



FredericiaC



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JURY REPORT SUMMARY

Maj 2011



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Introduction

The parallel competition concerning FredericiaC has come to an end. The four teams have submitted their development plan proposals to the jury and the town.

We would like to thank the four teams for their exceptionally committed and qualified work and for the enormous amount of specific solution proposals, analyses, considerations and ideas, which has given FredericiaC a basis for continuing the work with an overall development plan.

Through the process, dialogue and results, the competition has clarified some of the main questions we asked ourselves as the basis for launching the parallel competition. The four interdisciplinary teams have been tasked with preparing a proposal for an overall development plan for FredericiaC's areas, where FredericiaC's vision had to be reflected and translated in the teams' proposals for a development plan and realised through proposals for initiatives within each of the five focus areas of the vision:

- History, modern urban construction and architecture meet and lead to innovative thinking
- Urban and life quality and development potential go hand in hand
- Town citizens and players take active part in urban development
- Fredericia will be one of several catalysts for developing the Triangle Area in competition with the metropolitan area
- Sustainability in economic, environmental, social and health aspects forms part of planning and solutions

The proposals from the four teams generally agree about the following, fundamental main features:

- The town's grid structure and sight lines towards the Little Belt are the foundation for planning the new town district;
- The history of the rampart as a closed ring must be recreated – in a modern interpretation;
- An attractive new town district can be created on the former industrial site between Shell's shipping terminal and an active commercial harbour, where the construction of a modern "rampart" to the east can increase the attractiveness of the area while respecting regulatory conditions;



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- Oldenborggade must be upgraded in terms of traffic, function and visually as the main arrival/supply road;
- Urban life is not a matter of course. It requires intensive work with the cohesion between people, activities, attractions, space and physical space;
- The teams have all strived to ensure cohesion between the existing and the new town. This is ensured across a span of elements – functions, traffic, spatial roads, planting, etc.;
- The current commercial roads will be extended successively into the area;
- The location and attractiveness of the area around Gl. Havn make it the logical phase 1;
- The future residents and businesses will to a wide extent come from the outside and will increasingly represent knowledge and entertainment industries and the ensuing expectations to the town;
- Climate and sustainability require barriers against rising sea water and intelligent solutions for energy supply and surface water handling;
- The future town and construction will be independent of fossil fuels. All teams are working with this challenge through reduced energy consumption and supply of renewable energy;
- Contaminated soil will to the extent possible be handled on site and soil remediation will be limited;
- Housing will be established in acceptable distance from the Shell terminal and shielding against the terminal will be established;
- The competition brief challenges the teams in terms of mixed function in the area. The planning zone surrounding the Shell terminal has limited the options of adhering to a consistent mix of functions.

All teams have respected Fredericia's grid based on assessments of architecture, cultural heritage and sight lines. Discussions focus on whether the grid structure may disturb the micro climate due to wind conditions. This needs to be clarified further to assess the design of the east-west bound streets.

The jury wishes to highlight



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- That all proposals operate with iconic structures towards the Little Belt. These proposals should be reviewed with an eye to volumes, shape, function, location and realisation potential. The climate impact on the surrounding and backdrop areas may have a decisive impact on the final design and location. Furthermore, whether the share of housing facing the Little Belt can be increased and whether this can be combined with a sheltering effect for the backdrop areas should be considered.
- That several proposals contemplate using the dry dock for concerts, theatre and other activities attracting large crowds. Whether this is consistent with the surrounding residential area also remains an open question that needs to be clarified further.
- That the teams have been challenged in respect of accounting for construction and sales finance of their proposals and the related profitability. This has made the proposals more realistic, although more in-depth calculations of some of the aspects need to be made as a precondition for preparing the development plan.

In most areas and solution proposals, a high degree of consistency can be seen between the participating teams and the contributions we have received from citizens and stakeholders. This provides an extremely solid foundation for the further activities. We consider this an excellent quality – and a considerable challenge – in the further work for FredericiaC that requires both keenness and humility when we prepare the final development plan.

In addition to seeing this consistency, we also see several differences between the four teams. These differences have become even clearer during the last phase of the competition.

The significant differences between the teams' work have provided FredericiaC with a very strong basis for assessing the alternative solutions. At the same time, the teams often put each other's solutions into perspective and thus qualify the overall discussion about the development plan. Finally, many isolated ideas and solutions can be taken from one proposal and used to strengthen another.

