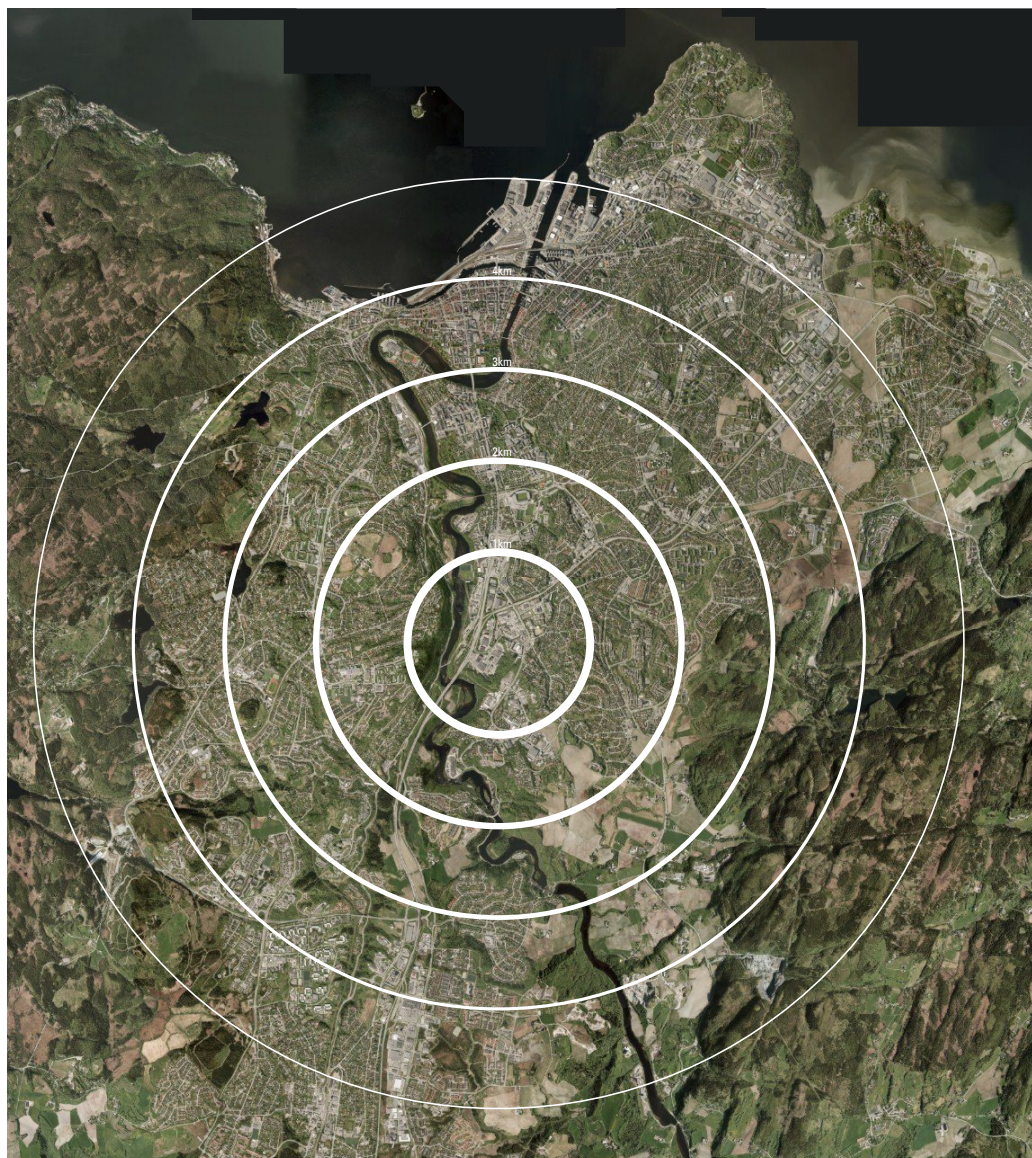


SLUPPEN

FROM JUNK TO JUNCTION

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INTRODUCTION

INTRO
Sluppen is for most Trondhjemmere a no-mans land. "You are doing your diploma on Sluppen you say? Are you finally going to fix the traffic solution and get the bridge done?" Traffic is what most people think about when they hear the name. The most the average citizen regularly see of Sluppen is what you see from the highway passing it in 80 kmph. And if thats not challenging enough, every trønder born before 1960 still remembers the place as a junk deposit.

