



City of Oslo
Agency for Planning
and Building Services

Hovinbyen: The New Fringe City of Oslo





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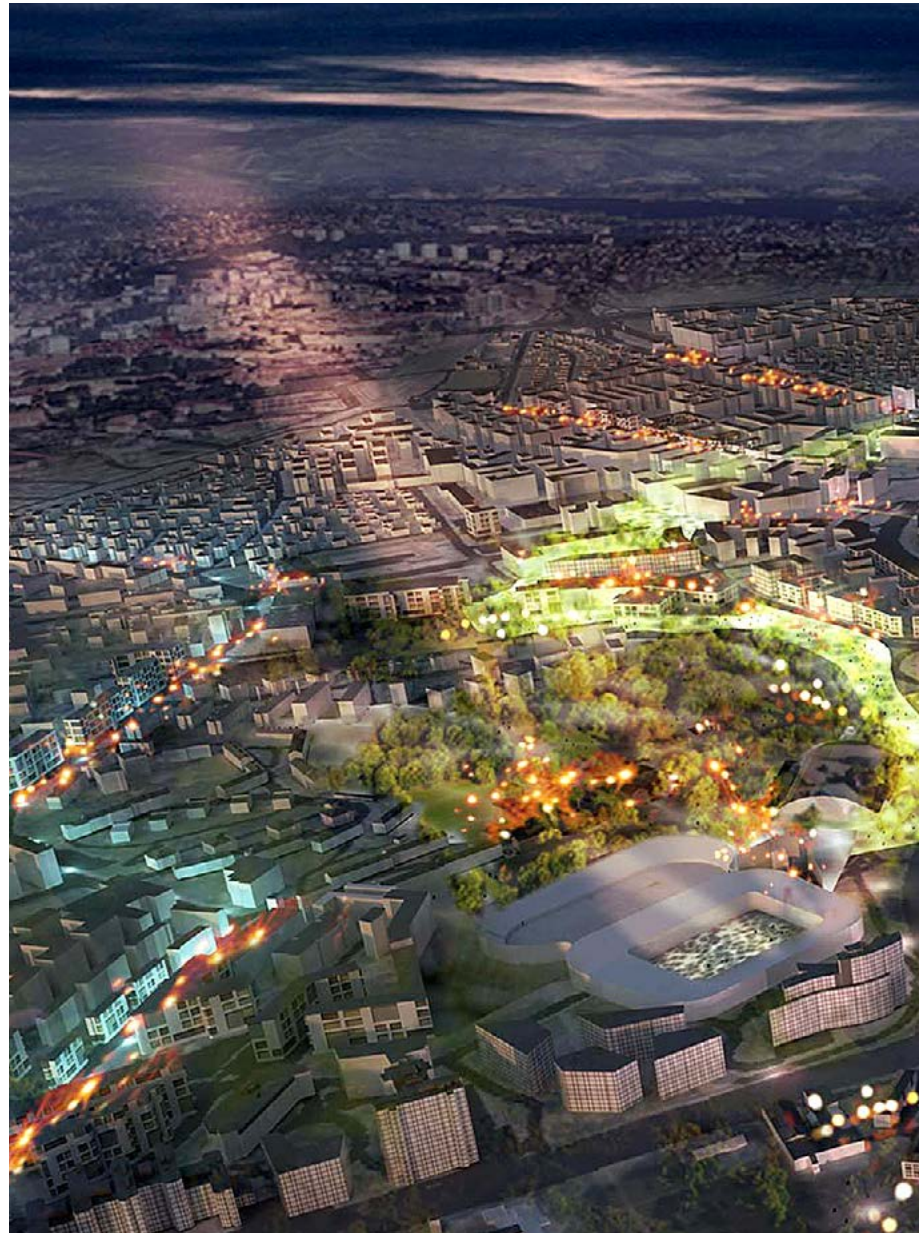
Oslo is one of the fastest growing cities in Europe. Hovinbyen has been identified as the capital's largest urban redevelopment area up to 2030. The area comprises 11 km², almost as large as the whole of Oslo's existing inner city.

The proximity to Oslo city centre means that Hovinbyen will be an extension of the «urban nucleus», with a good mix of housing, business and city life.

Økern is intended to be the main centre in Hovinbyen. The distance from Økern to Oslo Central Station is the same distance as from Majorstuen to the Central Station. However, in contrast to the corresponding area to the west of the city, larger parts of Hovinbyen are subject to heavy traffic, cut off residential areas and industrial and warehouse areas that are scarcely used.

Hovinbyen

- » 30,000–40,000 new homes
- » 60,000–80,000 new residents, in addition to the 40,000 that live here today
- » 2,500,000 m² of commercial space
- » 50,000–100,000 new jobs, which is double the current level of employment



«The green ring»

«The green ring» is the concept of creating a circular green recreational trail of around 6 km that will link existing and new parks. The ring will also function as an attractive and safe route for pedestrians and cyclists between urban areas within Hovinbyen. We are using the Harbour Promenade in Oslo's Fjord City as a model.