However, in the following the proposals will be assessed individually and on their own terms based on the competition brief, its vision and special focal points. In its



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evaluation, the jury has wished to highlight the strengths and weaknesses of the teams which have formed the basis for awarding the prizes.

Throughout the competition, the teams have actively engaged in dialogue with citizens and stakeholders. This characterises all the proposals in terms of the process and in some cases also in terms of the specific physical and functional solutions.

During the evaluation process, the citizens and stakeholders of the town have had the opportunity to comment on the proposals – at citizen meetings, exhibitions of competition proposals, in FredericiaC's Dialogue Forum and in connection with special exhibitions for stakeholders.

The jury has been able to consider all input and contributions and appreciates the great interest and the value that it has added to the competing teams and competition proposals.

We would therefore like to thank all participants – the competition teams, citizens, neighbours and the many committed stakeholders of the town.

Overall, the jury is of the opinion that we have four proposals that – in diversity and variation – elegantly provide good and applicable solutions, recommendations and ideas for how our vision can be translated into a robust and sustainable development plan that meets the intentions of the partnership.

It will be an exciting challenge for us to determine in detail how we continue the work and combine the myriad good elements and ideas from the proposals.

Based on the results of the competition, FredericiaC will prepare the final development plan itself. This work is expected to be carried out in 2011 and the beginning of 2012. The extent to which consultants will be involved will be determined during the process.

The jury consists of the Board of Directors of FredericiaC. During the evaluation process, the jury has received advice from FredericiaC's project manager and permanent consultants and permanently assigned specialists.

Members of the jury:



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Lars Holten Petersen, chairman of the Board of Directors, FredericiaC

Mads Lund, member of the Board of Directors, Local Authority of Fredericia

Uffe Steiner Jensen, member of the Board of Directors, Local Authority of Fredericia

Mette Lis Andersen, member of the Board of Directors, Realdania By

Ole Bach, member of the Board of Directors, Realdania By

Prizes

At present, we neither can nor will go any further than the considerations included in this report. However, we will highlight the following considerations that form the basis of the choice we have made in respect of awarding the four proposals:

Team KCAP's coherent and well-prepared physical and structural concept, springing from historical considerations about Fredericia's urban construction, has created special qualities in the form of a canal structure and a pronounced urbanism as the key means for a robust development strategy for FredericiaC.

Team Arup's urban strategy and process-oriented recommendations for how to form the Fredericia of the future through active participation and co-ownership to specific action-oriented means.

Team Vandkunsten's precise decoding of the urban construction and the history of the town of Fredericia and ability to transform this into the coming urban structure down to a scale that supports and assists urban life. Furthermore, it is a highly competent bid for how to tie retail trade together with the retail trade of the existing town.

Team Adept's specific proposal for solutions and means for urban construction and sustainability. We would especially like to highlight mini academies, water staircases and pockets along the water.

Finally, we would like to stress that, with the solutions submitted in respect of soil contamination and risk conditions, our conviction that the further development of FredericiaC may become an example of how special environmental issues can be handled in perfect harmony with modern urban constructions has been confirmed.

Based on the overall evaluation, the jury awards:

1. a prize of EUR 40,000 to team KCAP
2. prizes of EUR 25,000 to team Arup and team Vandkunsten
3. a prize of EUR 10,000 to team Adept

Prizes are inclusive of VAT.

Team Adept

The name of the proposal is “The ideal town”.

The Adept proposal distinguishes between “the recreational edge” and “the safe town centre”.

The recreational edge is a continuation of the rampart that will serve as a common urban space for all citizens. The continuation is not a green extension of the rampart but rather an urban promenade that travels from the new barrier towards the Shell terminal and all the way along the water and Gl. Havn to a new marina.

The safe town centre extends the existing town grid towards north-south and east-west. Oldenborggade will be upgraded to a boulevard with trees, green bicycle paths and drain channels, creating a link between the existing town and the new town district. Adept proposes that Fredericia focuses on attracting new types of research and educational institutions called “academies”, offering highly specialised training programmes at international level.

The new landmark of the town with shops, cafes, sun and shelter will be established at the outermost point of Gl. Havn. A lake will be established in the historical Karolinelund, where a pit has been left after the excavation of contaminated soil. A bicycle path and a footpath will be established across the area and the lake. A school, workshop libraries, a multi-purpose hall and a youth club will be established in addition to ordinary housing. A number of urban spaces inviting people to take a pause will be established along the promenade such as “Vandlommen” (the “Water pocket”), which is a harbour bath wedged between buildings to create shelter.