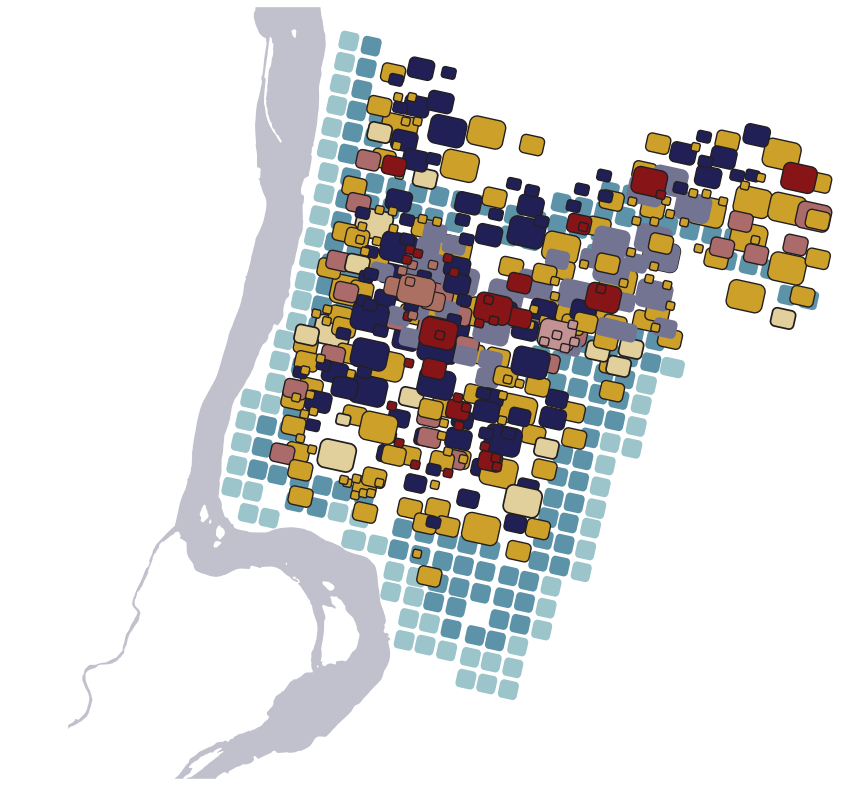
