



City of Oslo
Agency for Planning
and Building Services

Oslo's Fjord City





The Fjord City

The Fjord City is the name of Oslo's almost 10 kilometres of waterfront that stretches from Kongshavn in the south-east to Frognerkilen in the west. It is divided into 10 development areas. The 10 areas are Sydhavna, Grønlia, Bjørvika, Vippetangen, Akershusstranda, Rådhusplassen, Aker brygge, Tjuvholmen, Filipstad and Frognerstranda.

The development of the Fjord City was driven by a strong desire to create attractive common areas and good, vibrant urban spaces that are inclusive and accessible to the general public.



Long before the turn of the millennium, Oslo's waterfront had been undergoing significant changes, changes which started as far back as in the 1960s with new transport methods and new port terminal requirements, in the 1970s when the shipbuilding industry in Oslo harbour was discontinued, and in the beginning of the 1980s when the Vestbanen railway station was closed. What should the abandoned industrial and logistics areas be used for?

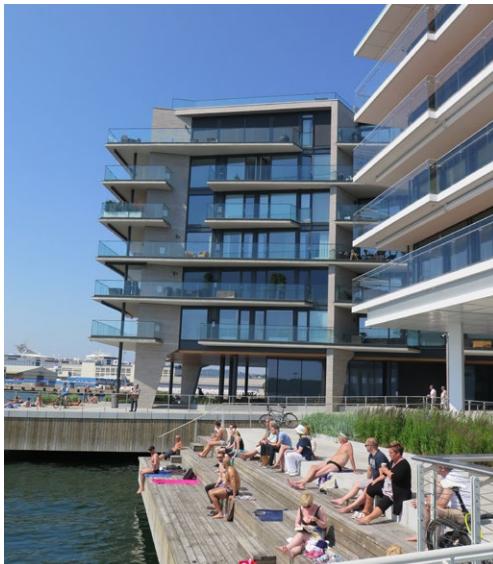
In January 2000, Oslo faced the choice of either port city or fjord city. Oslo City Council chose the fjord city strategy, and adopted the so-called "Fjord City Decision" on 19 January 2000. It was a decision that meant that former port areas would be released for urban development. The strategy was to relocate, concentrate and modernize the new logistics areas for more rational and efficient port operation. Development of the new port would be funded by the sale of the former port and logistics areas for urban development purposes. The new container port was moved to Sydhavna, while ferries and cruise ships still dock at quays in city centre areas at Vippetangen, Revierkaia, Hjortnes and Akershusstranda.

The development of the Fjord City was driven by a strong desire to create attractive common areas and good, vibrant urban spaces that are inclusive and accessible to the general public. Promoting pedestrian areas, the harbour promenade, bicycle paths and public transport has been a priority. A new tram line alongside the fjord will be established to increase the capacity of the city centre transport system and ensure areas free of cars.

The Fjord City has created unique architectural opportunities, and the area has become a place where residents and visitors can experience modern architecture and attractive common areas in close proximity to the sea. However, the Fjord City must also protect important cultural environments and historical sites through conservation and careful development in areas such as the Medieval Park and Vippetangen.

An implementation model has been developed for the fjord city development based on binding cooperation between landowners, developers and the City. Among other things, developers pay a fee for every new square metre of floor area built. This provides income to fund the necessary public infrastructure such as streets and squares, transport solutions, quays, canals, public areas and parks. In addition there are requirements to the proportion of public spaces, the environment and universal design.

In 2008 the Fjord City Plan was adopted by the City council. This plan follows up the Fjord City decision and provides detailed guidelines for the further development of the whole of the Fjord City and of important subsections such as Filipstad, Vippetangen and the Alna river outlet at Kongshavn.





Facts about the Fjord City

- » **Area:** 228 hectares
(including reclaimed land in the sea)
- » **New floor space:** approx. 2.1 million m²
- » **Parks and urban spaces:** approx. 52 hectares
- » **Harbour promenade:** approx. 9 kilometres
- » **Homes:** approx. 9,000
- » **Workplaces:** approx. 50,000

Fjord City Illustration Plan







Bjørvika

Bjørvika, with the Bispevika and Lohavn inlets, is the largest of the Fjord City's 10 development areas. The size of the area is around 75 hectares, or approximately 106 football pitches. Bjørvika borders Vippetangen and Revierkaia to the south-west and Sydhavna to the south-east.

The development of Bjørvika is one of the most comprehensive urban development projects in Oslo in recent times. It was here development of the Fjord City initially started. The Bjørvika development was planned as a whole to ensure unity, efficient use of land, good urban spaces and defined standards for quality in the design of structures. This has been a unique opportunity for Oslo, as it is very rarely that such a large, contiguous area can be planned in this way.

The development ties the renaissance district Kvadraturen to the Medieval Park and the residential areas in Gamlebyen and at Grønland. The distinctive historical cultural environments such as the Oslo Stock Exchange, Østbanehallen, Tollboden and Havnslageret characterize the area. Bjørvika is also home to the remnants of Oslo's medieval city in the shape of one of Europe's largest collections of ruins. These are preserved in the Medieval Park, where the city's seafront from 1350 has been recreated as a pond. The park was opened to the public in 2000. It has been a successful addition to the urban landscape. To the east of Bjørvika, Ekebergåsen rises with its open, natural hill and park landscape.

