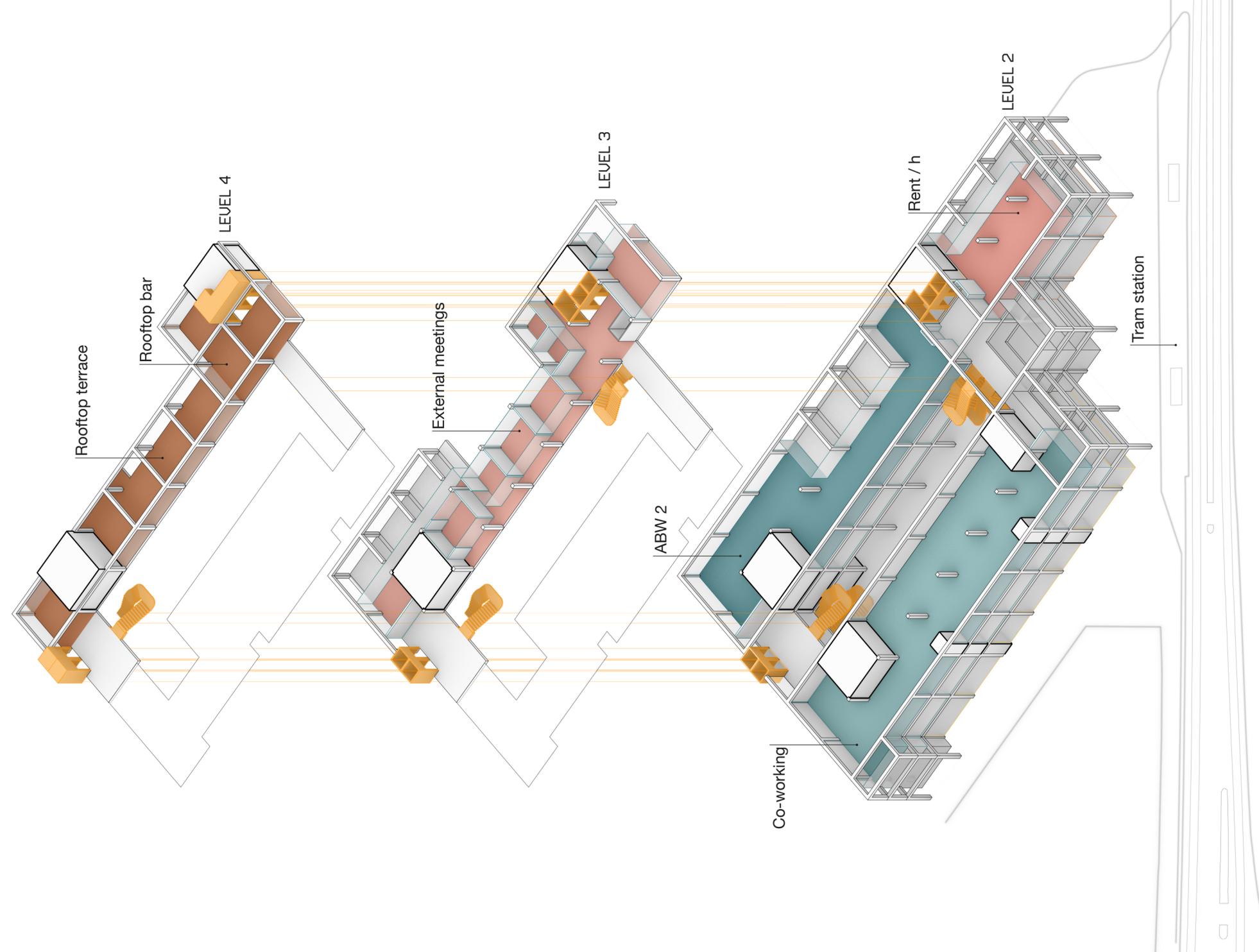


Level 3



Level 4

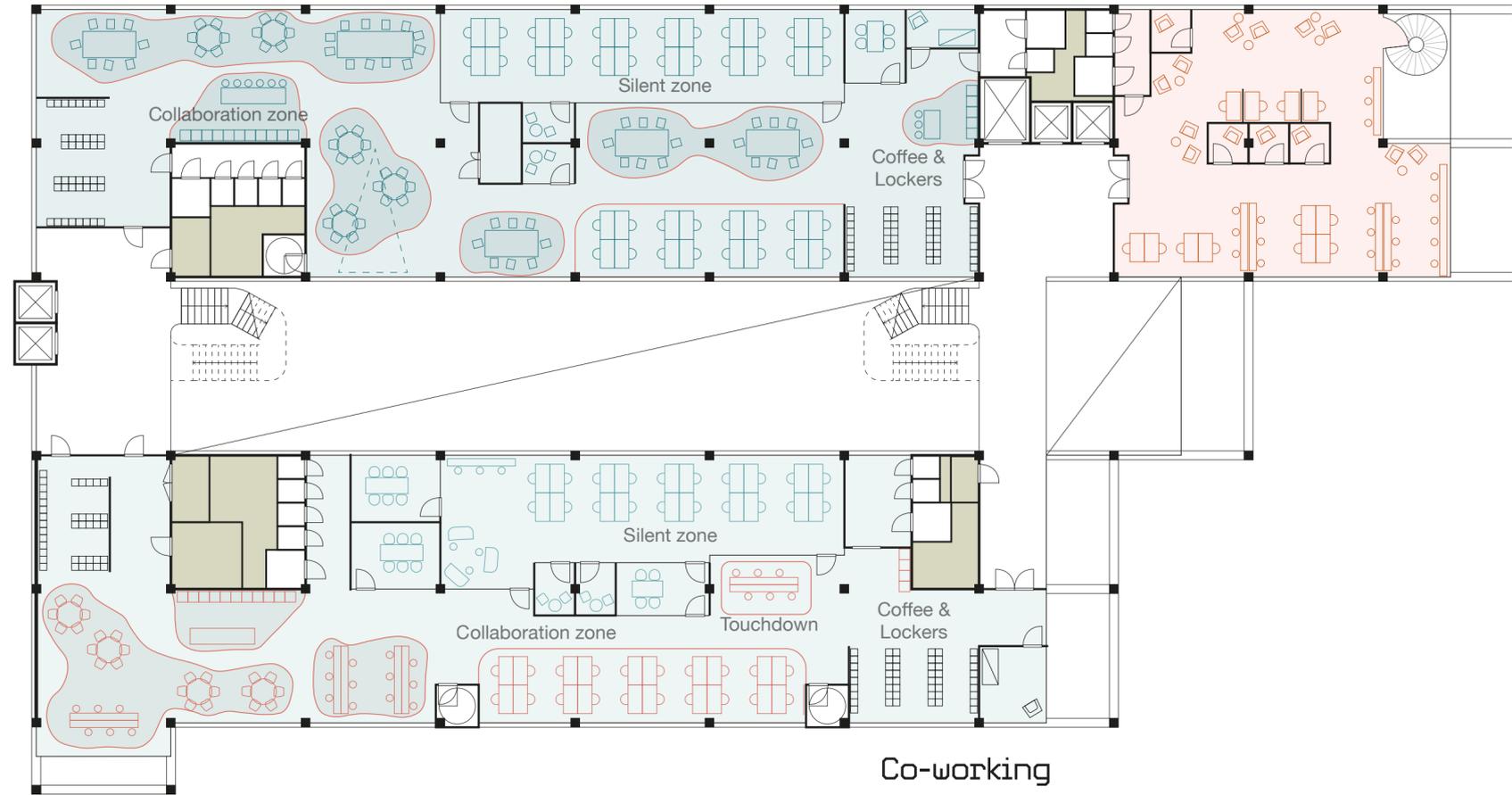






### ABW 2

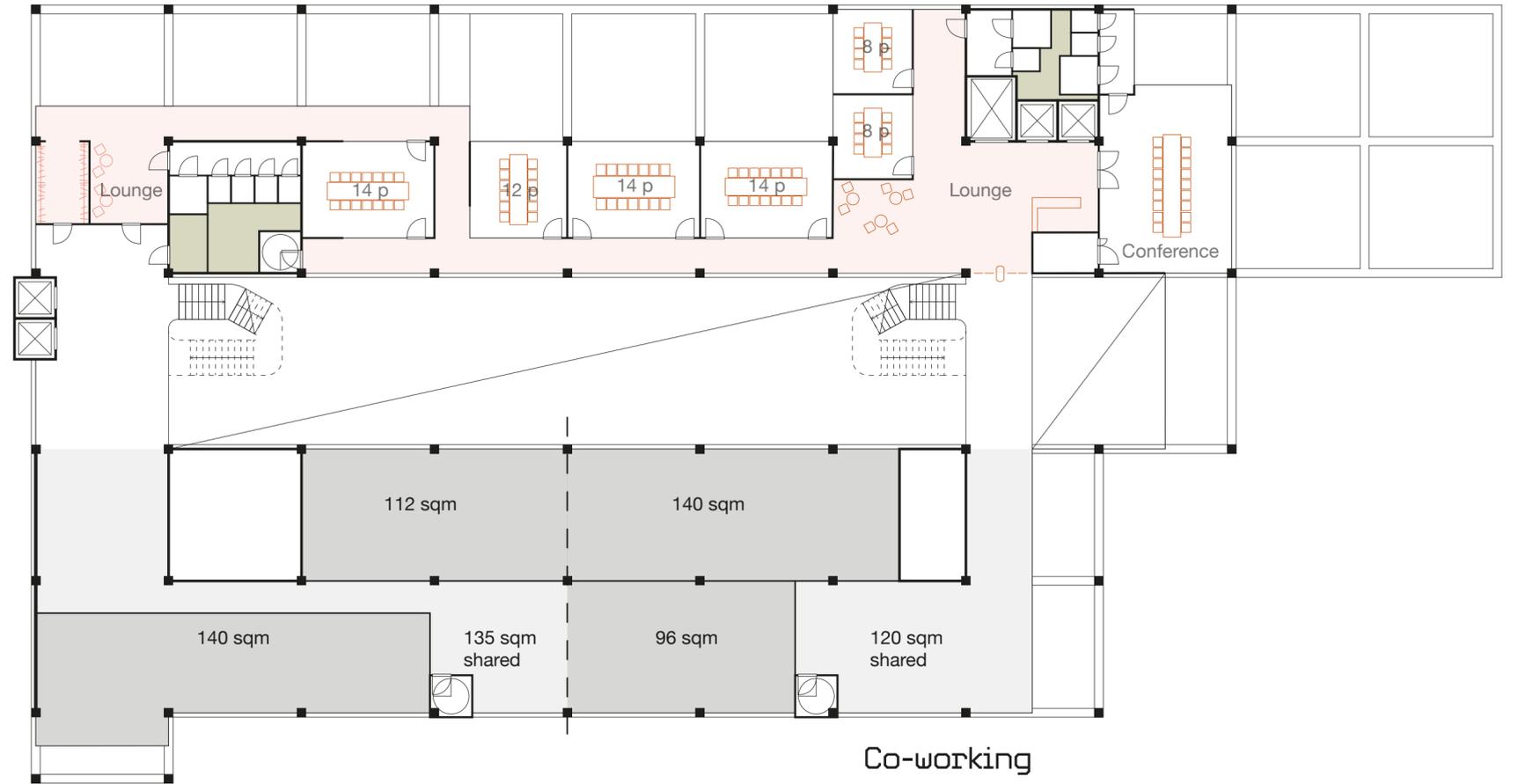
84 places, 720 sqm  
8,5 sqm / p



### Rent / h

32 places, 280 sqm  
8,8 sqm / p

### External meetings

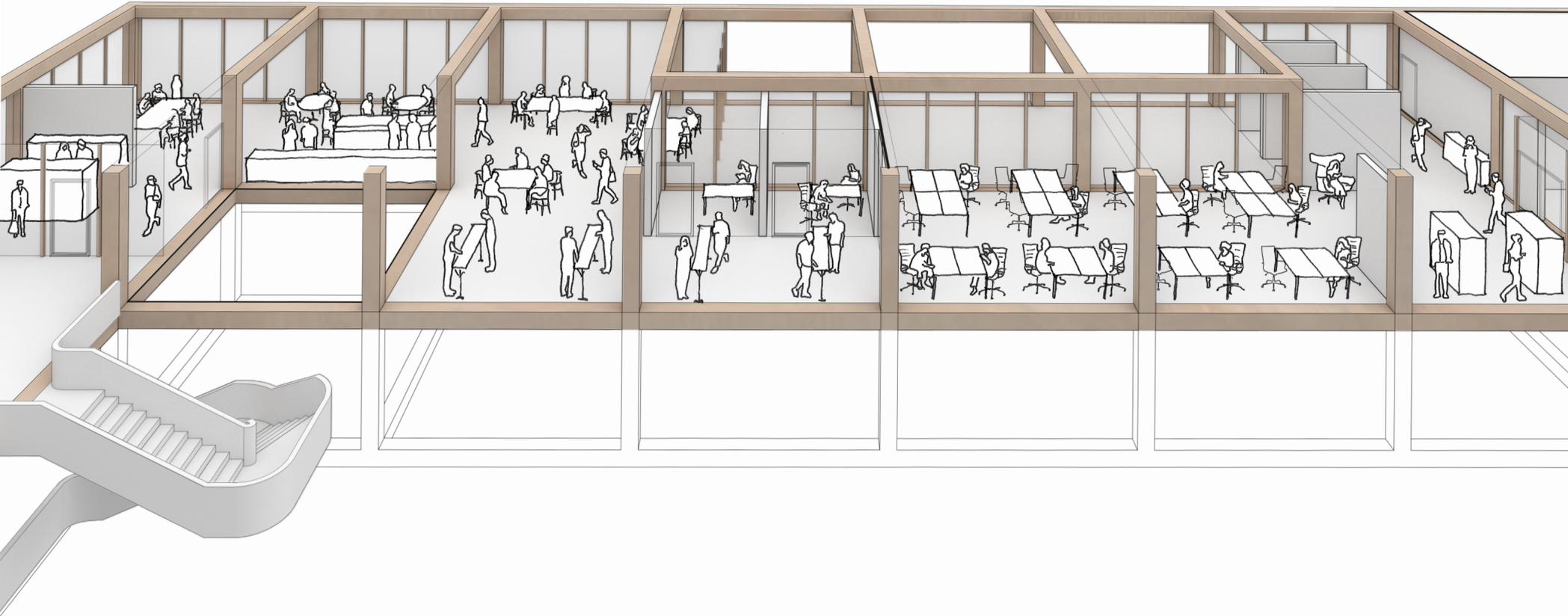


### Co-working

67 places, 750 sqm  
11 sqm / p

### Co-working

## 6.0 Conclusion



The knowledge based workplaces of the future will be mixed in activity, and of course very tailored for the individual company. Throughout this degree project, I have found it challenging to convey workplaces designed without a specific program description. The office places shown in this report are better at explaining the overarching themes, rather than a specific solution for a real company.

One of the biggest changes coming to workplaces might not be how they are built or furnished, but in management. Being able to choose between working remotely or in the office gives the employees an increased freedom and individuality. This means also that your individuality shapes someone else's work environment.

The offices of the future are then very dependent on good communication and planning. What is needed are office interiors and office cultures that allow for meetings and social interaction in the physical office, and at the same time, support the possibility to retreat and focus at more silent work desks.

My research question asked what the role of these offices will be in urban development. Their role will be one of many programmes in mixed hybrid spaces. My degree project has looked at the increased flexibility of the knowledge based worker, and I have used this shift in behaviour to its full extent. My opinion is that the line between work and leisure is not as distinct anymore. The office worker's role has blended with the residents and visitors in the hybrid space made up of mixed programmes.

To answer my question, I have explored a development that is very much moving towards the 24h society of accessible services and spaces. This has guided my project towards design solutions regarding flows and infrastructure. I see Lövholmen as a prototype of a new node that acts as one 15-minute city, alongside to other places within a bigger context.

