



## Malmö Baseline Review

### Background

Malmö has within the Matruschka project chosen sustainable development of Lindängen as a theme. The baseline study describes the starting point for the work, focusing on the physical structures of the area. The review is written by Annika Kruuse and is based on material from Malmö city planning office.

### Aims

The aim of the baseline review is to prepare for a renewal of the area Lindängen in Malmö that will make Lindängen a more attractive, mixed and living district. The main goals of the renewal are a more interesting urban environment, a clearer structure of the public space, and a complement of service that is lacking in the area. The baseline describes the problems and potentials in the area today, and the demands for change that has been identified.

### History

The development of Lindängen and other similar areas in Malmö took place during the later half and the 1960ies and the first half of the 1970ies on former agricultural land at the fringes of the city. Settlements became more and more large-scale during this decade. These districts are dominated by three-floor and eight-floor buildings with some 16-floor buildings. Lindängen (meadow of linden trees) got its name after an institution for retarded people, which in its turn had got its name after the linden trees that grew in the area. The area where Lindängen was developed was previous agricultural land, and there were also some garden enterprises. Lindängen was built during the first half of the 1970ies and is one of the last build districts of its kind in Malmö. This large-scale way of building got an abrupt end with the oil crisis in 1974, that struck the Swedish industri hard. The immigration to Malmö driven by a demand for workers in the shipyards and textile industry was replaced by emigration. South of the Vårsängen block is an interesting and clear border showing completely new patterns of planning – low and dense development, mostly two-floor buildings.

### Building description

Lindängen is of a right-angled character. The yards are large and the open spaces are not well defined. There is not much of intimacy in the yards. The yards in western Lindängen are more well defined due to a more fully grown and varied vegetation, giving the area a more congenial atmosphere. Parking is mostly arranged in below-ground garages in connection to the buildings.

### Earlier suggestions

Already in the 1980ies the city planning office and house owners suggested renewal of Lindängen centre and the southern part of Munkhätte road. To raise attractivity a number of changes were suggested for the centre, with a larger square, more shops, narrower road and densification with new housing and service.

### Sustainability

It is important that the renewal of Lindängen is a part of the work with sustainable city development, for enhancing quality of life of the citizens but also to attract new inhabitants, shopkeepers, businesses and other stakeholders.

This document has been produced with the financial assistance of the European Union (European Region Development Fund) within the BSR INTERREG III B Neighbourhood Programme, TACIS, and the partner cities. The content of this document are the sole responsibility of the UBC Commission on Environment and can under no circumstances be regarded as reflecting the position of the European Union





Key words for sustainability in Lindängen:

*Denser exploitation*  
*Higher social coherence*  
*More working opportunities*  
*Better meeting points*  
*Sustainable transport*  
*Varied supply of housing*  
*Decreased social maladjustment*  
*More biking lanes*  
*Safer district*  
*Developed social life*  
*Increased commerce*  
*Decreased emigration/immigration to the district*  
*Improved traffic safety*  
*Improved urban environment*

### **Existing plans and programs**

Malmö's strategic plan stresses that districts should develop in a direction that improves life in them with a varied and all-round content. Housing, service, shops and working places shall be mixed. Each district should develop after its own conditions. In city districts with problems and difficulties it could be necessary to brake down a negative identity. For instance contract segregation and offer environment for good social life. Stakeholder involvement is an important starting point for processes of change. Regarding Fosie it is stressed that there is a potential of densification in the center of Lindängen. Further that ecological and social issues should be the starting point when qualities in the area are improved. In the future it will be possible to renew a number of areas from the 1960ies and 1970ies in Fosie, and make them more attractive for living.

### **Urgent changes brought forward in dialogue with Lindängen community**

Many inhabitants of Lindängen mean that an unjustified negative picture of Lindängen is widely spread today. There are strong social networks, the green areas contain appreciated meeting points like the amphitheatre and the outdoor public baths, and large parts of Lindängen are car free. But a common picture of desirable renewal has developed. It is urgent to

- improve security and safety. Many people have a feeling of insecurity and don't dare to go out after dark. Dense bushes and insufficient lighting in the green areas plus the fact that you are not visible on walking and biking lanes strengthen the feeling of insecurity in the area.
- create a more living centre, with an increased selection of services and make the centre more open and inviting towards the road.
- make Munkhätte road less of a barrier. A narrowing down to decrease speed, improved security in walking and biking tunnels and an enlargement of the biking lane network are demanded
- to create meeting points. Outdoor environment needs to be safer and more varied to stimulate meetings and social intercourses, for groups of different age and ethnic background to meet.
- complement with flat sizes and housing forms that are missing.





