



# Comprehensive Plan for Umeå Municipality

## – Guide to the parts of the plan, its themes and relevance

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### **Project group:**

Pernilla Helmersson, urban planner (project manager)

Hanna Jonsson, urban planner

Malin Lagervall, head of planning department (from autumn 2017)

Daniel Lindström, urban planner

Annika Myrén, strategic development officer

Elin Pietroni, head of planning department (until spring 2017)

Staffan Sjöström, land development engineer

### **Photos, maps and illustrations:**

Umeå Municipality unless stated otherwise

Comprehensive plan online: [www.umea.se/oversiktsplan](http://www.umea.se/oversiktsplan)

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# 1. Introduction

## 1.1 A gateway to the comprehensive plan

This section provides an outline of the municipality's intentions and what Umeå wants to achieve regarding strategic questions involving use of land and water in the municipality. It sets out the underlying assumptions and the guidelines for general examination of suitability. It also makes reference to the other parts of the comprehensive plan where necessary.

In practice, the *Comprehensive Plan for Umeå Municipality* is made up of a large number of documents. This means that it can be difficult to gain a holistic picture or to know, for example, which document to read for information about a general or specific issue. Themes, areas and questions are often addressed in different parts of the comprehensive plan. The comprehensive plan comprises this document and a number of partial comprehensive plans providing more details on specific geographical areas and themes. This document, *Comprehensive Plan for Umeå Municipality – Guide to the parts of the plan, its themes and relevance*, is the natural gateway which steers readers to other parts of the plan for information on different aspects or greater detail. The *Comprehensive Plan for Umeå Municipality* should provide readers with an easy way of seeing Umeå Municipality's intentions, what the municipality is seeking to achieve and where Umeå is heading.



The Comprehensive Plan for Umeå Municipality is made up of several parts, where this document, titled *Comprehensive Plan for Umeå Municipality – Guide to the parts of the plan, its themes and relevance* serves to tie them all together, as illustrated by the red ribbon.

The comprehensive plan can be likened to a jigsaw or a patchwork of documents that together set out the municipality's development ambitions. All parts of the comprehensive plan have the same overarching objective of continued strong development of the municipality with a clear goal of sustainable growth.

This document seeks to tie together the different parts of the comprehensive plan to form a complete package that together sets out Umeå's path to a future with a population growing to 200,000 people hand in hand with sustainable growth strategies.

All the parts of the comprehensive plan complement each other and support the overarching objective. While the Partial comprehensive plan for the central city districts addresses issues including the development of the heart of the city centre, other plans, for example, place greater emphasis on disentangling conflicts of interest with the aim of safeguarding outdoor recreation provision for a population of 200,000. In brief, this part of the comprehensive plan sets out the overall picture and steers readers to other parts of the comprehensive plan for more in-depth arguments or statements of the municipality's intentions.

## 1.2 Use of land and water

Under the Swedish Planning and Building Act (PBL), the municipality is to have a current comprehensive plan that covers the entire municipality. The plan must include the orientation for the long-term development of the physical environment. The plan must provide guidance for decisions on how the land and water areas are to be used and how the built environment is to be used, developed and protected. The comprehensive plan is not legally binding but it provides strong guidance on the public interests that are to be taken into account in planning conducted by the municipality and by other agencies.

The comprehensive plan is to set out:

- the fundamental features of the envisaged use of land and water areas,
- the municipality's view on how the built environment is to be used, developed and preserved,
- how the municipality intends to safeguard the specified national interests reported and adhere to applicable environmental quality standards,
- the course of action the municipality intends to take in its spatial planning, in order to streamline the comprehensive plan with relevant national and regional goals, plans, and programmes of significance for sustainable development within the municipality,
- how the municipality intends to meet long-term needs for dwelling, and
- such areas for rural development in coastal settings as referred to in the Environmental Code.

The comprehensive plan fulfils several important functions. It is to serve as a vision for future development, form a basis for detailed development planning and for building permits, and be an instrument in the municipality's dialogue with the State regarding the import and handling of the public interests involved.

During the consultation phase, the municipality is to report the content of the proposal, the reasons for the proposal, the consequences of the proposal and the planning documentation that is of significance from national, regional, intermunicipal or other viewpoints.

## 1.3 A rolling approach to comprehensive planning

### **Umeå carries out rational comprehensive planning**

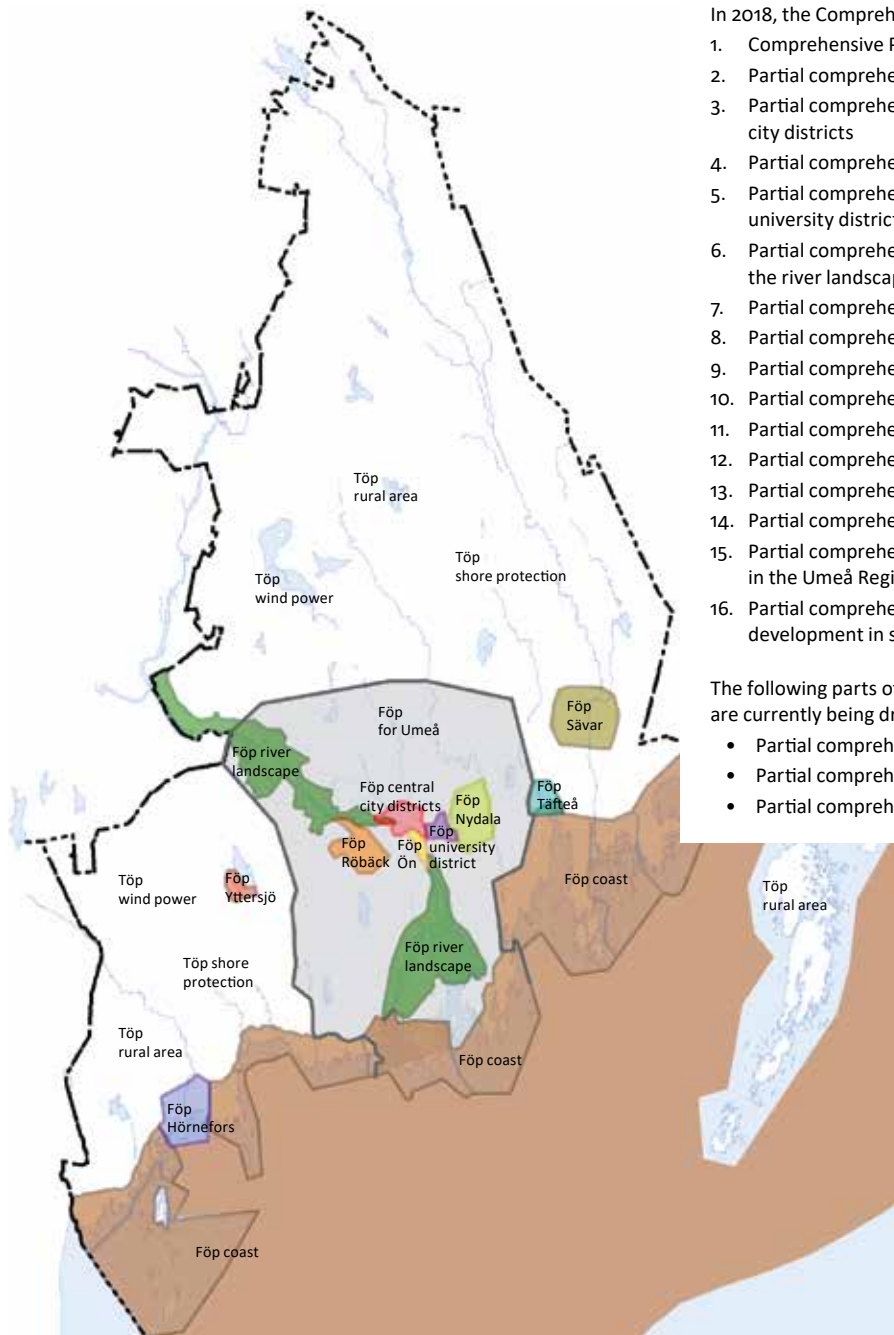
Umeå Municipality conducts rolling comprehensive planning and works to produce new partial comprehensive plans for different areas in need of change. The focus is on working where needs are greatest or providing supplementary partial comprehensive plans covering issues that have not been sufficiently addressed. This ensures that the comprehensive plan is kept up to date thanks to a continuous comprehensive planning process in which monitoring and new underlying planning factors lead to change over time.

Acting where needs are greatest provides for forward-looking and proactive planning while making efficient use of the municipality's planning resources. The changes introduced over time provide a basis for the planning and building process, while also reinforcing it and improving its efficiency.