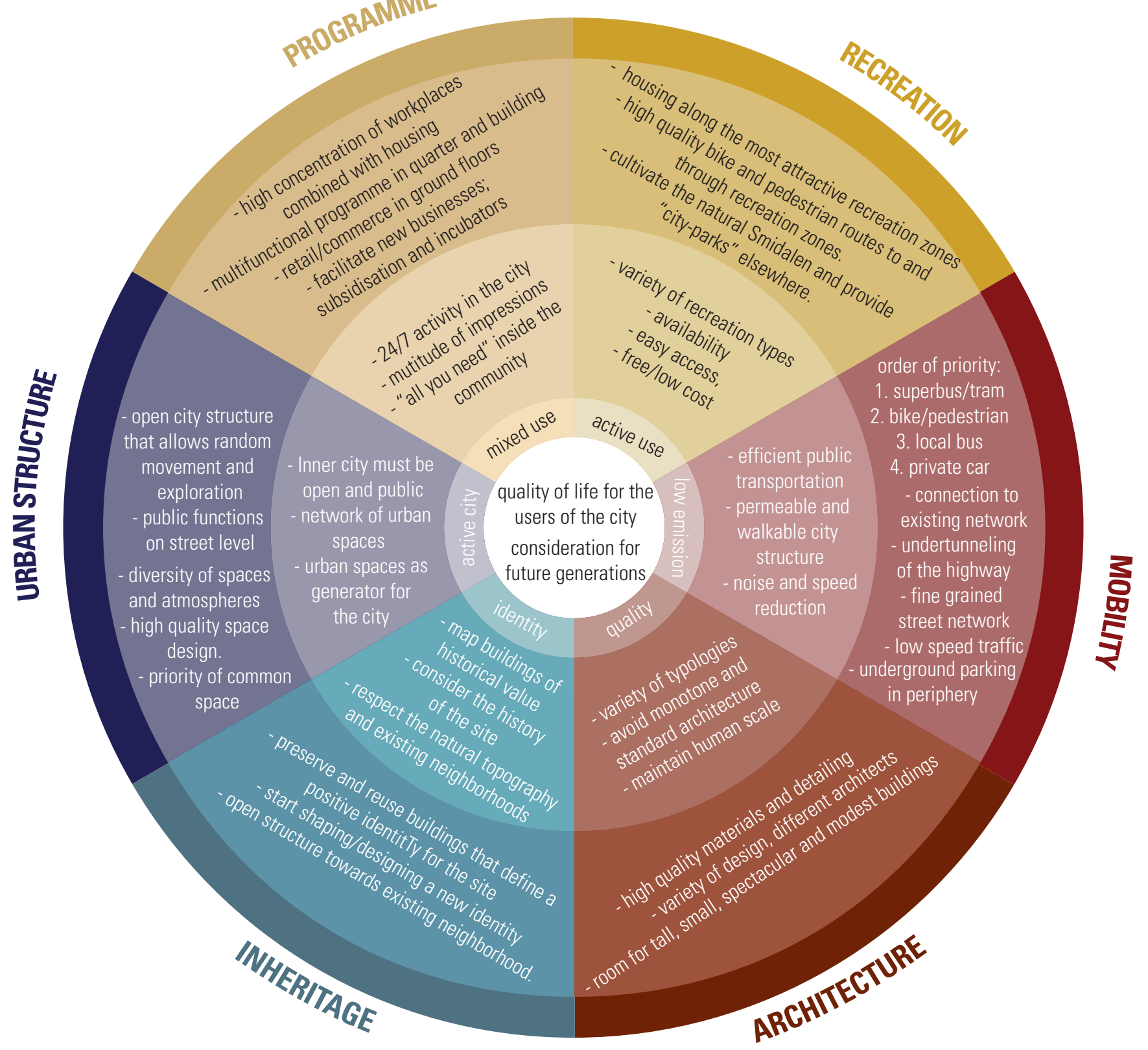
PROBLEM

