4.3 SOFIELUND INDUSTRIAL AREA

The location.
Sofielunds industrial area is located southeast of the city centre. The area I am working with is marked with a green strip and circle and is bounded by Norbergsgatan to the north, Kontinentalanbanan to the east, Uddeholmsgatan to the south and Lantmannagatan to the west.

The area.
The whole industrial area is quite large and comprises of about 85 companies. Some have a heavy industry character while others can be classified as service companies, office buildings and shops. N.Grängesbergsgatan is the major street passing through the area in a north south direction providing the heavy traffic. On account of the character of the area there are a mix of trucks, busses, cars, motorbikes and bikes moving around. It is a functional industrial area with a range of different business and a lot of people passing through the area daytime.

The main industry in the area is Pågen, the leading bakery company in Sweden. It occupies the largest building in the area with an adjacent parking. They represent one of the most important food export companies and have large factories in Malmö and Gothenburg [http://www.pagen.com]. Pågen supplies major part of the cargo in Sofielund industrial area. Other industries are a painting factory, car mechanics and suppliers of tyres, a demolition company, a lathe operator company, a plant and flower supplier, a couple of import shops and as well a rather large power station distributing electricity to the area run by E.ON Energy Company.
Some parts of the industrial area are quite nice and have the character of low scale service area, for example on Kopparbergsgatan and Västanforsgatan. Other parts seem very industrial and rough with derelict buildings like the areas around Norbergsgatan and N.Grängesbergsgatan. The later is also known to host several illegal nightclubs, which further damages the reputation of the area and makes it an insecure place during night times.

Sofielund industrial area is marked off to the north and south by two neighbourhood parks, Enskifteshagen and Gullängen. They supply green space for the residential blocks that are adjacent the industrial area and make a nice green supplement to the character. Both Enskifteshagen and Gullängen are narrow but long-shaped and consist of grass-lawns with tree- and bush plantings. In Enskifteshagen there is a playground for the children and some seating furniture and Gullängen contains an enclosed public dog yard.
low scale industrial area

people passing by
The bike/pedestrian track.
These photos clarify the situation for bikers and pedestrians in Sofielund today. There are two stretches of proper bike/pedestrian track coming from Rosenård in the east and from the city centre in the west. They abruptly come to an end and as a biker you are directed to alternative ways. At some stretches bikers share space with cars, trucks and other vehicles and it is neither safe nor enjoyable environments to pass through on your way. The crossings over N. Grängesbergsgatan and Lantmannagatan lack proper bike crossings, seen in the picture to the right.

However there are potentials for this area despite the harsh environment and lacking connection. Parts of the track takes you through Gullängen, the neighbourhood park, which has high green space qualities. And most streets are wide enough to construct a separated bike/pedestrian track connection the two existing tracks.
the bike/pedestrian track through the area

existing bike/pedestrian track

this scene meet you after the pedestrian tunnel

this is the biker situation on Norbergsg.
Current land use plans:

Malmö comprehensive plan 2000 lists the area as Service & low-scale industry and industry.

Malmö Aktualisering 2005 lists the area as Service & low-scale industry and industry.

Greenplan 2003: A proposal for a neighbourhood park is suggested between Enskifteshagen and Gullängen, thus providing a green addition in Lindängestråket and Rosengårdstråket.

The future.

One of the key issues in the green network of Malmö, and mentioned previously in this report, are the 16 green corridors which penetrates into the city and connects the nature areas surrounding Malmö with the inner city green parks. Sofielund industrial area lies within one of these corridors called Rosengård corridor [see graphic]. The corridor starts west of Malmö with Almåsa nature- and recreational area, continues east to Robotfältet, Huse mosse and Östra fältet. Entering the city the corridor continues with Remonthagen in Jägersro, Ögårdsparken and last Rosengårdsfältet, which lies on the east side of the railway tracks adjacent to Sofielund industrial area.

It is the part of the proposal for future green structure in Malmö that Rosengård corridor connects to Pildammsparken (Malmö Greenplan 2003, 82), a development that would affect Sofielund industrial area since it constitute a plug in this particular corridor. The corridor stretches from the eastern parts of Malmö towards the railway tracks, following a bike/pedestrian track. On the other side of the pedestrian subway [the trains are running on an high embankment creating a barrier between the residential houses to the east and Sofielund to the west] one walks right into the harsh environment of the industrial area.

Neither of the two parks Enskifteshagen or Gullängen are connected to the bike/pedestrian track and therefore the green connection into the city is lost. On the other side of Lantmannavägen in the west part of the area another bike/pedestrian track is situated, stretching into the neighbourhood park Gullängen and then diverging north into the industrial area where it comes to a sudden stop without further obvious connection. Continuing, on the other side of Lantmannavägen, the same bike/pedestrian track passes Sofielund School and further into the city centre. The Greenplan proposes a redevelopment in Sofielund industrial area in the future and mentions that the industrial area is to be phased out and relocated in a longer perspective (ibid.).

Just across Lantmannavägen the Sofielund School is located were kids attend pre-school class up to 9th grade. It is a large school with about 480 children between the ages 6 to 16 and the catchment area stretches past...
Sofielund. The ethnicity is high and at the school there are about 40 different nationalities [http://www.malmo.se/stadsdelar/sodrainnerstaden/forskolorgrundskolor/grundskolor/sofielundsskolan.4.33ae30d103b8f15916800048454.html].

A questionnaire-based report [Kartläggning av Södra Sofielund/Seved, 2003] was made mapping the condition of the area regarding different aspects of living. One of the major issues in this report was the lack of activities for children and teenagers and a concern that there is nothing to do for them after school (ibid., 10). This can lead to passiveness, boredom, and for some youth this forces them to channel their energy in other more destructive ways.

The options for kids in the area today are several. There is the youth centre belonging to Sofielund School with activities for teenagers after school. Bryggeriet is a very popular skate-park just south of the area and also offers media workshops. But due to high fees this does not attract the teenagers from Sofielund (ibid., 15). Sofielunds Folkets Hus is a community house with activities for all ages living in the area. Some activities have become so popular the meeting places have been outgrown and they have had to be relocated to nearby areas (ibid., 14). There are clubs for football, boxing and karate and different cultural communities, however despite this range of activities there are barriers to connect to the youth and the area is in need of other alternatives.

The location of Sofielund industrial area is, at this moment, in my opinion appropriate since it borders to Kontinentalsoabanan in the east and does not intrude too much in the city landscape to the west. A city must expand in a sustainable way and consist of a mix of uses. Industrial areas are vital for the city development and do not necessarily have to be hidden away. Instead they can, if they are well planned, bring a special positive character to the cities. It is a very robust environment and there are activities and city features that can be very well integrated in industrial areas like Sofielund.
Pildammsparken connects to a fairly green and lush bike & pedestrian track through MAS leading to... streetlandscape, a busstation and then a small park and a low-scale residential area followed by Sofielund School. Weak connection Rosengårdsfältet and Ögårdsparken makes a strong connection towards the city limit.
These pages show the green connection through Rosengårdstråket today. From top left clockwise; Norbergsgatan in Sofielund i.a., coming out from pedestrian tunnel in Sofielund i.a, bike/pedestrian track through Rosengårdsfältet, Ögårdsparken, Husie mosse, Jägersro horsetracks, streetlandscape, Södervärn busstation & Pildammsparken.

Pildammsparken to Hyllie mosse via Sofielund.
Pros/Yellow
+ Robust environment
+ Natural stream of people
+ Schools
+ Green parks

Cons/Red
- Worn down environment
- Interruption of bike/pedestrian track
- Lack of activities for young people
- Barriers