## 1.4 A plan of many parts

The *Comprehensive Plan for Umeå Municipality* is made up of a large number of different parts. This document, *Comprehensive Plan for Umeå Municipality*, sums up the plan as a whole, serving as a gateway to the other elements that make up the comprehensive plan. Once this document gains legal force, the previous comprehensive plan from 1998 (ÖPL98) will be abolished. In 2018, 14 partial comprehensive plans had been adopted. These all form part of the comprehensive plan as a whole and address different geographical areas (Föp) and themes (Töp) in greater depth. Further partial comprehensive plans will be added over time and will become part of the *Comprehensive Plan for Umeå Municipality* once they have gained legal force.



In 2018, the Comprehensive Plan comprised:

1. Comprehensive Plan for Umeå Municipality
2. Partial comprehensive plan for Umeå
3. Partial comprehensive plan for the central city districts
4. Partial comprehensive plan for Ön
5. Partial comprehensive plan for the university district
6. Partial comprehensive plan for the river landscape
7. Partial comprehensive plan for the coast
8. Partial comprehensive plan for Nydala
9. Partial comprehensive plan for Röbäck
10. Partial comprehensive plan for Sävar
11. Partial comprehensive plan for Hörnefors
12. Partial comprehensive plan for Täfteå
13. Partial comprehensive plan for Yttersjö
14. Partial comprehensive plan for rural areas
15. Partial comprehensive plan for wind power in the Umeå Region
16. Partial comprehensive plan on rural development in shoreline areas (LIS)

The following parts of the comprehensive plan are currently being drawn up:

- Partial comprehensive plan for Sävar
- Partial comprehensive plan for district infill
- Partial comprehensive plan for the I20 area

There are a large number of partial comprehensive plans (Föp) addressing geographical areas in depth and more are being produced. In addition, there are partial comprehensive plans (Töp) on wind power and shore protection which apply to the entire municipality. The Partial comprehensive plan for rural areas applies to areas outside the major population centres in the municipality.

## 1.5 How the parts of the comprehensive plan relate to each other

There are a number of partial comprehensive plans within the area covered by the Partial comprehensive plan for Umeå. The Partial comprehensive plans for the central districts, Ön, Nydala etc. take precedence over the Partial comprehensive plan for Umeå where applicable.

In some cases, the Partial comprehensive plan for rural areas applies in parallel with the Partial comprehensive plan for Umeå as there are some rural areas that fall within the boundary of the Partial comprehensive plan for Umeå, as is also the case with the Partial comprehensive plan for the coast and the Partial comprehensive plan for the river landscape. Where an issue might involve a conflict between the text of the partial comprehensive plans, judgement must be exercised. In this respect, a partial comprehensive plan for a geographical area (Föp) should be afforded significant weight. However, the special information in Section 5 must always be taken into account.

It cannot always be assumed that a partial comprehensive plan adopted more recently always takes precedence over one adopted earlier. Although in most cases this will be the case in practice, evaluations may need to be made. Taking that set out above as a guide, however, it is judged that there will be few questions where it is unclear how the different parts of the comprehensive plan are to be read in relation to each other.

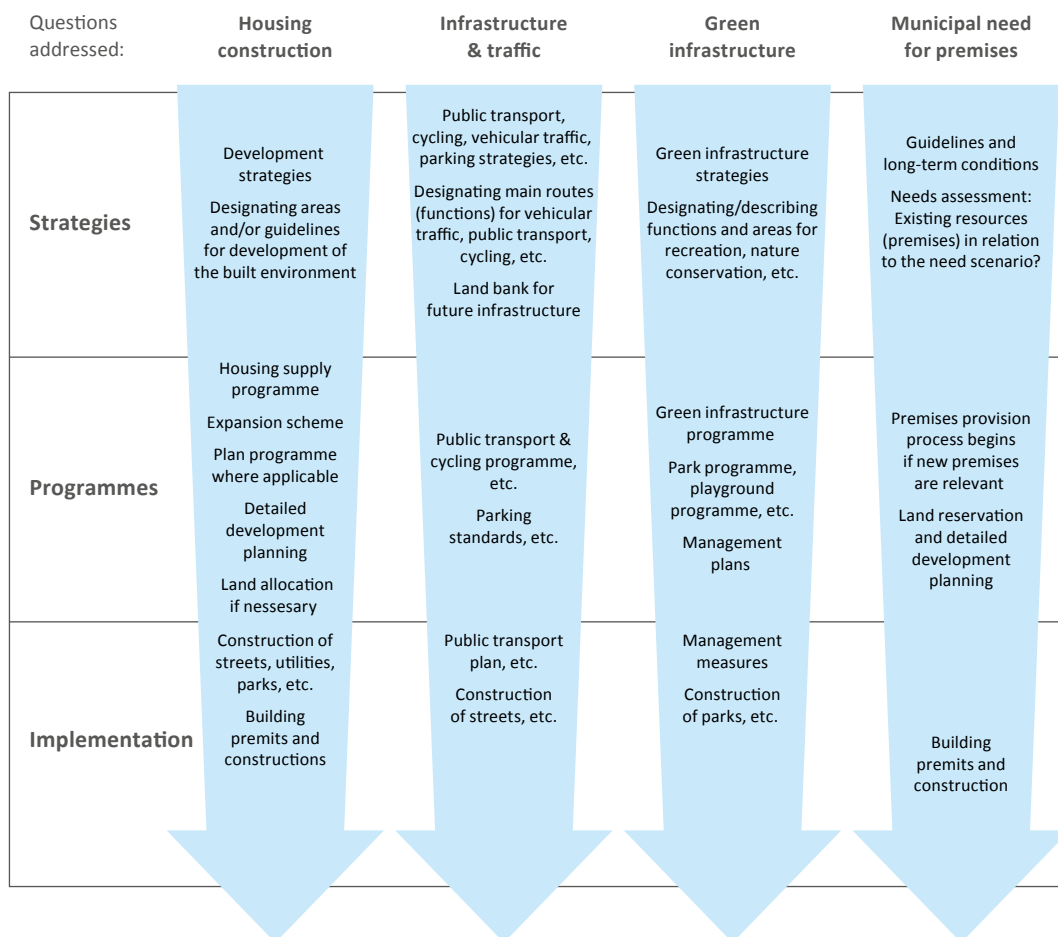
## 1.6 Status of the comprehensive plan

The strategies and guidelines set out in the comprehensive plan provide guidance for other subsequent planning, both by the municipality and other agencies. The comprehensive plan is to provide support for future planning.

According to an Ordinance under the Environmental Code, the agency that makes decisions concerning land and water use must state whether the decision is compatible with the municipality's comprehensive plan. This naturally also applies when the decision-making is on the part of the municipality. Every municipal committee, administration and company is responsible for ensuring that decisions are made and work is carried out in line with the objectives and guidelines of the comprehensive plan. There is a principle that decisions that contradict the comprehensive plan must be clearly justified and normally subjected to political scrutiny by the municipal council.

It should be made clear that the comprehensive plan is where the municipality sets out its intended use of land and water. Using the comprehensive plan as a base, different types of programme are then drawn up, setting out how the intentions of the comprehensive plan are to be implemented in practice. Sectoral programmes drawn up following the adoption of the comprehensive plan sometimes make land-use claims that differ from those in the comprehensive plan. This does not mean that the wording of the sectoral programme replaces that of the comprehensive plan. Instead this means that as the comprehensive plan becomes relevant in practice, the municipality is able to examine separately whether the wording of the comprehensive plan is to continue to apply. This is a fundamental approach in work on sectoral programmes, granting building permits, planning, etc.





Strategies and guidelines are laid down in the comprehensive plan while many questions regarding how issues are to be resolved are addressed in programmes that make the intentions of the comprehensive plan a reality. As a rule, responsibility for drawing up programmes rests with specialist committees such as the Building Committee, Technical Committee, Environmental and Health Protection Committee, etc. The role of the comprehensive plan is to put the underlying conditions in place and create opportunities. The illustration and the text below provide some examples of how issues are addressed in the subsequent phases. There are similar processes for water and sewerage, leisure, etc.

## 1.7 Subsequent planning makes the comprehensive plan a reality

### Building housing – from comprehensive plan to actual homes

Taking building housing as an example, the comprehensive plan defines future housing areas or sets out guidelines for infill, for example. There are several stages in the journey from an area being designated in the comprehensive plan to a developer starting to build. Using the comprehensive plan as a framework, detailed development planning can begin. This is commissioned by a developer or by the municipality's land and development unit where the area is on land owned by the municipality.

The Housing supply programme's expansion scheme provides a rough indication of when different areas are prioritised for development and this is updated at least a couple of times per mandate period. If the project is on municipal land, the municipality can state its wishes regarding form of tenure, for example, when land allocation is opened to developers. The land can then be allocated to the developer that best meets the wishes of the municipality.

Where necessary, specific inquiries are carried out in conjunction with detailed development planning. This may involve investigating noise, cultural heritage, water and sewage issues including stormwater, traffic, etc.

Read more in the section on the Actors and roles when building housing.