How do you transform the most central site in Trondheim from an industrial enclave to an sustainable urban community?

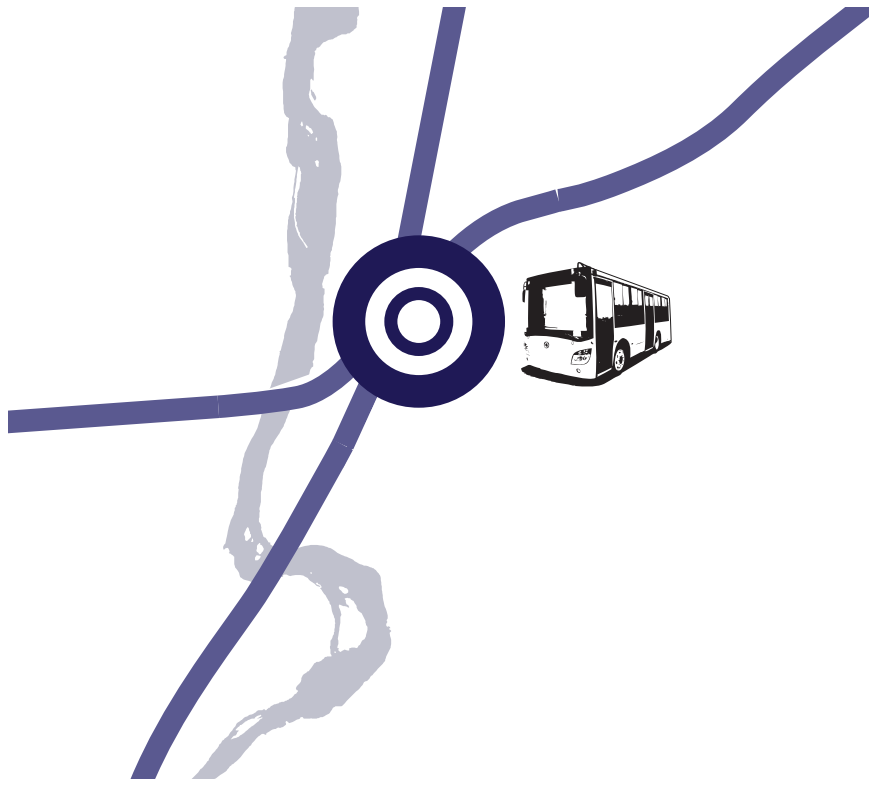
STRATEGIES

WHY SLUPPEN?
Sluppen is not like any other brown field waiting to be transformed as the density of the urban centre slowly pushes against its borders. One factor which make Sluppen especially interesting are the upcoming establishment of a public transportation junction at its location.
Another feature is the immediate proximity to the recreational corridor along the Nidelva. This is at the present an untapped resource for Sluppen and its neighboring communities.
But the most interesting is probably the fact that the area is on its way to being developed by several indepdant private owners. The need for a masterplan seems crucial, to ensure a holistic approach. If not one are in danger of cementing the district as a car-dependent office park.

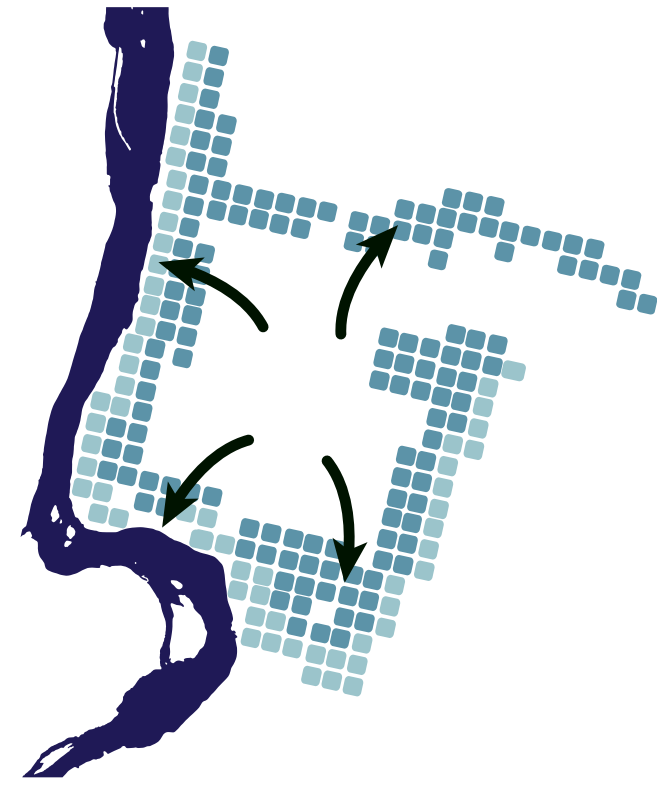
What's our values when it comes to planning?