## Fosie and the NHL line

### Fosie today

Fosie with its about 40 000 inhabitants, is the most dense city administrative district in Malmö. The large scale housing areas dominate the district: of it's 20 000 dwellings approximately half are large multi family housing built during the 1960ies and 1970ies. Malmö inner ring road divides Fosie in a southern and a northern part and in many places areas are parted by large roads. Broad main roads, often broader than the traffic demands, create barriers. Fosie has no obvious, superior centre. A line of green areas (the NHL line) with many small local centres runs through the district. The areas along the NHL line all have similar urban, technical and social conditions, with similar qualities, potentials and problems. Nydala square and Augustenborg square are well functioning and inviting public places; meeting points with a varied choice of service.

In southern Fosie the Lindängen centre has a similar function as a local square, but is faced inward and lacks corresponding urban qualities. Other attractions along the green line are the Lindängen pubic baths and a simple sport arena being built in Gullvik/Hermodsdal.

### Demands

Approximately 20 000 people live long the NHL line. Parts of the district have a large share of low income households, low education and high unemployment. The open spaces are characterized by being large-scale, parts of them have fully grow vegetation that brings good values to the area. Renewal work along the NHL line is about complement the areas with content and functions that are missing today, and to create a better defined spatial structure. It is important to densify and to make additions for new qualities and increased attraction. Generally spoken, the lack of meeting points is large. Social issues are important in the work, and a method of stakeholder involvement should be applied. Lindängen centre needs to be developed as a meeting point and will during the years to come be given a more central location due to the development of the new city area Hyllie with its railway station. The proximity to the new railway station will increase connection with Denmark and other parts of the Öresound region.

## Southern Fosie/Lindängen

### Southern Fosie/Lindängen today

In southern Fosie there are housing areas, industrial areas and recreational areas. Along the NHL line south of Inner Ring road the multi family housing areas of Lindängen and Almvik are situated, and Kastanjegården with villas. In total approximately 10 000 people live in southern Foise, of which 6 000 live in Lindängen. Lindängen consists of three and eight storey houses forming a right-angled structure with one 16 storey house as a land mark. The NHL line constitute a border between rental housing in the western part and owner housing to the east. Traffic is separated between roads for cars and walking and biking lanes between the houses. Munkhätte road is a barrier throughout Lindängen and delimits Lindängen from surrounding housing areas.

The largest part of shops is concentrated to Lindängen centre, which is a centre for the whole southern Fosie. It is situated along Munkhätte road's southern part and consists of low, brown brick buildings with an inward character, partly in demand of renovation. The





services are a library, a pharmacy, a youth recreation centre, a bakery, a grocer's store, a video shop, hair dressers and some restaurants. In the vicinity of the centre there are two schools, Lindängeskolan and Högaholmsskolan. In the area there are also preschools, a welfare centre and geriatric housing. Lindängelund, the undeveloped area south of Lindängen, will be developed into a recreational area with a botanical garden and centre for urban ecology.

### **Demands**

There is a lack of multifunctional meeting points in Lindängen. A larger place – a square for meetings and gatherings for people of different ages and ethnicity is desirable. The centre needs to be opened up and connected to the waling/biking lane net. It also needs to be more accessible and more evidently announced towards passers-by to become safer and to attract more visitors. Munkhätte street needs to be narrowed down, and traffic speed reduced, to create a centre of a more urban character and an increased street life. Physical conditions for an increased flow of visitors should be created to get an increased choice of service in the area and more variation in the leisure time activities for youth. Southern Fosie/Lindängen has a great potential for development regarding planned changes in other parts of southern Malmö.

### **Urban planning in southern Malmö Hyllie**

The proximity to the future railway station in Hyllie will create increased activity in the whole of southern Malmö. 17 000 passengers will pass the new station each day, and in the future 7 000 new places of work will be created in the area. Apart from increased and improved communication, there will also be an increase in shops and other services.

### **Kontinentalbane train**

There is a possibility in the future of passenger trains between Malmö central station and Svågertorp on a line only running goods train today. This will be an important step in the work to link eastern Malmö with the rest of the city. The future kontinentalbane train will be linked to the railway station at Hyllie, and there will be a possibility of several new stations, among others one in Fosieby, an industrial area close to Lindängen. Parts of Lindängen will be within walking distance from the new station.

### **Tram report**

The tram report has pointed out that Malmö should have trams in the future, and the stretch of line between Malmö centre and Lindängen is one of three prioritized lines.

### **Lindängelund**

The undeveloped land south of Lindängen will be developed into a recreational area with a botanical garden. Also the old farm, Katrinetorp and its activities will be part of the new park. Connections to Lindängen are extremely important. It is urgent that the park adds new values to the adjacent areas. When Lindängelund is completed, Lindängens centre will be an intermediate goal along the road to the park, instead of like today be the end of the NHL line. There are also ongoing discussions about allowing small, ecological cottages being built in a part of the park.