### **Infrastructure and traffic**

The comprehensive plan sets out traffic strategies and strategies for parking, for example, and for planned infrastructure at an overarching level. The comprehensive plan shows the long-term direction as regards how the traffic situation and the infrastructure are to be developed. This then needs to be made a reality in work in the future, often by means of specific programmes, e.g. for public transport, cycling, etc.

Implementation of the comprehensive plan and the programmes that follow it is decided by the municipality (if municipal infrastructure is involved) or the State in conjunction with drawing up the municipality's budget and the national and regional transport plans.

Region Västerbotten and the Swedish Transport Administration play important roles because they decide on and carry out the measures in the regional plan. The Swedish Transport Administration also draws up proposals for a national plan that is decided by the Government.

The main responsibility for planning public transport within the municipality rests with the municipality itself, which is to design traffic solutions in line with the guidelines set out in the comprehensive plan and other programmes.

### **Green infrastructure in planning**

As regards planning green infrastructure and parks, the role of the comprehensive plan is to point out areas prioritised for nature conservation, recreation, etc. The comprehensive plan can also indicate important green links that need to be taken into account, for example in detailed development planning. The strategies are translated in subsequent stages, e.g. in green infrastructure programmes, management programmes, park programmes, etc., which describe how the intentions of the comprehensive plan can be realised in greater detail.

### **The municipality's need for premises in planning**

The municipality has responsibility for premises for schools, preschools, care homes and accommodation for people with special needs. At the comprehensive planning stage, planning for schools and preschools, for example, involves looking at education requirements over a very long timeframe. This involves collaboration within the framework of the comprehensive plan being rendered tangible in guidelines and long-term provision being made for the role of schools in community planning.

In a shorter timeframe, such as 0–10 years, it involves drawing up descriptions of needs produced on the basis of the Housing supply programme, the expansion scheme and relevant population forecasts. The needs assessment in turn is based on geographical distribution, housing stock, children moving into the area, existing children and the degree of loyalty to schools. On this basis, an assessment is made of existing education provision in relation to the needs scenario, i.e. whether a newbuild project needs to be launched or whether the municipality already has existing premises to meet an arisen need.

Where a newbuild project commences, this takes the form of a process owned by Umeå's property management unit, Fastighet. Land is allocated to the project and this is followed by the detailed development planning process, building permits and construction projects. The process takes about four years from the description of need to the finished premises.

A similar process is followed for other premises to meet the municipality's needs, such as LSS accommodation for people with special needs, sheltered housing and so on. Here assessments in line with population forecasts are similarly conducted, followed by the premises provision process, etc. as described above.



There is an annex to the municipality's Housing supply programme known as the expansion scheme, which is reviewed every year.

### **The expansion scheme is vital to successful implementation**

The Housing supply programme includes an annex called the expansion scheme. The expansion scheme is a summary of current expansion projects on municipal and private land in the years ahead. Construction projects are listed with schedules and volumes. The expansion scheme builds on cautious assessments and because schedules, etc. are often subject to change, as a rule it is updated annually.

The expansion scheme is one of the most important tools the municipality has to create predictability and transparency for all the actors in the housing market. It also makes it clear to private property owners, etc. what type of construction is prioritised, which land allocations the municipality can offer and whether projects might compete with each other.

The expansion scheme is also central to the municipality's planning of its own operations, ensuring that the expansion of municipal services (such as schools, preschools, roads, water and sewerage services, etc.) run in pace with the development of the built environment. The municipality needs to have a good overview of where construction will take place, when it will take place and the type of housing that will be built in order to coordinate expansion. In other words, the expansion scheme is a very important link between the municipality's comprehensive planning and successful implementation.

#### *Further reading*

Umeå Municipality's Housing supply programme

## 1.8 Actors and roles when building housing

The role of Umeå Municipality in housing construction is to pave the way for new homes. The municipality has certain tools at its disposal that can influence and steer this housing development. However, the municipality does not carry out the building work itself and homes are normally produced through private investment. Whether the housing is to be built within the city of Umeå or in different locations outside it, the decision as to whether housing construction will begin locally ultimately comes down to a risk and profitability assessment carried out by the developer/land owner.

Planning on the basis of the municipality's planning monopoly is an important tool that can support and facilitate housing construction. Here the comprehensive plan constitutes an important guiding instrument that clearly sets out the intentions of housing policy.

Another powerful tool is municipal land ownership, which provides good opportunities to steer the rate of construction, content and where construction should take place. Umeå Municipality has been able to secure strategic land holdings by conducting an active land policy over a long period. Today its relatively large land holdings have enabled the municipality to meet its own needs in expanding municipal services and/or developing new areas for housing and business use. To enable municipal purchasing of properties in the future, there must be clear support in the comprehensive plan. Land ownership gives the municipality an opportunity to enter into contracts with a developer to transfer the land through a land allocation. This gives the municipality a tool to set conditions, so issuing instructions on what is to be built in terms of form of tenure, for example, and a schedule for implementation. The municipality can thus choose the developer that best meets the aims of the municipality.

Municipal housing companies such as Bostaden AB have to comply with the law that regulates public housing. A deregulated housing market is currently national policy. According to regulations introduced in 2011, public companies must operate on commercial principles. This requires that the municipality as an owner imposes market return requirements on the company. The rules mean that the company, which operates in a competitive market, may not act so as to distort competition, and that "the company must always work on the basis of what is best for the company and only take action that is profitable over time". Umeå Municipality cannot therefore commission the company to carry out actions that are unprofitable, by means of instructions as a land owner, for example. In summary, there is a restriction on the areas that it will be possible to develop for apartment blocks based on the Public Municipal Housing Companies Act, accounting rules and high construction prices. This also explains the line taken by the municipality's housing company Bostaden AB, i.e. developing new housing within the city of Umeå or a close distance away.

Another, albeit smaller, tool is the municipality's provision of self-built plots. The municipality is constantly on the lookout for appropriate land to meet the demand for such plots. The aim is primarily to sell to private individuals, not to housing companies. As a reflection and consequence of the comprehensive plan's intentions in the form of densification, this constitutes a minor part of the municipality's role in supporting housing construction in the context.

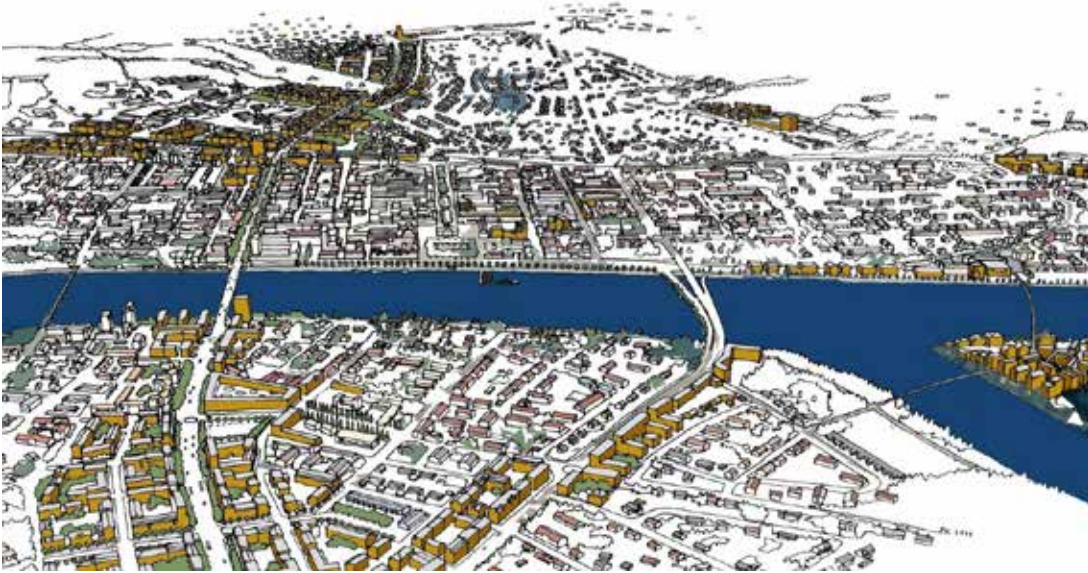


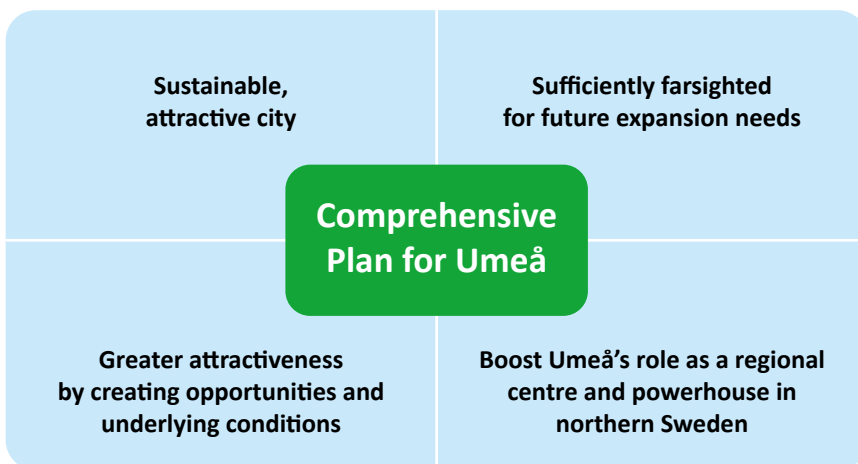
Illustration: A1 arkitekter

## 2. Umeå population 200,000

### 2.1 The role of the comprehensive plan for sustainable growth

Umeå is a powerhouse in northern Sweden and has held this role for many years, with a constantly growing population. The growth rate stands at approximately 1,000 new people each year. The Comprehensive Plan for Umeå Municipality seeks to attain a sustainable, attractive city and municipality and encompasses plans that support and stimulate continued, sustainable growth. The vision that Umeå Municipality is to grow to 200,000 inhabitants by 2050 is an important starting point and the comprehensive plan is a response to this overarching target.