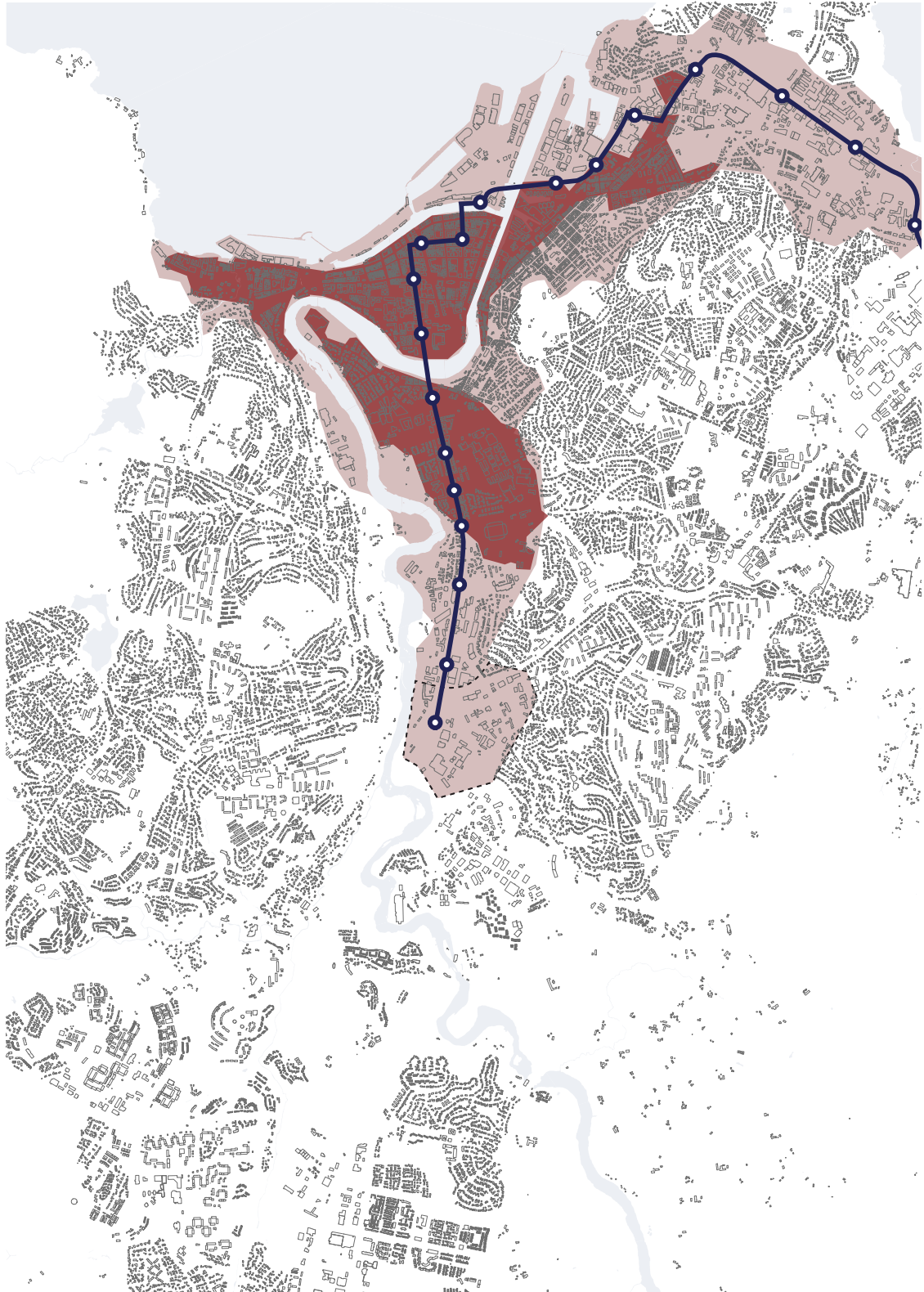
DYNAMIC PROGRAM
Sluppen will become a dense, sustainable and vivid district with a mixed program of offices, residential units, commercial activities, public services and recreational areas.