## Description of renewal areas

### Munkätte road

#### Munkätte road today

Munkhätte road runs through Lindängen and parts housing areas in sothern and norhtern parts. South of the road the nursing home, the sports ground and the future park are situated. On the northern side are Lindängen centre, the welfare centre and the public baths. On each side of the road there are schools and preschools. There are large distances between possible crossing points for pedestrians and bikers. Munkhätte road was once planned to be the single entrance for cars to the area. The goal was to create traffic safe inner areas in the housing area, and that the main road should carry the main part of the traffic. The result was – like so often in this kind of developments – that the road is much too large, with four lanes and a broad central reservation. There are no biking lanes along Munkhätte road.

#### Bus

Along Munkhätte road there are several bus lines running, connecting Lindängen with Malmö central station, Western Harbour, Fosieby industrial area and other places. Adjacent to Lindängen centre, there is a turning space for buses north of the road.

#### Walking and biking

The walking and biking lane network is apart from along Munkhätte road quite well developed and separated from car traffic. Crossings between main roads and walking/biking lanes are in separate levels through tunnels. Infrastructure for bikers and pedestrians are mainly within the housing area. There are sidewalks along Munkhätte road and Lindängs street, but no biking lanes. Moreover, crossing points at the street level for pedestrians and bikers are missing at Lindängen centre, bus stops among other places.

The schools of Lindängen are situated in connection to the centre. There is one tunnel for crossing Munkhätte road at each side of the centre. The tunnels are considered unsafe, even during daytime. They are both long, the western tunnel is 45 meters long, when the bridge for traffic to Lindänge school is counted.

#### Barrier

Munkhätte road is today a strong barrier with it's four lanes, dense bushes and a fence in the central reservation. The relatively high traffic speed enforces the barrier effect. In relation to the planned changes around Lindängen centre and in the block Vårsången 6, the old discussions of renewal of Munkhätte road has been brought up again. There is a need to improve the biking lane network, ways of reaching houses by car, and the public transport in the area. The goal is to increase safety and comfort and to improve safety in traffic for bikers and pedestrians.

### Lindängen centre

#### Lindängen centre today - overall structure

Lindängen centre consists of three one storey buildings for shops and service. Adjacent to the parking place there is a two storey office building. The buildings surround a small square that is reached through narrow passages. Towards the surrounding there are closede





facades. Entrys and display windows are facing the inner space. On the ground parking lot there is room for about 60 cars. Visitors and goods reach the centre from the parking place and from a space for goods deliveries to the east of the centre. It is desirable to make the centre more attractive.

### **Background to the change**

Lindängen centre on the property Bordsvisan is 11 000 square meters. There are 4 000 square meters for shops and service and 2 000 square meters office that are empty since several years. Some businesses has been around for a long time while others are newer. In the ground floor of the two storey building there is a large are with offices that could house additional service. In that way the choice of service in Lindängen center could be improved. Existing parking area should be expanded with some more parking places if the commercial space is increased and if other additions are made. It is desirable to develop Lindängen centre to become more attractive and all-round. The property owner is interested in disussing the profile and choice of service with the city administration and other property owners in the area

### **Lindgården**

North of the centre is the former geriatric housing Lindgården situated. Today there are 150 flats in a four storey building, and a lower building houses a restaurant and services for elderly people.

### **Lindänge school**

South of Lindängen centre and Munkhätte road the Lindänge school is situated. The school has mainly one storey buildings that are at some distance from the road.

### **Vårsången 6**

#### **Vårsången 6 today**

The property Vårsången 6 south of Munkhätte road has three eight storey buildings and three three storey buildings. Seen from the north the buildings are experienced as closed, with long facades in dark bricks. On the property there are about 400 flats, most of them with three rooms. In the three storey buildings new flats have been built during the last years, with separate entrees and gardens. The property is about 60 000 square meters. Along Munkhätte road there are about 140 ground parking places and the entrance to a below ground garage, with 390 parking places, which is about 40 places more than needed. In the area next to Munkhätte road there are large trees in the east and the west parts and along the road.

### **Densification potential**

The three storey buildings contain mostly three room flats, but also some smaller flats. To make the area more all-round it is suitable to add other flat sizes. It can be interesting to add another storey on top of the buildings with large, attractive flats. The buildings can at the same time be made more energy efficient and provided with elevators. The ground parking area can partly be used for new housing. Here too larger flats can complement the supply of flats. In the ground floors towards Munkhätte road, shops and service can be built. It is urgent that new buildings are carefully adapted to the fully grown trees on the property. New buildings on the property demands new detail plans.