The role of the comprehensive plan is to create opportunities and facilitate the future development of Umeå. The comprehensive plan is to ensure that the municipality is sufficiently farsighted for its future expansion needs. It is to contribute towards greater attractiveness by creating opportunities and putting the underlying conditions in place, and boost Umeå's role as a regional centre and a powerhouse in northern Sweden.



## 2.2 Growth in Umeå – why?

In 2008, Umeå municipal council adopted a new growth target of 200,000 inhabitants by 2050. This decision was made in the light of the fact that cities compete with each other for resources for growth. People and their networks are increasingly becoming the key asset that cities need. Population statistics show that cities that bring together more than 100,000 people tend to be preferred to smaller towns. High demand for housing in large cities indicates that these offer richer diversity, with information, services, infrastructure and buildings on the doorstep. The attraction of this diversity draws new people to move to the city and the presence of more people increases purchasing power, in turn attracting companies to set up businesses in the city. Companies in densely populated areas benefit from a strong market and access to specialised suppliers, consultants and employees.

Greater diversity can make the city less vulnerable and more adaptable to changing circumstances. The composition of the business community is also clearly affected by the size of the city. In larger cities, the proportion of private service industries and research and knowledge-intensive services is significantly higher than in smaller towns, where the focus is often on primary industry and capital-intensive industries.

Larger cities also have an opportunity to develop rich cultural and arts provision and growth in property value. A spiral of positive feedback is created, fuelling continued regional growth.

A broad debate on the city is a necessary safeguard against a vast, monolithic city with a lack of quality, which can turn growth into decline. Inhabitants must be given opportunities for dialogue, to be visible, for their resources and networks to play a part in the city's success, and to have their voices heard at work and at leisure.

### **A regional power surge**

Umeå's growth must be seen in a regional context. The population in many municipalities in Norrland is shrinking, which is also reducing the population base for important functions of society across the entire Nordic region. Northern Sweden needs a regional engine and a strong urban alternative to meet the ongoing shift towards urbanisation. An attractive urban environment in a growing region is needed to capture and balance the population trend, generating a sufficient population base to enable the provision of good quality health, education and welfare services and a flourishing labour market. The population trend needs to be linked to urbanisation and the services, the diversity and the opportunities that the city brings to people's lives.

The ambition of Umeå to be Norrland's powerhouse and Sweden's metropolis in the north becomes a reality here, in the Comprehensive Plan for Umeå Municipality. Umeå's urban environment and its assets must be high to attain good living environments, attractive meeting places and internationally strong development environments for research and business. Umeå is capable of shouldering the role of an urban alternative in northern Sweden and of being the engine that gives power and energy to our immediate hinterland, neighbouring municipalities, our rural areas and the region as a whole. Growth also offers opportunities to drive change and to create new and more sustainable alternatives.

## 2.3 Sustainable growth strategies

### **Integrated perspective – strategies built on urban development principles**

Sustainable growth strategies are central when building a city and developing the different places in our municipality. They are strategic considerations that set out the path for building a sustainable city and municipality, socially, ecologically, culturally and economically.

The six strategies all rest on urban development principles in which all the dimensions and sectoral issues are integrated, rather than being addressed as separate sectors. In other words, the strategies gather together questions such as transport, green infrastructure, gender quality, social issues, integration, utilities infrastructure, etc. instead of examining one theme at a time in isolation. Had



a sectoral approach to the strategies been chosen, each theme would have had its own strategy but on balance it was decided to base the development strategies on urban development concepts, integrating the sectoral issues.

Planning is completely integrated in terms of the built environment and traffic strategies, and development carried out in line with the strategies strengthens a number of perspectives. Working with the Five-kilometre City approach strengthens the gender equality and integration perspectives, for example. When we work on infill development, green spaces are integrated as part of well-planned infrastructure. High-density development in new districts of the city gives us an asset-rich city, opening up opportunities for people to meet each other and for sustainable travel. A compact mixed city means a physically and socially cohesive city. The focus on infill is again seen in the move towards cohesive development solutions in our rural areas, our other population centres and along the coast, for example. Managing our land well means we can save important natural areas including historic landscapes such as farm and forest land. Basing the strategies on urban development principles with all the perspectives integrated points the way ahead in attaining sustainability and works to develop good structures rather than solely focusing on individual geographies and sectoral interests



### **The Five-kilometre City – the high-density city**

Umeå's growth should as far as possible be contained within a radius of five kilometres from the city centre or the university district. This will create a city that encourages walking and cycling, creating high accessibility without being transport intensive. The high-density city benefits children and young people, and above all, the mobility of women in the city.

A well-defined and clear city boundary would contribute to the long-term, desirable, densification of the city of Umeå. The vast majority of growth should be contained within this radius, or within suitable areas in which the main public transport routes can be extended.

A dense, compact, mixed-function city with short geographical distances reduces the need for transport and makes alternatives to the car, such as walking and cycling, more competitive.



### **More city! – Infill as an invigorating force**

The municipality will plan to develop the city by adding new city blocks adjoining existing ones, so creating a greater desire for investment in the existing property stock, primarily in the city centre.

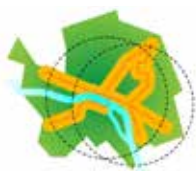
"More city" is not only attained by high-rise building but by siting new densely-built mixed-use areas next to older areas so that the city gradually grows closer together, creating a more connected urban landscape with everything that is associated with good city living. Reducing "dead/passive" areas and increasing the flow of people and businesses can lead to a greater sense of safety in the city.



### **High density in new districts**

Dense mixed-use development, like that proposed for Ön, the island in the river, would initially, before an entire district is developed, be able to be supported by and at the same time support, the range of services and other amenities in nearby "depopulated" areas before in the longer term being able to generate its own range of provision associated with more developed urban living.





### Growth in main public transport routes and transforming traffic routes

Planning new buildings along the routes that are most favourable for public transport is a cornerstone for attaining the densification required by the growth targets. This strategy will enable us to offer large groups of residents and workers high-frequency public transport, essential if public transport is to be seen as a preferred means of transport in people's complex lives. Good and profitable public transport presupposes a higher-density city and a stable structure that travellers can rely on – think rail but with buses.

The new ring road around Umeå gives an opportunity to transform existing infrastructure areas in the city. More effective use of the land used for transport in the city offers great potential where this is adapted to urban demands in terms of its design and function. The barrier effects of roads will be reduced and new connections will be stimulated.

### Focus on public spaces and parks

In a high-density city, public spaces become increasingly important. Public space must generally be designed on a scale that provides attractive, safe and experience-rich spaces and corridors with green space for recreation. These areas will be full of life and movement, during the day and in the evening, through all the seasons of the year. Bustling public spaces offer a city many positive benefits, such as a high degree of urbanity, a greater sense of security for local residents, a welcoming feel for visitors and greater added value for the city's attractiveness, which benefits retail and services.



### Everyone included

A sustainable city can only be built with the people who will be living in the city. All planning must be characterised by openness, democracy and gender equality. We will develop public spaces so that everyone, girls and boys, women and men, can spend time in them on equal terms. When building a city we have to start out from children, young people and people with disabilities. The result is a city for everyone.

## 2.4 Growth scenario – population 200,000

Based on the strategies described above, a scenario has been drawn up for Umeå's future growth envisaging a population of 200,000 people.

### Building a dense, attractive mixed city

There is a strong focus on building a dense, attractive mixed city. In this aim it is essential that the comprehensive plan embodies a paradigm shift towards sustainable travel. Traffic development and the transition towards sustainable means of transport is the key to sustainable development. In making this transition, it will be necessary to use the entire toolbox at our disposal, including traffic strategy, parking strategy and incentives that change behaviour. Traffic and built environment strategies are not two separate elements in the comprehensive plan. Umeå's comprehensive plan is clearly an integrated traffic and built environment strategy.