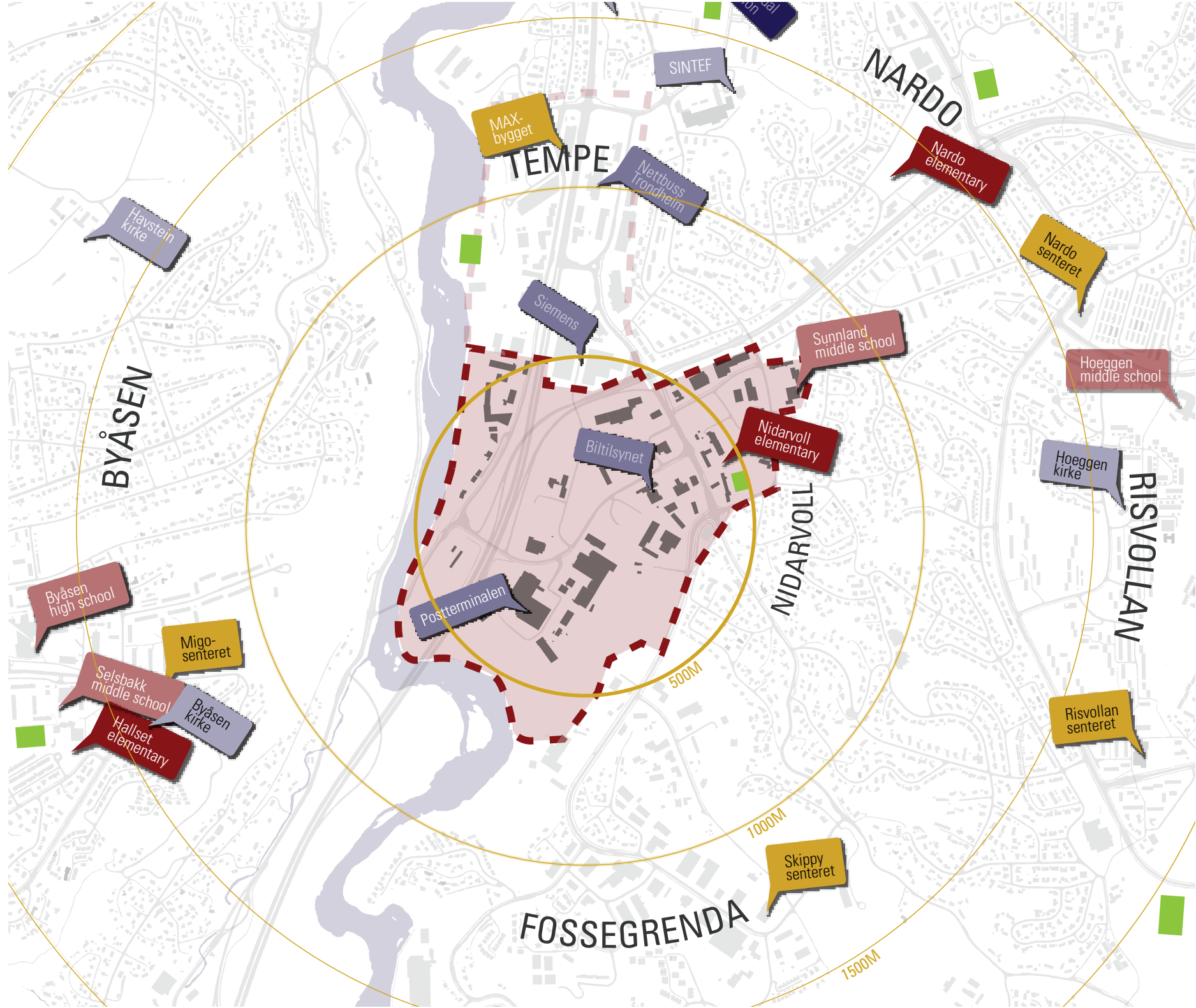
ENERGIZING PUBLIC TRANSPORT JUNCTION
Accessibility creates energy and life. With Sluppen as the second major public transport junction in Trondheim, the district is ensured maximum connectivity to every corner of the city.



CONNECTING TO THE LANDSCAPE
Sluppen has an untapped resource in connecting to the surrounding recreational areas of Nidelva, Smidalen and the Fredly valley.