Looking back to Lövholmen, and its future, it is still unclear. At the moment of writing the fate of Nitrolackfabriken is not yet decided. I understand repurposing old building is a complicated process, but the reward is that we never know what will emerge if it is allowed to survive. There is an example of just this at the same site. Palmcrantzka fabriken was suggested to be demolished in 1986, but in 1991 renovated and repurposed to Färgfabriken. This building and its activity is now such a defining actor on the site, that it is hard to believe any development on Lövholmen without it.

My degree project has left parts of the urban plan undefined, and to some degrees incomplete. My aim has been to highlight specific topics and explore an alternative plan for Lövholmen. In this process, I have gotten to know a new Lövholmen and the many complexities of urban design. I hope to have inspired to new thoughts and what we can ask of public spaces in urban developments.



Palmcrantzka fabriken, 1979  
Source: Värdefulla industrimiljöer i Stockholm, Stockholms stadsmuseum, 1984

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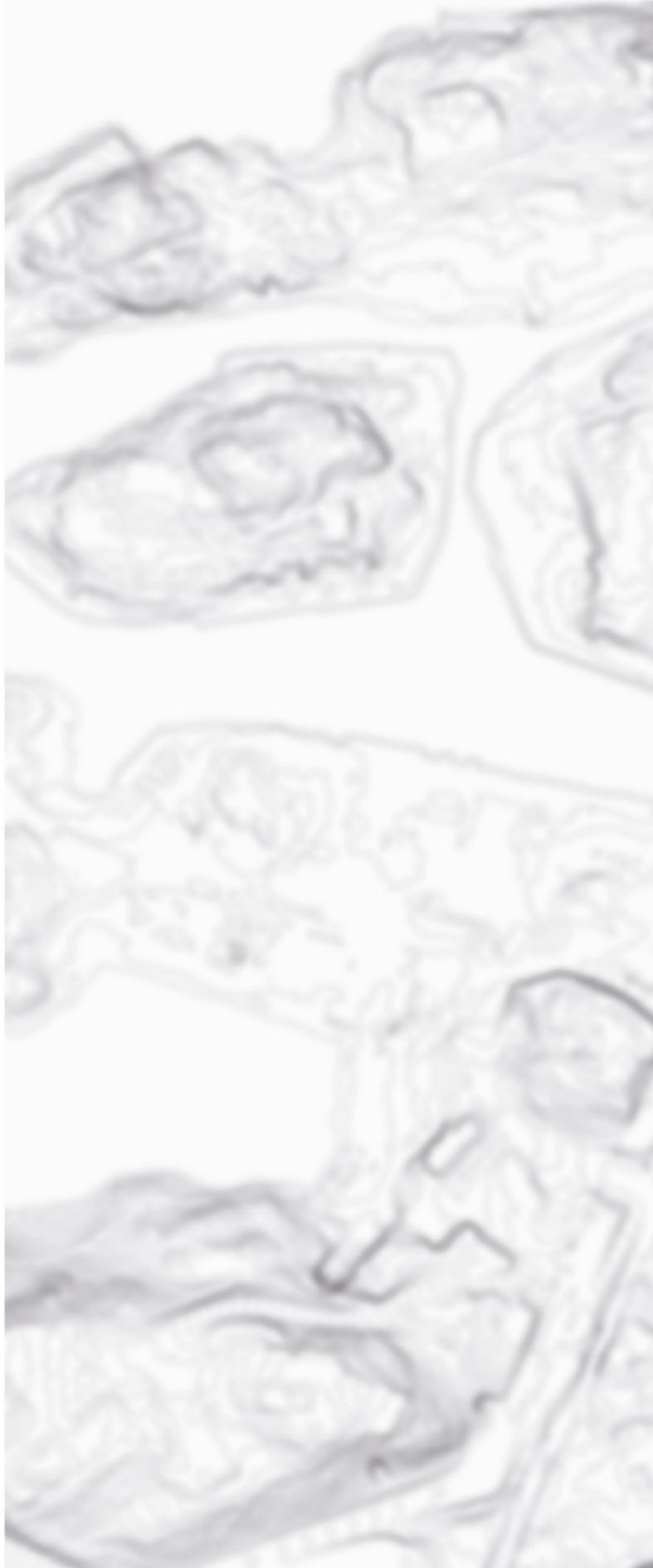
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