### Infill as the defining concept

There is a great focus on infill development in the city. It is proposed that the central districts of the city, including the university district, gain 15,000 new inhabitants, which means doubling the number of residents compared with the population in about 2010. The Partial comprehensive plan for the central city districts and the Partial comprehensive plan for the university district set out these ideas on the ground and show areas of change.

It is proposed that adjoining districts gain approximately 25% more residents and workers. The Partial comprehensive plan for Röbbäck shows the relevant details. The upcoming thematic Partial comprehensive plan for district infill aims to point out areas for change in existing districts of the city.

### Some new areas contributing towards sustainable development of the built environment

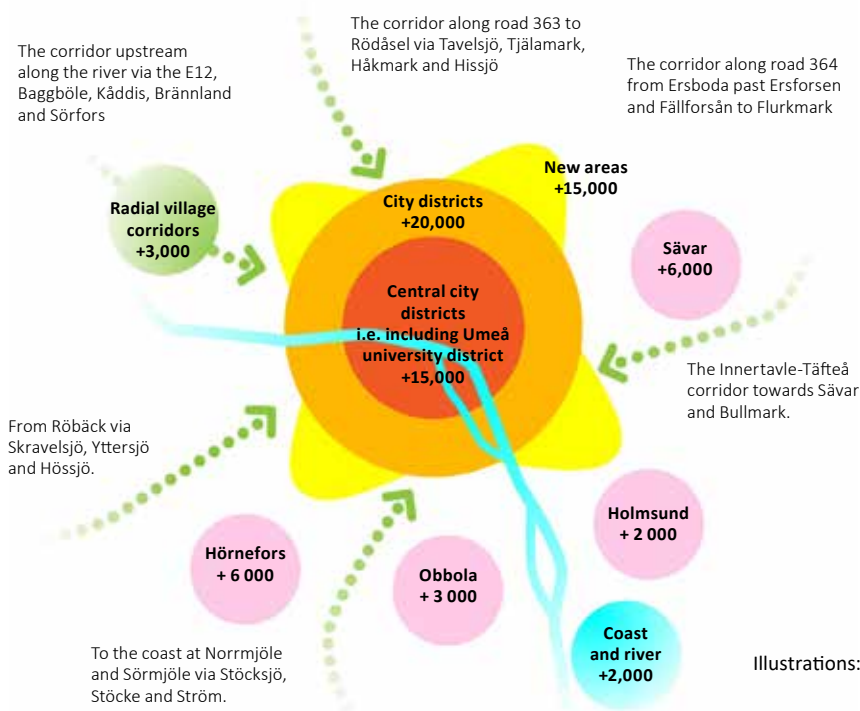
The considered view is that not all additional buildings can be added as infill. For this reason some new areas have been suggested for development. These areas have been chosen for their strategic locations where there is an opportunity to develop and extend existing main public transport routes. The areas designated are an area east of Skravelsjö (addressed in the Partial comprehensive plan for Röbbäck), I20 (which will be covered by a future partial comprehensive plan), Tegelbruksberget (part of the extension of Gimonäs), Brännlandsberget (which links to Umedalen/Klockarbäcken) and eventually what is known as Umåkersterrängen.

### City and countryside hand in hand

The scenario also has a clear focus on the rural areas and population centres outside Umeå. For the biggest built-up areas outside Umeå, i.e. Sävar, Hörnefors and Obbola and Holmsund, significant growth is proposed in the long term. Hörnefors will be addressed in a separate partial comprehensive plan and a partial comprehensive plan is being produced for Sävar. Planning input will be needed in the future for Holmsund-Obbola. Growth is also proposed in a number of villages in designated growth corridors where the development is already positive today. These radial village corridors coincide with the public transport lines run by Länstrafiken and the existence of particular services in the form of schools and shops, etc. More residents will mean that public transport and schools will be supported, for example. The development in rural areas, including the areas surrounding the population centres and corridors of clustered villages, is covered in the thematic Partial comprehensive plan for rural areas.

### Attractive waterside development

Finally, the scenario builds on sustainable development in attractive riverside and coastal locations offering special housing attributes. The development is addressed in the Partial comprehensive plans for the coast and for the river landscape.



Scenario 200,000 and the development of the built environment span the whole municipality. The focus on infill in existing areas is strong and all-pervasive no matter whether it concerns the heart of the city, surrounding districts, population centres outside Umeå, rural villages or coastal locations.



## 2.5 Putting people first

Urban planning forms a framework for people's lives, in which people in different situations use the city environment in line with their needs. Everyone needs to be able to shop, travel to and from schools and work, and access parks and playgrounds. It is vital to take into account the way people lead their lives at different times of their lives. The urban environment must be accessible to all groups in different ways, including people with disabilities or who do not own a car.

Places are created through the social patterns and activities that develop in the specific location. Sex and ethnicity work together in shaping the identity of the space. It is important to take on board people's differing experiences of the various spaces of the city and to be aware of how people go about their lives.

A mix of functions and forms of tenure counteracts segregating effects, creating a city in which people come together irrespective of their sex, age or background. Today's households are less static than before, and sizes of household may vary and family structures change. A high proportion of people also live alone. These aspects should be taken into account in the future design of the city.

### **Strengthen local services and improve accessibility**

In urban planning, accessibility concerns two distinct areas. The first is physical access, especially for people with limited mobility. This involves ensuring that homes, shops and services can be reached without stairs and that slopes are not too steep for wheelchairs. The second is the accessibility of the services and the functions that people need in their daily lives, such as the ability to go shopping, to get to and from school or work, and to reach green spaces or play areas within a reasonable timeframe.

### **Plan based on an understanding of experienced concern about safety and access to public spaces**

The city must be planned so as to increase people's sense of safety and urban planning may be a way of evening out power disparities. Spending time among people and being seen is a vital element for many people. Mixed-use urban environments that are populated almost round the clock help in this respect. The location of public transport stops, pedestrian and cycle paths and car parks is an important factor to take into account.

Green spaces, which may feel safe during the day, may inspire the opposite feeling in the evening and at night. For many women, calculating risk around sexualised violence is normalised behaviour which impacts on the ability to move unhindered and freely in public spaces and gives the city power over people's lives. This has consequences for temporal-geographical patterns of behaviour as people move about the city. Clear improvement of corridors with a proper lighting programme and a high level of maintenance should be a guiding factor in workplaces where staff work shifts. These routes can also be included in the main corridors that can be used by women and men alike for a greater sense of safety.

### **Plan for the children**

The city must ensure good living conditions for children in the inner city. This involves adapting the cityscape to the needs of children and creating environments that enable them to move about, play, enjoy different experiences and grow up without being exposed to health risks.

Several different factors are increasingly restricting children's freedom of movement. One such factor is the increase in car traffic over the past 20 years. Safe traffic environments adapted to children's circumstances are therefore vital to creating attractive urban environments for children and their families. Children's freedom to move around primarily depends on the existence of a safe network of pedestrian and cycle paths leading to important places for children, such as schools, sports facilities, play areas and other local amenities. Children's travel habits have a significant impact on health, accessibility and social factors. We must create environments that encourage mobility in children's daily lives and help to improve their health. This includes being able to walk or cycle to school or travel on public transport instead of being driven by car. The habits that children will adopt for the rest of their lives are ingrained early, which is why it is important to give children the best possible conditions for encouraging sustainable patterns of behaviour.

Children need outdoor environments that invite them to play, and these include wild areas and calming areas. They also need space to discover the world by themselves or together with other children. It is important that the urban environment does not limit this freedom for spontaneous play. A large local park can provide a venue for games that need more space and for longer trips exploring the natural world. Great responsibility must be taken for spatial planning, e.g. in which environments preschools, schools, play areas and similar are located. The factors that can be influenced, mainly the location of outside spaces in relation to busy roads and the intensity of road traffic, are to be a guiding element.

### **Plan for more physical activity**

How we design our cities and parts of our cities has a great impact on our health. Urban planning has a particular impact on how much exercise people get as they go about their lives. We now know what is needed to build cities that encourage people to lead healthier lives.

Services and shops nearby are an important factor in greater everyday exercise, as is the design of pedestrian and cycle paths. Furthermore, areas with dead-end streets that cannot be used as a through route for pedestrians and cyclists have proved to reduce mobility, while a joined-up network of pedestrian and cycle paths encourages physical activity.