The former shipyard area will become the home of the maritime house of culture, Havnehuset, which will comprise a market, a restaurant and facilities for boaters. A new marina will be established with capacity for 100 yachts as well as a secret garden in the dry dock that will mainly consist of hardy birches.

Evaluation

While the jury evaluates team Adept's proposal as a good and qualified proposal for involving the local community in Fredericia in the urban development, it is less strong when it comes to analysing and involving regional and national stakeholders.

For several reasons, we have doubts about the proposal to establish a large marina. For one thing, the team's own work establishes that the water depth and currents will make it technically difficult and highly expensive. Moreover, we find that the size of the marina is inconsistent with the scale of the proposal and the town of Fredericia in general.

The jury views the proposal to establish an urban lake as the result of a solution to the soil contamination issue coupled with a historical reference as well as a proposal to increase the attractiveness of this part of the FredericiaC area. The actual design of the solution is not convincing, and it is doubtful whether it is sustainable in terms of current environmental requirements.

We sympathise with the idea, but find that the solution chosen is not sufficiently urban. The proposal argues that the wetland is accessible to the entire town, but it appears privatised and difficult to use for the town. A park of the specified measures with a more urbane nature would better meet the visions for both urban life and importance on a regional scale. In the design presented, Karolinelund will in our opinion be seen as belonging to a block of buildings rather than creating a unique quality for the whole town and contributing to FredericiaC as a regional attraction.

Indeed, the vision that Fredericia through the development of e.g. FredericiaC will become one of several catalysts for the Triangle Area development is very important to the jury as it is a significant condition of life, activity and market potential.

In respect of the vision to make Fredericia a catalyst, team Adept offers a highly interesting proposal to establish a number of "mini academies". The proposal builds on specific local strengths – the *Danish Academy of Musical Theatre* that offers world-class training of musical actors and *Fredericia Forms the Future* that aims to renew public services through radical innovation. Finally, the concentration of key energy operators is viewed as a basis for establishing a special knowledge centre.



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However, the jury finds that other parts of the proposal appear weaker in terms of the regional ambition. As mentioned we doubt that the marina can serve as a regional attraction. It is our assessment that the target-group analyses of both residents and, businesses, including the retail trade, are too general and thus difficult to make operational.

Team Adept's proposal is consistent with the town's scale. However, the jury is not convinced by the proposed concept of combining red tiled roofs with more modern architectural solutions.

The team has addressed sustainability with several interesting solutions and input. However, we do not find that the answers to soil contamination and hazards fully meet our expectations. In addition, the team has not rendered probable that the project will be able to generate a satisfactory return.

In respect of the division into phases, Adept has adopted a mainly physical approach to the process description, combining it with so-called ++drivers that create development and increased attractiveness.

The jury has emphasised that the area must have an attractive access infrastructure throughout the extension period, and is therefore of the opinion that the stepwise extension of Oldenborggade is a condition for starting work on the backdrop areas.

Summary

In summary, the jury finds that team Adept has submitted a solid proposal for a development plan for FredericiaC. The strength of the proposal is the many, highly qualified proposals for single elements. The weakness is that the overall proposal is considered too local in its approach, in respect of its target groups and market, meaning that it is not considered to create the unique approach that ensures diversification compared to the surrounding towns. While the edge towards the Little Belt and Gl. Havn comprises convincing main features and single elements, the marina and Karolinelund are assessed to be of a more local nature, failing to firmly highlight the area in relation to the competing towns. The interdisciplinary meeting between the technical solutions and the more visionary solutions for urban constructions could have been handled more convincingly.

Team Arup

The name of the proposal is “Growing Fredericia”.

Team Arup extends the town’s existing grid-like layout into the new town district to maintain the sight lines. In some locations, however, the plots are turned in a slightly east-westerly direction, creating a new type of urban space that breaks the wind tunnel effect and creates more comfortable wind conditions.

All courtyards will be raised to a higher level, and parking facilities will only be established at the existing ground level – which will, however, be underground in those places where the ground is raised. The rampart is extended by means of a green wedge running right through the new town district.

The new town district will be built around five social, economic and spatial reference points and drivers in the area – five “living rooms” in the public space.