ILLUSTRATION: TOPIC ARCHITECTS & DESIGN

The area has major redevelopment potential but also possesses many qualities that are important to preserve and refine.



Goals for Hovinbyen

There are three primary goals for Hovinbyen:

- 1 Hovinbyen aims to be an innovative and climate friendly addition to our city.
- 2 Hovinbyen aims to achieve a variety of attractive and tightly connected urban areas, which again is seamlessly connected to the greater city of Oslo.
- 3 Walking, cycling and public transport will be the easiest and most attractive ways to travel in Hovinbyen.

The area has major redevelopment potential but also possesses many qualities that are important to preserve and refine. From large green areas and rivers and streams to historical buildings and well-functioning residential areas. Hovinbyen should become a good place to live for its residents, and also turning into a destination for the city's other inhabitants.

Hovinbyen also faces challenges. Currently, heavily trafficked highways and railway lines create poor communications between different areas and towards the city centre. Reducing these barriers and creating cohesion and good communications is the greatest challenge in order to create an urban development in Hovinbyen, and for making Hovinbyen a natural extension of the inner city.





PHOTO: PBE

Hovinbyen has a rich and varied cultural and industrial history that will be utilised to create variety and strengthen the identity of the urban areas.



There are two primary strategies for Hovinbyen:

- 1 **Urban development:** The proximity to the city centre means that we want a development of the «urban nucleus» in Hovinbyen with a good mix of housing, business and city life.
 - Hovinbyen will be remodelled from an area characterised by unconnected buildings into a built-up area comprising a clear street structure and defined public, semi-public and private urban spaces. We would like windows and entrances to face the streets at ground level. On main streets we would like ground floors to offer, for example, restaurants, shops, a dance school or library.
 - The large areas that offer little variety, which currently characterise Hovinbyen, will be transformed into areas comprising a mixture of housing, business and city life. Basic services should only ever be a short distance away.
- There is a potential for up to 40,000 new homes in Hovinbyen. Variety and quality in residential projects will transform Hovinbyen into an attractive place to live in during every phase of life. We wish to develop existing residential areas in order to ensure great variety in housing in the future.
- Schools, kindergartens, sports and cultural institutions should be developed in all areas and located and designed in such a way as to strengthen each other and create attractive, local meeting places.
- Commercial life in Hovinbyen will be further developed into an innovative mix of new and existing businesses. The goal is to retain some of the current businesses of services, work, shops, etc. that lend themselves to being integrated into a dense and varied city, while also attracting new businesses to Hovinbyen.
- Hovinbyen has a rich and varied cultural and industrial history that will be utilized to create variety and strengthen the identity of the urban areas. Historical buildings may be used and reused, and provide space for everything from cultural productions and workshops to sports halls and other public and space-demanding activities.



- 2 Smart mobility:** Hovinbyen should be developed into a «10-minute city». Basic services should have short distances between them and it shall be quick, safe and attractive to travel in a green manner: walk, cycle or use public transport. In the future, cars will not be necessary in Hovinbyen and resource and energy consumption will be more environmentally friendly than today.
- Hovinbyen will be a pioneering project for climate-smart urban development, in which we move from one-way energy and resource systems to a sustainable energy and resource network. Waste will be recycled, micro energy systems will be tested out, waste heat and solar energy will be utilised.
 - Today's scattered and minimally developed green areas and waterways will be developed into an inter-connected network of larger and smaller green areas and visible water ways. Provision will be made for sport and leisure, as well as for unorganized physical activities, biodiversity and surface water treatment.
 - The development of Hovinbyen will prioritize pedestrians and the existing network of pedestrian paths will be developed from something disconnected, poorly laid out and adapted to vehicular traffic, into a tightly woven and easily navigable network of pedestrian paths. A greater number of people walking is good for both health and the environment and contributes to vibrant urban areas with people on the streets.
 - Hovinbyen shall be designed for cyclists and the proportion of cyclists measured in terms of daily journeys shall increase to 25 % from the current level of around 5 %. Existing cycle paths will be supplemented in order to create optimal connections across and between the different areas in Hovinbyen.
 - Today, it is difficult to travel across Hovinbyen with public transport. New public transport routes will be built to connect all parts of Hovinbyen, with a main focus on light rail. A public transport network capable of handling the significant growth in population that is expected in the area will be created.
 - Hovinbyen is currently characterised by major highways that hamper the development of the area and which are perceived as a significant barrier. By changing the function and design of the road network, it can be altered from being a separating structure, to a uniting structure for Hovinbyen.







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