## **2.6 Working towards a sustainable society in the long term**

### **Sustainable growth strategies point the way ahead on the issues of the future**

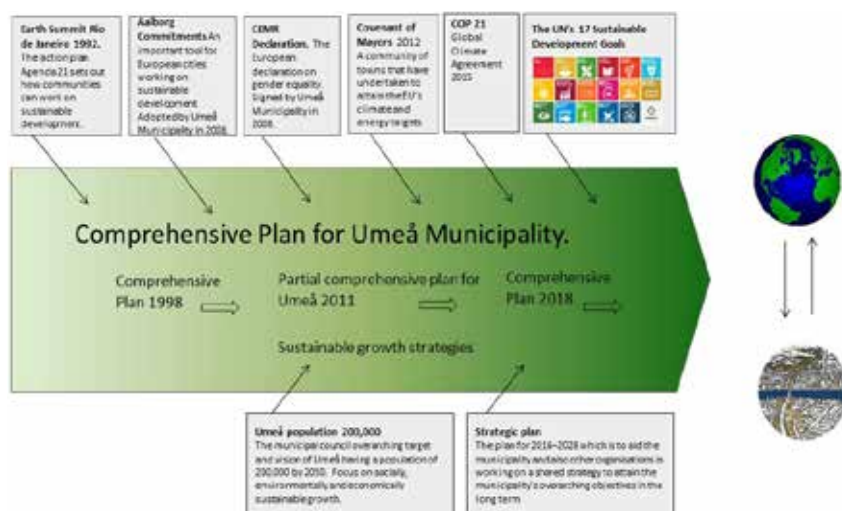
Umeå has been conducting goal-oriented work on sustainability issues for a long time. The development strategies laid down in Umeå's comprehensive plan are founded on the earlier principles of the Aalborg Commitments for Sustainable Urban Development and point the way ahead for the future. The Aalborg Commitments were in turn a consequence of many years of collaboration between cities where the UN Earth Summit in Rio de Janeiro in 1992 culminated in the action plan Agenda 21.

## Climate ambitions and new global frameworks

Over the years, in parallel, Umeå has also adopted and become involved in several other international initiatives. By far the most central of these are perhaps the global Sustainable Development Goals (SDGs) adopted by the UN in 2015. The 17 SDGs create a global framework and include goals of sustainable cities and communities, climate action and gender equality to be attained by 2030. In 2015 the world also adopted the Paris Agreement on climate change. For the first time, there is now an international framework that covers all levels of government – local, regional, national and international. These agreements share the assumption that global limits must be respected in order to ensure a good quality of life for people in towns, counties, continents and the whole planet. Achieving the goals demands changes in the form of a thorough social, cultural, economic and technical transformation of society, which will affect our urban communities in many ways.

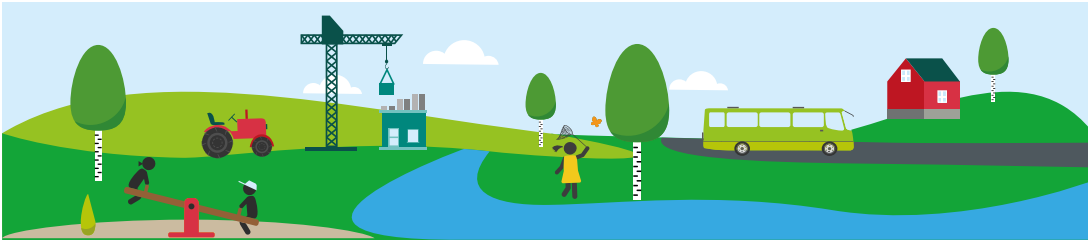
## What we are doing in Umeå has a part to play

Umeå has long worked to learn from and contribute to the work of others in words and actions. To tackle the challenges we face, we need to continue to think along new lines and find innovative paths so that Umeå's development and growth can be attained in a manner that is socially, ecologically, economically and culturally sustainable, with the vision of a population of 200,000 by 2050. Umeå strives to find sustainable solutions to benefit the residents of our population centres and communities. This will demand inspiration, awareness raising and education, new ideas, technological and social innovation, and the active involvement of everyone in working together to safeguard our future. Questioning and problematising traditional gender patterns, e.g. in terms of sustainable travel, is necessary to create a sustainable society. We need to define new pathways to the future together. The Comprehensive Plan for Umeå Municipality serves as a guide, pointing the way for how we in Umeå can work together to design and create a transformation of this nature, in the light of our societal circumstances today and in the future.



Umeå has been actively engaged in sustainability issues for many years. The goal is to develop Umeå and grow in a manner that is socially, ecologically and economically sustainable. Umeå's work is significant not only locally but also on the regional and international stage. Umeå has long learned from others but has also clearly contributed to the work of others. This work forms a basis for the sustainable growth strategies presented in previous sections.





### 3. The themes of the plan – what is envisaged?

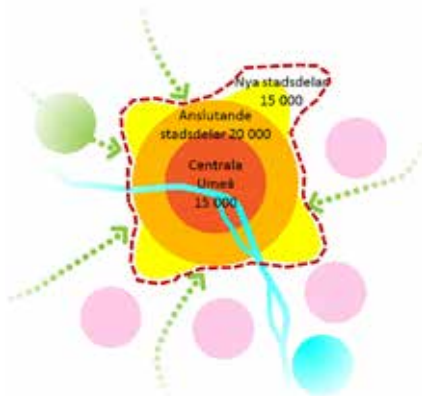
The following section describes the municipality's approach to different questions with reference to where the different themes are addressed in the different parts of the comprehensive plan.

In general, the Partial comprehensive plan for Umeå is a central part of the Comprehensive Plan for Umeå Municipality. This partial comprehensive plan addresses the most important questions for Umeå's growth in the form of different structures. The Partial comprehensive plan for Umeå also addresses questions such as retail and infrastructure across the municipality as a whole. As a rule of thumb, questions that do not fall within the boundaries of the Partial comprehensive plan for Umeå are addressed in the Partial comprehensive plan for rural areas.

National interests are addressed in the part of the comprehensive plan that they affect. All of the State's national interests that affect the municipality of Umeå are listed on the website of Västerbotten County Administrative Board, [www.lansstyrelsen.se/Vasterbotten](http://www.lansstyrelsen.se/Vasterbotten).



### 3.1 Development of the built environment



Central parts of the city will see their population double and existing districts will gain a 25% increase in residents. Some new development areas will be added in the city.

Development is based on the strategies for sustainable growth and the built environment scenario for Umeå municipality. The intentions for additional and current housing are described in the partial comprehensive plan covering the particular geographical area. As far as the city of Umeå is concerned, the idea is for new districts and infill building to be designed as a city based around blocks. The emphasis is on additional development within the Five-kilometre City and particularly along the main public transport routes. Some new areas adjoining the city are proposed for development. The plan also has a clear focus on developing the larger population centres and villages in growth corridors in line with the built environment scenario. See section 2, Umeå population 200,000. The rate of future housing construction is adapted to meet housing demand. To reach the growth target of a population of 200,000 by 2050, the expansion rate must be doubled.



The largest amount of growth will be seen within the Five-kilometre City.

#### A dense, attractive mixed city

Umeå is a city in the throes of a major transformation. Business and industry are expanding and more and more people are looking to work, study and live in Umeå. The focus of the comprehensive plan is on building a dense, attractive mixed city. A paradigm shift towards sustainable travel is also vital. In the Comprehensive Plan for Umeå Municipality, the built environment and traffic strategies are integrated, the approach being to build the city from inwards out, with traffic development and the transition towards sustainable means of transport as the key to sustainable development.



Investment in public spaces will be important as the city increases in density.

High-density development is justified and desirable both for economic reasons and to achieve an urban environment that provides a good basis for business, services and meeting places. The focus on a mixed-use city takes as its role model the traditional city based on blocks, on a small scale, with a blend of functions and rich public life. The majority of future building is planned as infill within the already built environment. The focus on infill, within what is termed the Five-kilometre City, will facilitate short journeys and high accessibility of functions. Green values are interwoven as part of the development strategies, and the focus lies on creating a socially sustainable city. Below there is a description of current development projects and the thinking behind development of the city's built environment.



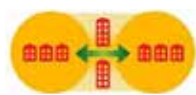
A city for all means that planning must be characterised by openness, democracy and gender equality.

#### Mixed use, variation and focus on sustainability

Housing construction must be characterised by energy efficiency, diversity and variation in terms of forms of tenure and the size and type of dwellings. There is to be a mix of housing and businesses, meeting places and proximity to green infrastructure. Attractive housing environments, good architecture and opportunities to walk, cycle or travel by bus to work and leisure are to be the guiding factors in planning.



One of the purposes of the proposed focus on building is to create housing close to service provision and workplaces. Infill construction and a more cohesive urban structure result in less traffic than a more sprawling solution. Investment in existing infrastructure can be exploited when streets, water and sewerage services, schools, nurseries and commercial services are usually already in place. Land consumption is also lower when the city stops expanding outwards. All in all, this means better management of resources and is significant in the aim to attain a society that is sustainable in the long term.



Infill will be a revitalising force leading to a more cohesive urban landscape.



New areas will be developed to attain high density in central locations.

