



SUMMARY

Guidelines for stage 2 of Inner Harbour development

Throughout history, the inner harbor has been used as a port area. The first city plans for the area were developed in the 17th century. During the 1700s and 1800s, boat yards and gasworks were established. The place has always been close to the city center. During the 1900's, the district has become increasingly affected by noise and heavy traffic. No one lives in the area, as was the case for a long time through the 1600s. The district therefore has very poorly developed connections to the city today and does not work for walking and cycling. This must be resolved to make the district a natural part of the inner city.

During the 2000s, investigations were initiated on how the port could be moved from the area to another location. Norrköping port needs more functional logistics areas. Impacts on urban development, the port's functionality and economy are highlighted. This was resolved in agreements where the harbor leaves large quay areas close to the city center and instead start building new quays at Händelö further out to the sea.

Large parts of the district contain challenges with soil contamination, especially in the area of the former gasworks. Soil contamination must be removed to protect the environment and to enable the land to be built with new houses. It is associated with very high costs to remove the contaminants. The project has therefore worked hard to apply for contributions from the state for these actions and interact with stakeholders such as the authorities of the County Administrative Board and the Swedish Environmental Protection Agency, which decides on grants for treatment of soil contaminations.

There are also many other important stakeholders. Many companies are active in the area. The project now comprises about 15 different companies that will build new houses in the area. Other stakeholders are the public and the city's political decision makers. All these stakeholders have actively contributed to the plans.

The Inner Harbour development is now in transition phase from stage 1 to stage 2. During Baltic Urban Lab new ways of implementing dialogue and cooperation with different stakeholders have been developed and tested. The city of Norrköping has worked with schools, with universities, with focus groups and has used guided tours etc. One of the important tools developed to support dialogue with stakeholders developed within the project is the tool for visualization of soil contamination – Earth Autopsy. It provides the opportunity to show and explain how the conditions are underground and how pollution has occurred and how the site will evolve in the future.

The guidelines developed for the second stage planning and implementation include topics such as how to analyze the most important stakeholders and how to plan for a functional communications strategy. Another topic describes how to restart the work of creating shared visions and setting overall and accepted targets for sustainable development, based upon what has been set as targets in the early plans and visions.