The first reference point is Madhuset. Madhuset is a covered food market with restaurant, café, civic restaurant and teaching facilities.

The second reference point is Søndre Strandpark, which consists of three sea water pools on land and one sea water pool in the Little Belt just off the promenade.

The third reference point is Karolineparken. This areas will feature a school with park and indoor and outdoor sports facilities. There will be day care facilities, lecture halls and a new Fredericia Fortress Museum.

The fourth reference point is Videnshuset (business campus) and the waterfront: Facilities and networks for knowledge-based companies will be established here, possibly in cooperation with the local authorities. A library, educational aid centre, lecture hall, conference facilities, restaurant and bar will be established here. The waterfront consists of several urban spaces instead of one long promenade.

The fifth reference point is Kulturværftet – the Dock: The dry dock in the former shipyard area is to be used as a stage for musical performances, theatre performances, cinema and exhibitions, etc. A small marina will be built in extension of the existing pier.

The proposal has a very strong focus on urban strategy, where process and involvement on several levels are indicated as being the key to ensuring the development of FredericiaC, which will at the same time attract new residents to Fredericia and support the town's already ongoing transformation. The possibility of using the areas of FredericiaC for food production, while at the same time completing specific project phases is used and combined with culture, business and knowledge strategies. Large parts of the new town district will be designated for food production already before the first implementation phase is commenced, with a large number of greenhouses in the area. Over time, the greenhouses will be moved to the rooftops.

A barrier against the Shell terminal with integrated parking facilities will be constructed, and contaminated surplus soil will be used for the outermost part.

Evaluation

As described above, the proposal has a very distinct focus on process. This applies all the way from principal visions over recommended action through specific projects and to involvement and cooperation.

The physical scale matches the town's existing scale and contains interesting studies of and suggestions for flexible building typologies.

The idea of small deviations from the orthogonal orientation of the buildings which is determined by the rigid block structure in the areas closest to the water is interesting, as it offers opportunities for creating other types of urban spaces than those characterising the grid town.

The vision that "urban and life quality and development potential go hand in hand" is strongly reflected in the proposal made by team Arup. We find that this is a very interesting, coherent and strongly process-oriented proposal. Based on analyses of the current situation, the future market, the future residents and thus the preconditions for attracting the same, the proposal built up around the five "public living rooms" combined with a targeted effort to successively increase value and attractiveness. The analyses of the future residents and users form strong elements of the proposal. The elements are described in terms of processes and organisation.



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Team Arup applies sustainable thinking in the broad sense of the concept throughout its proposal. Professional backgrounds and nationalities have been strongly integrated with the effect that the same elements may be considered in terms of their environmental, commercial and branding impact.

The team suggests radical innovative long-term energy and sustainability solutions that are inspirational and thought-provoking – although the team has not provided a very detailed solution in terms of sustainability. The proposed energy solutions are flexible and adapted to the future energy supply. The proposal paints a new picture of the future that may become reality, perhaps sooner than we think. Its forte lies in understanding the importance of adjusting to the right strategic goals and trends. The soil contamination has been handled in a satisfactory manner, and a reasonable cost estimate has also been made.

The jury finds the proposal to be very strong in terms of strategy, but to show weaknesses in the physical structure. We find the central area between Oldenborggade and the Little Belt in close proximity to the Shell terminal to be problematic, as we miss the special physical and functional qualities answering the question of 'Why would one dream of living precisely here?'.

Likewise, we note that due to spatial/architectural considerations the iconic buildings do in several places break the quay front and extend into the water. We understand the motivation, but anticipate problems with respect to navigation in the Shell terminal and cruise ships calling to port.

The jury finds the team's proposal to be extremely involving, not only in the traditional urban development debates, but with respect to the involvement of relevant stakeholders and interest groups, which are deeply integrated into the entire described process; in its activities, organisation and financial structures. This way of thinking, where participation and co-ownership create identity in and close connection with the new town district, provokes the thought how it can be turned into a lifestyle for selected communities of interest to live in FredericiaC.

The procedural strength of the proposal may at the same time become its weakness. The strategy is based on the assumption that it is possible and realistic to find stakeholders for the development who will support not only the idea of its implementation, but will also provide capital resources to support the same. It should



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be carefully evaluated whether the strategy is sufficiently robust to stand alone or whether it may potentially be combined with less high-risk implementation strategies.