### **Doubling the amount of housing in the central city districts and the university district**

The ambition is to double the number of people living in the centre of Umeå and the area around the university. In addition, this involves development adjoining existing districts with around 25% more residents. It is particularly important to achieve high density along the important public transport routes. For example, there is great potential for densification in the growth corridors along what are currently main traffic routes through the city. There must be housing of different

types, sizes and forms of tenure. Therefore, there is a focus on seeking to infill with under-represented forms of housing when developing districts of the city.

### **The development function of the city centre as a meeting place and a regional centre**

The city centre will be visited by increasing numbers of people and have a central role as a meeting place for Umeå residents and also as a regional meeting place. Space is therefore made for more retail and activities that create this urban centre function. There is potential for retail development by modifying commercial blocks, and using courtyards within blocks and openings between buildings. The aim is to prioritise housing over offices where possible and focus on good architecture for new development. Identity is boosted by carefully nurturing the character and landmark buildings of individual districts. At the same time as new blocks are added among the old in a way that produces exciting contrasts between new and old, high and low, scattered and dense construction, the existing assets can be reinforced. Challenges involve balancing higher density with other assets of the built environment.

The focus is on new development helping to improve the public space. Investment in public space is notable in central parts of the city such as the development of Väven with Rådhusparken, Brosparken, Årstidernas park, Rådhusorget with the esplanade and for example Vasaplan and the transport hub Umeå C. Read more in the section on Green infrastructure.

### **The university district – a vibrant part of the city with top class business development**

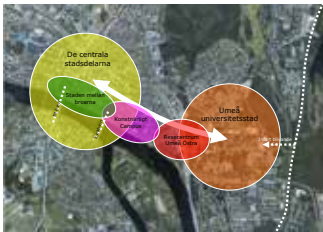
Another goal of urban planning is to link Umeå's two hearts, the centre and the university district, more closely together. A large amount of development is in progress in the university area. Here too, the clear ambition is "more city". The vision for the university district is to develop a district for education, research, healthcare and business development linked to the area on a par with the best in the world.



The city centre plays a central role as a meeting place in the city. A number of different development projects are in progress and will be starting on a rolling basis which in combination will revitalise central Umeå.



In the second heart of Umeå surrounding the university campus and the university hospital, a number of development initiatives are in progress helping to develop the area for education, research and business. Housing development is also a priority for a more dynamic university city.



The city between the bridges, Umeå Arts Campus and investments in Umeå Östra help to create a dynamic and vibrant city and link together the central city districts and Umeå University.

There is a clear ambition of building more housing to achieve a mixed, vibrant district. Large volumes of homes, not least for students, are being built, at the same time as a number of workplaces in this area have been developed. The Botniabanan rail line and the transport hub Umeå Östra provide good links to the area from the region. The new district of Nydala Sjästad will link the area with Nydala. Major investments are being made north of the area in Olofsdal, along Tvistevägen and with commercial development at Mariehem. These investments will contribute towards a more cohesive urban landscape in the city.

**Further examples of urban development**

Completed and current projects with large volumes of new housing construction are seen, e.g. in Sandåkern and Olofsdal, with the completion of Tomtebo/Tavleliden, and Umedalen. Different projects will continue to be seen in almost all districts of the city.

Two major future projects concern the development of Ön as a new district, and the potential that exists for new districts on or around the city’s transport routes. Both these are located within the city’s central districts. Ön has the potential for about 7,000 new Umeå residents. Even greater construction volumes will be seen in areas along the former E4 and E12 inside the ring road. High-density construction is desirable in new areas in the city. Scattered development in these areas is not seen as compatible with good management of land in central locations.

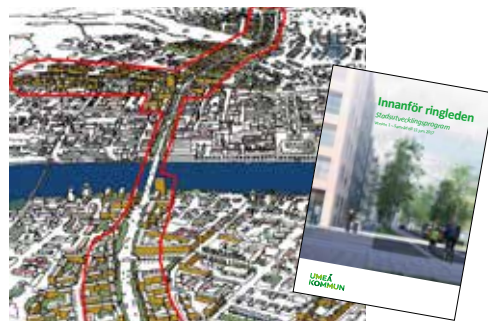
Because Tavleliden will soon be complete, thoughts are turning south of the river to an area called Röbbäcksliden, which is set to be Umeå’s next large area of single family dwellings. Development in this location will merge Röbbäck and Skravelsjö. The new development area of Röbbäcksliden is just outside the Five-kilometre City and is one of few selected locations where it is intended to extend existing public transport.

A separate Partial comprehensive plan for Röbbäck clearly sets out how Röbbäck as a district is to be developed in the future. The effort to realise the ambition of densification also in other existing districts will be addressed in a new partial comprehensive plan. A new partial comprehensive plan will focus on proposing locations for new development in existing districts of our city and attaining the ambition of adding about 25% more residents in existing districts.

Other important future comprehensive planning concerns the I20 area. Launching the planning process will enable the municipality and Umeå garrison to begin discussions and gradually specify their claims on a very central location in Umeå.



The future development of the northern part of Ön will provide space for as many as 7,000 new residents in Umeå in mixed-use development in a central location.



One of the very biggest urban development projects concerns the transformation of the former E4/E12. This will facilitate the creation of new city blocks and make space for up to 15,000 new residents.

### Further reading

Partial comprehensive plan for Umeå  
 Partial comprehensive plan for the central city districts  
 Partial comprehensive plan for the university district  
 Partial comprehensive plan for Ön  
 Partial comprehensive plan for Röbbäck.  
 Urban development programme within the ring road, decision in 2018.

### Further reading

Read about types of cities and the focus on building a mixed city in the *Partial comprehensive plan for Umeå*.  
*Housing supply programme*: Contains guidelines for housing provision and an expansion scheme that provides an illustration of when local areas for development are judged to be able to be developed.  
[www.umea.se/kommun](http://www.umea.se/kommun)

## Development of the built environment in Umeå's rural areas and population centres

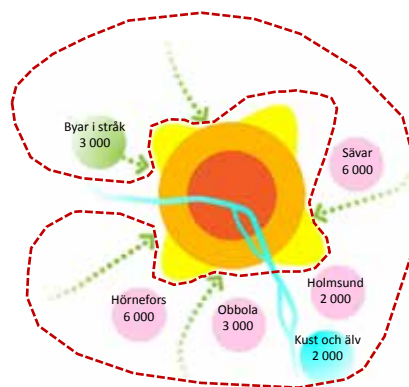
### *The countryside – a clear part of the population 200,000 scenario*

The development of rural areas is an obvious part of the built environment scenario – Umeå population 200,000 – and the municipality's growth ambitions are realised in rural areas in a number of ways. Almost one in three of the municipality's inhabitants have chosen to live outside Umeå and the countryside offers some of the most attractive living environments in the municipality. It is important to make the most of the special assets of rural areas and villages and also create predictability for present and future rural residents.

### *Population centres and villages outside Umeå play an important role*

One aim is to create a sustainable built environment structure in rural areas that helps to develop existing infrastructure and provides a greater basis for service and public transport. The approach to developing the city of Umeå mainly through high-density construction in city blocks means that developments of low-density, single family dwellings are not a priority in the most central districts of the city. However, there is great demand for such homes and the municipality's villages and population centres have an important role to play here.

The attitude to development in rural communities is positive. New buildings should complement existing ones and primarily be sited in villages along designated public transport routes. Greater density and proximity to more people enables village community spirit and local commitment to continue to grow with the aim of continuing to attain a rich, flourishing rural area with strong, vibrant villages.



The built environment scenario predicts growth in a number of other population centres and surrounding areas such as Sävar, Hörnefors, Holmsund and Öbbola. Growth will also be seen in smaller population centres and villages along a number of radial corridors and in waterside locations close to the coast and the river.



In the debate there is a great deal of discussion about the city, but the population target of 200,000 also hugely affects rural areas and other population centres. The issue here is creating a sustainable structure for the built environment outside the city and facilitating the development of existing infrastructure such as schools and good living environments.

***Population centres and station communities – a stronger role in the surrounding countryside and conditions for sustainable travel***

The growth scenario is ambitious, not least regarding Hörnefors and Sävar, with a growth scenario which more than doubles the population in the long term. The Botniabanan and future Norrbotnia-banan rail lines enable sustainable travel and population growth. A higher population in the population centres provides a greater basis for developed services, which is important as the population centres have a large hinterland and serve as a service point for large proportions of the municipality's rural area.

Here housing is offered with different values as an alternative to the high-density central areas. Proximity to nature and recreation areas is key here and both centres have a river running through the community, with high recreational assets and opportunities to develop recreation and walks. Direct links to transport hubs increase opportunities to walk, cycle and use public transport. In addition, opportunities will be created for residents in the hinterland to be linked to the rail infrastructure, enabling a reduction in car travel.

Expanded centres are planned for both Hörnefors and Sävar. For example, there is a new detailed development plan for the centre of Sävar in which construction of apartment blocks has begun. The population scenario also proposes clearly strengthening long-established parts of the municipality such as Holmsund and Obbola. Development areas have also been designated adjoining population centres such as Norrmjöle, Sörmjöle, Täfteå and Yttersjö.