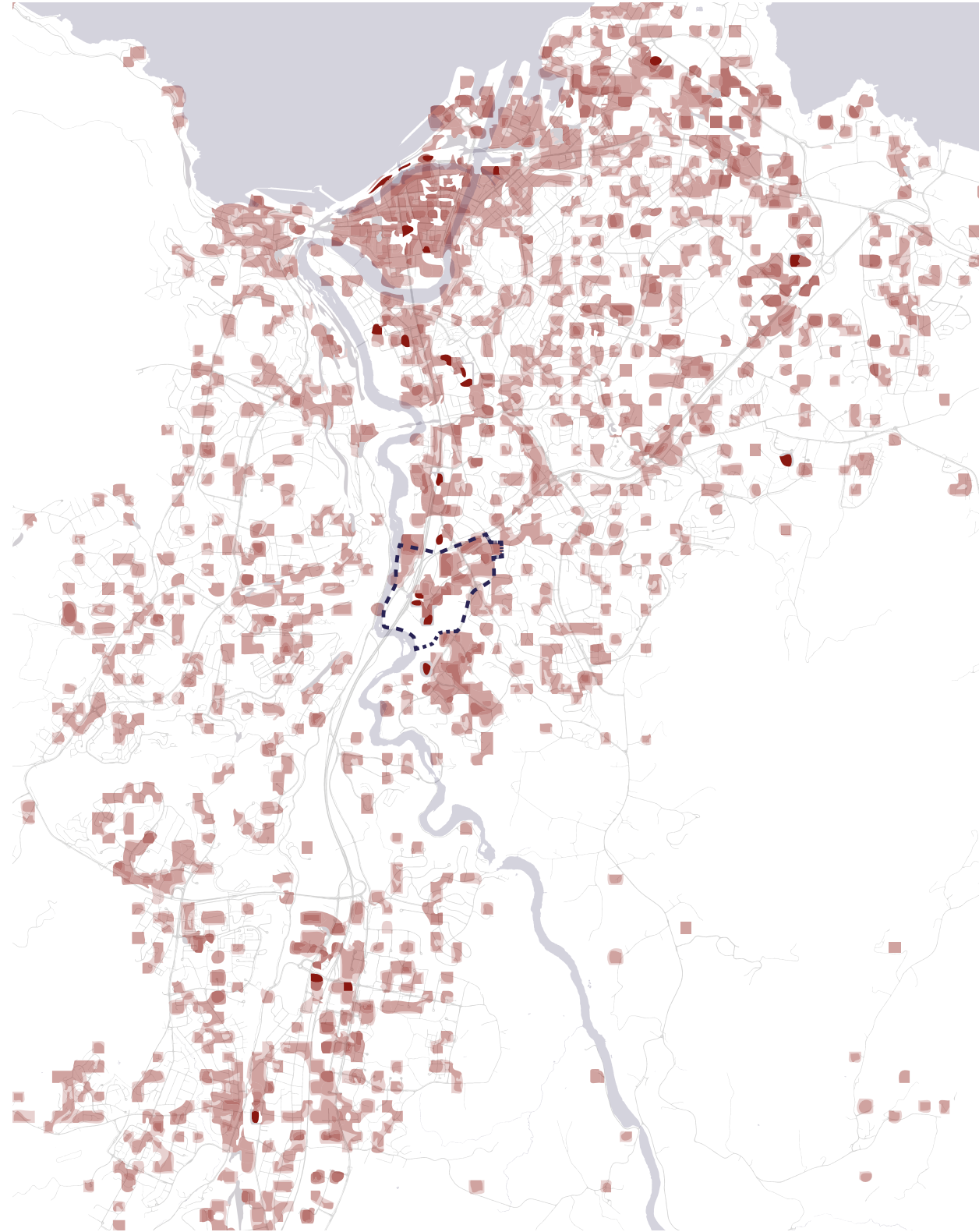


The city of Trondheim has, as all other cities, the intention to reduce emissions caused by traffic. 58% of all travels in Trondheim are done with the use of car. In the state-funded "Miljøpakke" the city states as goal to 1. "2022 emissions from transport will be reduced by at least 20% in Trondheim in 2018 compared to 2008 levels". It also set the goal of reducing the use of private car to 50% within 2018. To achieve this the city administration aims that future development of Trondheim, more specifically 60% of all workintensive businesses are to be located along the Public Transportation Bow (kollektivbuven). Sluppen is the southern end-point of this corridor. Today Sluppen is not fully