Summary

As jury, we find that team Arup's proposal is very interesting from a strategic and process perspective, not least when it comes to creating life, activities, sustainability and attention – and attracting new types of residents who will support the future of the town of Fredericia. The proposed true transformation of the area, physically, mentally, behaviourally and branding-wise, is sharp and challenging for the continued implementation of the development plan, but is also found to involve a high degree of risk if attempted to be implemented as main strategy for the town development.

We also find that the physical structure is one of the weak points of the proposal. The part of the new town district located between Oldenborggade and the Little Belt needs some adjustment to convince us that it will generate sufficient urban quality. With respect to space, we find that the strongest points of the proposal are the dry dock and the former shipyard area.



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Team KCAP

The project name is “FredericiaC phase 2 Development plan” with the subtitle *Fredericiahaven*.

The pivotal element of KCAP’s proposal is the physical structural plan – the idea of establishing canals in the new town district. The fundamental idea is to expand the waterfront area to increase the attractiveness of the area. With the canals, the existing waterfront will be extended from 750 metres to 2,000 metres.

The grid system of the existing town will be extended through the new town district in north-south direction to maintain the sight lines. In the east-west direction, the plots do not follow the straight lines of the existing town. The entire ground will generally be elevated to protect against future water level rises, and at the same time contamination will be sealed, and underground parking facilities can be established on the current ground level. Non-contaminated soil will be obtained from the excavation of the canals.

Three central districts form the core of the proposal.

Rock the Dock and Musical Landmark: The old dry dock is to be a venue for all types of outdoor events.

Citadel Incubator and Rampart’s Visitors’ Centre: A barrier will be established against the Shell terminal with integrated parking facilities accommodating 700 parking spaces, thereby connecting the Citadel with the new waterfront. In the area, a new visitors’ centre and a museum depicting the history of the rampart will be built.

Main shopping street: Retail trade and leisure time activities are centred in a line from the existing town along Gothersgade and Gl. Havn.

The park Søndre Voldpark forms a green wedge through the new town district, linking the Citadel to Gl. Havn.

The proposal includes five districts that form the core of the future residential areas:



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Ny Oldenborggade with u-shaped buildings that have open courtyards facing Karoline Havn. Towards Gl. Havn, buildings with varying functions – flats, culture, shops and offices.

Karolinelund is south of Karoline Havn in Søndre Voldpark. The buildings face the canal and have a park to the rear. There will also be a school in this area.

Kastellet Havn consists primarily of offices because of the planning zone, but there are also shops, a hotel and a restaurant.

Færøs Quays is at the head of Gl. Havn together with a potential new musical theatre. Færøs Quays mixes all functions – residential housing, culture, work, shopping, etc.

The creative shipyard is primarily for residential use, but also contains office premises.

Evaluation

The proposal to establish canals is combined with an extension of the town's grid structure, preservation of sight lines, a new rampart connection called *Søndre Voldpark* and a viewpoint from the *Citadel Belvedere*. All of this helps to put FredericiaC on the map as a unique place compared to competing towns and urban environments in Western Denmark. In overall terms, the history is respected and an excellent proposal is made on how modern urban construction and architecture meet and lead to innovative thinking.

That said, the jury also wishes to point out that we see certain scale discussions in the proposal as the Fredericia scale is clearly being challenged: In the proposal, there is a need for greater building density, depth and height because of the areas occupied by the canals, and the proposal involves a relatively extensive and distinctive development of the areas closest to the Little Belt, which does not seem convincing at first sight.

As to the vision "Urban and life quality and development potential go hand in hand", the proposal is exceptional in that it proposes that the physical structure itself – urban spaces, houses and the manifestation – is the pivotal attraction. The proposal is distinct with its urbanism and its very strong concept of bringing great attractiveness and value to all lots. With the location of the canals, even the buildings along



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Oldenborggade and in the central parts of the area have become special, which has proved to be one of the major and difficult challenges of the parallel competition.

With that established, the team adds various activities that act as the principal activities for the development of the entire town inside the ramparts. It is characteristic that the proposal takes a stand on the structural context and considers how the existing retail trade and the development of the new town district can be seen as a whole.