Transport, environment and sustainability

The key urban development measure in Bjørvika was to move the E18 main road into a submerged tunnel in the fjord. This resulted in the removal of through traffic from the surface, and with it the main source of noise, dust and air pollution. The combination of a more comprehen-

sive pedestrian and bicycle path network, a local street network with priority for public transport, very few parking spaces for both residential and commercial purposes and ventilation corridors through the public spaces, also facilitates more environmentally friendly transportation choices.

As a part of the general zoning plan in 2003, a sustainability programme was adopted that sets ambitious targets for quality in the development of Bjørvika. The programme comprises three manuals on design, culture and environmental follow-up. All construction projects in Bjørvika are subject to processing by the municipality that compares the quality of the project with the guidelines in the programme to ensure that the targets are met.

Pedestrians and cyclists are given priority. All new structures will also have bicycle parking integrated in the project. In addition there is the push for bicycle hotels at traffic hubs. The footbridges across the railway tracks ensure good links between interior urban areas and the fjord. Public transport has been important in the planning of the Fjord City. The northern parts of Bjørvika have the country's largest public transport hub, Oslo Central Station, just on their doorstep. Here railway and airport train, metro, tram and local and regional buses meet up. A new fjord tram line is being planned, from Bjørvika across Vippetangen to Rådhusplassen and on to Skøyen. The fjord tram will strengthen the existing public transport network in Oslo.



Foto: Jan T. Espedal | Aftenposten

BJØRVika, APRIL 2011

Facts about Bjørvika

- » **Area:** approx. 75 hectares development area
- » **Housing:** approx. 5,000 apartments
- » **Workplaces:** approx. 25,000 workplaces
- » **Harbour promenade:** approx. 3.1 km harbour promenade
- » **Parks and urban spaces:** approx. 30 hectares of urban spaces and parks
- » **The zoning plan was adopted in 2003**





The public areas are accessible pedestrian areas that both visually and physically connect the city behind with the waterfront and are linked with the harbour promenade.



Public areas, urban spaces and harbour promenade

Seven public areas contribute to Bjørvika's urban structure. The public areas are accessible pedestrian areas that both visually and physically connect the city behind with the waterfront and are linked with the harbour promenade. They are intended to be arenas for public attractions.

14 years of transformation

The Opera building opened in 2008. In 2015 the Sørenga sea bathing facility, a public outdoor swimming area at the far end of the Sørenga pier opened. In 2016 the twelfth and final building in Barcode was completed, and the housing projects in Barcode comprise a total of 397 apartments. In the summer of 2017 Sørenga was completed with its approximately 800 apartments. In 2018 a building with 450 new student bedsits in Bjørvika will be ready. In 2020 the Norwegian Opera & Ballet will have the Deichmanske library and the Munch museum as new neighbours. At the same time, construction of almost 1,700 apartments in Bispevika north and south is well underway. The Bispevika projects are scheduled for completion in approx. 2023/2024. The City of Oslo is also planning to open a new school and multi-purpose hall at Sørenga in 2022. The final pieces in the Bjørvika development are still some way off. This will probably happen some time between 2035 and 2040.

Bjørvika







The Harbour Promenade

The harbour promenade is a 9 km long walk through attractions in the Fjord City. It stretches from Kongshavn in the east to Frognerkilen in the west. At both ends of the promenade, you may continue your hike along the coastal path network. At Frognerkilen the coastal path continues around Bygdøy, and at Alna it continues south along Ekeberg.

The harbour promenade is open all year, and accessible to everyone.

The harbour promenade is the people's promenade. Here you can wander through the various subsections of Fjordbyen and see for yourself how the city is changing. The different sections are developing over time. In some sections development has been completed, while in others it's still in the planning or construction stage.

Share your experience!
We hope you have a nice walk
along Oslo's harbour promenade.
Be sure to share your experience
with others using the hashtag
#havnepromaden.

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#### **Different sections - unique qualities**

The Fjord City is growing, and the promenade with it. When it eventually finds its final form, it will have an average width of 20 metres, and up to 50 metres at the widest. Here there will be room for public life, events, art and architecture experiences, sports and leisure, retail and hospitality, swimming and walking. Along the promenade there is plenty of space for boating life of all types – from charter vessels to cruise and passenger ships and kayaks and leisure boats. The harbour promenade is divided into nine sections. Each of the sections has its own characteristics and own history.

#### **Adopted principle and strategy plan**

The principle and strategy plan was adopted by the City council on 1 February 2017 as a guide for the continued work on the harbour promenade in Oslo. The plan lays down clear boundaries for future developments, and a common partnership platform between private and public stakeholders. The adopted plan will place restrictions on work on the harbour promenade in the years to come.

#### **Testing grounds and activities**

Have you heard of testing grounds? The word is used for a temporary activity that trials a new use for a location. It may for example be an art project, an activity, an exhibition or a form of furnishing. Several testing grounds of varying durations will appear along the promenade. The promenade will also be filled with events and activities organized by large and small cultural actors, organizations, sports associations, voluntary organizations and associations and public and private undertakings.

#### **Signposted and temporary route**

You will know that you are on the harbour promenade. Route markings on the ground, on fences, walls and lampposts and 14 small and large orange containers have been deployed to lead you the right way along the almost 10 kilometre stretch. The orange containers have information on the various areas' history and what will arrive in the future. They are illustrated with the special investigators Krüger & Krogh of "Brennpunkt Oslo" fame, drawn by Bjarte Agdestein, Endre Skandfer and Ronald Kabcek.



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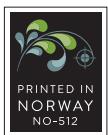
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