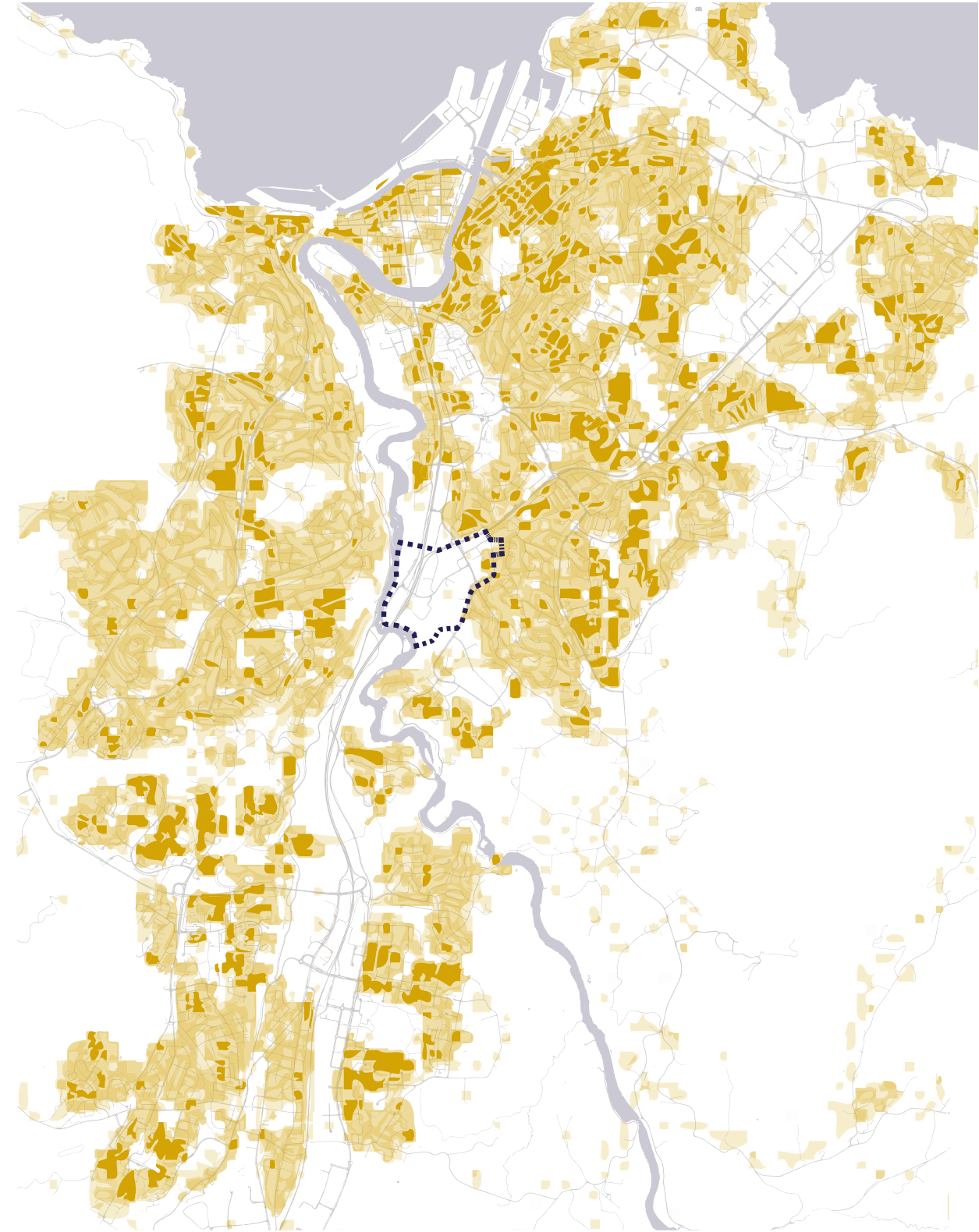
SITE LIMITATIONS

The site we choose to focus on how quite clear boundaries. On the east side one find a homogenous residential area consisting mostly of detached houses. The fragmented ownership structure would greatly complicate densification or transformation. On the south side the forest of Smidalen sets a clear border. Any transformation south of this should take into account all of the industrial land in Fossegrenda. On the west side the river defines the site clearly, while the north side is the only smallest border, since the Tempe area also is under transformation. To try to limit the focus we choose to set an unclear border where the site narrows around Siemens.



WORKPLACE CONCENTRATION

The workplace concentration however gives almost an inverted map. Areas of high concentration are the city centre, Lade-Leangen, Tempe, Sluppen, Fossegrenda, Heimdal and Røst. The ambition of the city planning office is "proper activity at the proper location" (ABC-planning). This means, among other things, work-intensive businesses in areas with high public transportation accessibility, supported by chocking of private car-traffic and parking. Sluppen is already work-



HOUSING CONCENTRATION

The housing concentration on a city-scale reveal certain patterns. For example do areas like Melløberg, Tyholt, Flatsaen, Kolstad and Tiller have quite high density, while industrial/commercial districts such as Lade, Leangen, Breilera, Marneberg, Røst, Tempe and Sluppen have very little or no housing. This is of course because the zoning forbids it. What characterizes these areas are that they have very good accessibilities for private cars, while poor access for public transport.

Sluppen/Tempe area is however an exception as it is potentially very accessible for both means of transportation, in addition to having an extremely central location in the Trondheim geography. We think that this calls for rethinking, transformation and densification.