The pivotal initiatives – *Rock the Dock*, *The Musical Landmark*, *The Citadel Incubator and Rampart's Visitors' Centre* – all seem well argued in their context. They are proposals that strategically take their point of departure in Fredericia's special opportunities and competences, and at the same time they explain market and organisational linkages across the existing and the new town as the basis of the development from industrial town into a centre of knowledge, service and experiences.

That Fredericia becomes a catalyst in the development of the Triangle Area is believed to be secured by the proposal to establish the canals and thereby integrate the water element in the entire area and all buildings – a thinking that draws parallels to BO01 in Malmö and Hafencity in Hamburg. This coupled with the commercial development activities makes – in the eyes of the jury – a relatively traditional, but at the same time robust urban development strategy.

At the same time, the proposal challenges the vision work. To raise the attractiveness of the area through the establishment of the canals increases the price of the buildings and results in greater density and is perhaps to a higher degree targeted at affluent citizens and enterprises. On the one side, it may create latitude which may make up for any social imbalances, but on the other side it entails a risk of moving towards a monoculture.

At the same time, we see an ambivalence where the relationship between urban spaces, spaces of the building blocks and the buildings along the canals sends signals of both an open, living town where outdoor life is lived in urban spaces and of closed private spaces inside the building blocks and the privatised parts of the canal banks to which the buildings stretch. Urban life has the primary attention of the jury, and it is not entirely clear to us how it interacts with the building block and canal structure. Consequently, we are not convinced by the solution described.

In respect of the density discussion, it is a question of whether the buildings *outside* the the scope of the competition have been designated to achieve an adequate volume.

In respect of the division into phases, the attractiveness of Gl. Havn is not being used in the first phase, which must be due to the construction of the canals. This is a view not immediately shared by the jury.

In terms of risk management, there are many detailed proposals on the detail construction of buildings closest to the Shell terminal to minimise any damage to buildings in case of accidents, and this is very positive. The proposal includes sensible solutions for the handling of soil contamination, but the expenses are underestimated. Otherwise, the project is economically viable.

Summary

We see Team KCAP's proposal as a very strong unifying physical concept intended to increase the area's attractiveness, attention and value and with regional appeal. The proposal is well-founded in terms of traffic, parking facilities, sustainability, soil contamination and risk management. The economy seems well-founded, but in particular the costs of canals, soil contamination and site development seem underestimated and should be substantiated.

In the jury, we are uncertain about the consequences that the areas designated for the canals may have for the scale of the town district and building density and urban life. We note the significant challenge to Fredericia's existing scale posed by the higher and spectacular buildings facing the Little Belt. The conditions under which urban life is to exist in the building block structure should be examined in further detail. To designate the shipyard areas for temporary purposes in the development period is not considered convincing.

KCAP provides a coherent interdisciplinary proposal that differs from the other proposals by bringing into play more expressive physical elements such as the canals. These elements and the market thinking in attractiveness, branding and functional development are to a wide extent based on interdisciplinary competences.

Team Vandkunsten

The proposal is named “Crisscrossing Fredericia”.

The concept reflects the structure, scale and history of the town of Fredericia, which is, in the proposal, visible in the structure, building typology and even in the detailed instructions on how urban life and qualities are supported through urban construction.

As the only team, Vandkunsten proposes not to hide the Shell terminal behind a barrier. A visible facility signals openness and honesty. The proposal establishes a Spejlpladsen with water reflection and lighting installations, inviting people to move into the inner circle closest to the Shell terminal. At the outer rim of the zone, an open exhibition room for discarded military equipment will be set up to function as an attraction for town citizens and tourists. The proposal establishes a military visitors’ centre that expounds further on Fredericia’s military history and is to function as national centre for soldiers, relatives, previously posted personnel and others with an interest.

The former shipyard area will become a maritime town centre. The dry dock will be filled with water, so that divers can use it as a training pool.

At the outer edge of Gl. Havn, a new cultural centre of high architectural quality will be established together with a maritime centre with three pools.

The Diagonal is another key element of the proposal, a green, recreational route meandering along a line running from east to west through the new district.

Vandkunsten has prepared a solid retail trade strategy that will offer a well-functioning palette of retail trade coupled with a natural transition from the existing town’s retail trade to that of the new district. The proposal creates a number of commercial, cultural and experience-creating functions in a line running from Gothersgade, along Gl. Havn to the new promenade.

The grid and block structure will be carried over to the new district. However, the grid structure will only be maintained in a direction heading north-south, so that sight lines will be preserved. The east-west-running streets of the new district will be designed on new structures that create cross-going experiences while also checking any potential



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wind turbulence. Small public squares close to dwellings will be established in connection with lots and placed to enable sheltered enjoyment of the sun.

Evaluation

Through extremely thorough, detailed and perceptive analysis work, team Vandkunsten uncovers Fredericia's "soul".

In the eyes of the jury, the proposal is highly qualified in its deliberations and responses to how expansion can respect history – considering both Fredericia's unique soul and its physical appearance. As a reflection of this, team Vandkunsten describes Fredericia's unique curvature and proposes that the terrain be lifted towards the Little Belt. This gives the area a cup-shape, which enables sight lines to be maintained and rainwater to be handled, while the ascending curve towards the water acts to counter future water level rises.

The team proposes free zones to be established, i.e. a type of temporary fitting-out and user-driven use of a number of zones in the area. The jury believes that free zones pose excellent opportunities, but also that the proposal is not particularly detailed in the context of involving citizens and stakeholders *outside* the local area, which the jury sees as decisive for attracting new arrivals that may support the development in Fredericia.

To ensure that Fredericia becomes the catalyst for the Triangle Area development, the team proposes three specific attractions.

The Military Visitors' Centre: The focal point of Denmark's military efforts in the past and present. The proposal interconnects Fredericia's military history with Denmark's current commitments in armed activities in various parts of the world and the many postings they entail.

Maritime Centre: A centre for diving and water sports based in the activities and associations located on the Little Belt.

The Culture and Innovation Centre: Aimed at collecting and developing existing activities, including the Danish Academy of Musical Theatre (its present buildings form part of the military visitors' centre) and an acceleration of the *Fredericia Forms the Future* initiative.

The jury recognises the strength of these proposals which all embody authenticity gleaned from Fredericia's unique history, culture and competences. On the other hand, we have reservations to their market-effects if they are on their own to push development in the area and attract new residents to Fredericia. We are uncertain of their individual target groups and their interrelations to FredericiaC.

The jury finds that the three main attractions risk becoming new public institutions rather than dynamic drivers of business development.

The Vandkunsten proposal comprises thorough registration and analysis as the basis for an expansion of Fredericia's shopping streets. To ensure cohesion with the existing shopping streets, the team includes J.B. Nielsens Plads in the housing project which runs along the eastern side of Gl. Havn and returns through a parallel street. The result is a very convincing course with sheltered places and exciting dimensions.

However, the impact on the plot ratio is difficult to grasp, as J. B. Nielsens Plads is not included in the competition area.

The shopping course is typical of the proposal which has been worked and considered in a wealth of details. Whether the proposed simultaneous establishment of the entire retail-trade area in phase 2 is realistic should be considered intensively. Aimed not only at creating beautiful spaces and courses, but also friendly microclimates, the densification of east-west-running streets is another example of very competent solutions that will ensure an excellent framework for urban life and the micro climate.

The phased plan appears convincing and detailed as does the progressing expansion of Oldenborggade and Diagonalparken. The proposal excellently couples efforts in the existing town with development of green elements for the town.

In terms of sustainability, Vandkunsten presents a solid and well-prepared proposal. It also sets out excellent prevention strategies for soil contamination. In its present condition, the proposal is problematic in terms of risk, as people are not allowed in the area today called the Acid Triangle. As to energy, the team presents a comparatively conventional solution based on district heating.



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Summary

Team Vandkunsten has presented a very detailed and inspiring proposal not least in terms of urban analysis and consistent proposals aimed at carrying on the considerable qualities unique for Fredericia as a fortress town. The proposal links to a detailed draft phase plan which in detail explains the progress of the process. The proposal for retail-trade development has been translated into a simple physical plan, which the jury finds extremely attractive – also combined with the proposal to develop J. B. Nielsens Plads. In terms of function, this is a simple solution that should be evaluated in more detail in the context of the overall phasing.

The weak aspect of the proposal is whether the development and the three drivers (military visitors' centre, cultural and innovation centre and maritime centre) are too locally oriented and therefore fail to add sufficient regional attraction value to FredericiaC.

The jury finds that the central parts of the area between the Little Belt and Oldenborggade close to the Shell terminal are the weakest in terms of creating unique urban quality, content and urban life, even though it recognises the strengths of the Diagonalparken. Finally, we find the proposed traffic structure to be somewhat complicated.