***Radial village corridors***

The scenario for a population of 200,000 points out a number of village corridors which are already enjoying strong development. These radial village corridors can be compared to strings of beads in which villages are linked together by regional bus services. Many communities have existing infrastructure in the form of services such as schools, preschools and municipal mains water and sewerage services. Some also have commercial services – in the form of supermarkets – and homes for the elderly, for example. High-density development can be concentrated here. The municipality should consider acquiring land in strategic villages with the aim of creating good opportunities for development of the built environment. The construction of apartment blocks would help to meet demand for apartments. The scenario proposes adding approximately 3,000 new inhabitants in radial village corridors in the long term. Development in other places in the municipality includes designated growth corridors, to which the attitude is also fundamentally positive. To a greater extent, this may be a question of individual solutions, which may mean a demand for larger-sized plots. Additionally, areas with low population development will be given opportunities to trial relaxation of shore protection for construction in shoreline areas.

## Umeå rural areas

The objective is for the countryside to grow in pace with the development of the city. The vision is for 30,000 people to be living in the countryside in villages and population centres by 2050.

### Linear village settlements – what does this mean?

Growth is planned in a number of corridors that radiate from the city. The designated growth corridors are as follows:

#### Corridor along road 363

Towards Vindeln the villages of Tjälamark, Håkmark, Hissjö, Kvarnfors, Haddingen, Sunnansjö, Långviksvallen and Tavelsjö and on towards the municipal boundary at Rödåsel. Hissjö and Tavelsjö are population centres with developed services in the form of shops, schools and preschools and water and sewerage services.

#### The up-river corridor

A corridor runs via Baggböle and Klabböle, including the population centres of Brännland and Sörfors which both have schools.

#### Corridor westwards to Hössjö

The next corridor runs from Röbbäck via Skravelsjö and links Yttersjö, Kasamark and Hössjö, with a school in Kasamark.

#### The corridor to the sea

Another corridor runs from Stöcksjö and Stöcke via a number of villages such as Ström, Strömbäck and Sörböle to Normjövle and Sörmjövle. Schools are found in three places along the corridor and the sewerage network will be built at locations along Mjölefjärden.

#### Corridor from Tavleliden to Sävar and Bullmark

A corridor runs from Tavleliden via Innertavle, Täfteå, Sävarberg and Tomterna through Sävar and up past Gunnismark to Bullmark. Innertavle, Täfteå and Bullmark are population centres with schools and preschools and mains water and sewerage services. Täfteå also has a supermarket.

#### Corridor along road 364 up to Flurmark

From Ersboda past Ersforsen, Ersmark, Fällforsån and to Flurmark. There are schools in Ersmark and Flurmark. There is a preschool in Bodbyn. In the area around Ersmark the proximity to Umeå should mean planning is carried out with greater care, e.g. through a plan programme.

## Valuable coastal environments as part of Umeå's attractiveness

The coast is the face of Umeå. Umeå was first colonised from the sea and historically the sea has been of vital importance to the development that has taken place. Times are changing but the most attractive living environments and experiences are still found along the coast and many people are attracted to live by the coast as a result. Here people are able to live close to nature but also close to Umeå. Visitors come here to swim, fish, go birdwatching, go on boat trips or simply enjoy the sea. This is where some of our most valuable natural environments are found. Large areas of holiday homes have grown along the coast and a transformation is taking place with more and more people choosing to become permanent residents. If we are able to resolve the water and sewerage issues, this trend can continue, safeguarding an attractive residential setting as well as healthy seas and bathing waters. While there is a demand for attractive housing locations in a growth region, there is also an increasing need to keep the shoreline accessible to the public. Today many locations have in principle been privatised and access is limited. The stretch of coast in Umeå municipality is heavily developed, in fact more developed than the coast of the county of Stockholm. Only half of the municipality's 350 km long coast has undeveloped stretches more than 200 metres long.

Umeå Municipality has taken a holistic approach to the development of the coast with an integrated perspective aimed at attaining sustainable development for this important resource. This involves, for example, sustainable development of the built environment, an important element in being able to offer many different types of living in housing that complements Umeå's other housing environments. There is also great potential for business development and destination development along the coast. The exciting and attractive shoreline environments are not merely a leisure and recreation resource for the people of Umeå but also an asset for the commercial tourism industry.

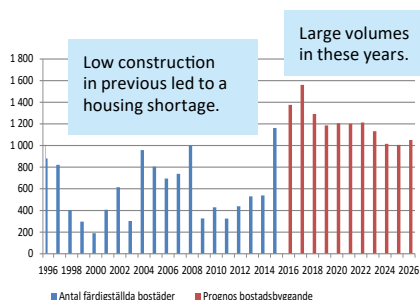


### Examples of affected partial comprehensive plans

- Partial comprehensive plan for rural areas
- Partial comprehensive plan for the coast
- Partial comprehensive plan for Sävar
- Partial comprehensive plan for Hörnefors.
- Partial comprehensive plan for Yttersjö.
- Partial comprehensive plan for the river landscape
- Partial comprehensive plan for rural development in shoreline areas

### Other

Programme for developing Umeå's rural area [www.umea.se/landsbygd](http://www.umea.se/landsbygd)



For several years, construction has failed to meet demand, leading to a housing shortage. In 2014, just over 1,200 homes were completed and the volumes in the years ahead are high (see the red columns).

### Housing construction and density

The rate of future housing construction is adapted to meet housing demand. The expansion rate must be doubled to reach the growth target of a population of 200,000 by 2050. Housing construction must be characterised by energy efficiency, diversity and variation in terms of forms of tenure and the size and type of dwellings. There is to be a mix of housing and businesses, meeting places and proximity to green infrastructure. Attractive housing environments, good architecture and opportunities to walk, cycle or travel by bus to work and leisure are to be the guiding factor in planning.

One of the purposes of the proposed focus on building is to create housing close to service provision and workplaces. Infill construction and a more cohesive urban structure result in less traffic than a more sprawling solution. Investment in existing infrastructure can be exploited when streets, water and sewerage services, schools, nurseries and commercial services are usually already in place. Land consumption is also lower when the city stops expanding outwards. All in all, this means better management of resources and is significant in the aim to attain a society that is sustainable in the long term.

As far as the city of Umeå is concerned, the idea is for new districts and infill building to be designed as a city based around blocks. The emphasis is on additional development within the Five-kilometre City and particularly in connection to the area influenced by the main public transport routes. Here the additional development needs to be of sufficient density to realise the intentions of the comprehensive plan. This may, for example, mean that minor additions are not permitted in favour of larger and more extensive infill projects that can be carried out in the longer term, all to ensure that as many people as possible are able to use the main public transport routes and that public transport gains a sufficient passenger base to develop services on these routes. The area influenced by the main public transport routes and the Five-kilometre City should therefore be particularly analysed based on maximising the benefits of the location. Some new areas adjoining the city are proposed for development. In these areas there is an opportunity for public transport provision by extending public transport routes.

### Housing supply

Work on housing supply issues is vitally important to a growth municipality such as Umeå. The different parts of the comprehensive plan set out land areas earmarked for future residential development. The areas set out have been determined after examining different, sometimes contradictory, public interests. The municipality's Housing supply programme, which includes the municipality's aims for housing supply, is re-examined once per mandate period. The expansion scheme, which is updated every year, reports when construction of planned housing is intended to commence. Read more in the section on Actors and roles when building housing.

**The municipality's need for premises**

The needs for the future are increasing in terms of the municipality's need for schools, preschools and different types of buildings for care services. The municipality has a responsibility for integrating different target groups in the city, including homeless people, victims of violence, people with disabilities, children, older people, etc. Given the focus on a mixed-use city, it will become even more important, for example, for preschools, accommodation for people with special needs, sheltered housing, etc. to be integrated with other buildings within the block-based city, rather than built as separate units. Development in line with the sustainable growth strategies and building a dense mixed city with close distances and meeting places, and boosting public transport will have a positive effect on the target groups. This is particularly true in terms of opportunities to live an independent life. See also the sections on Services and Subsequent planning makes the comprehensive plan a reality.





### 3.2 General examination of suitability

#### The rules in the Planning and Building Act

The basic suitability criteria for land use are set out in the Swedish Planning and Building Act (PBL). If there is a detailed development plan, the examination is carried out in relation to the provisions of the plan. If the application does not contradict the detailed development plan, a building permit must be granted. If there are provisions governing the area, the application must not contradict these. However, there is no right to build, which is why a general examination of suitability is also required of the location and the position/design. The municipality determines when and where the detailed development plan is to be drawn up, under what is termed the municipal planning monopoly. In some cases suitability is not examined directly in a building permit case but demands detailed development planning under the detailed development planning requirement.

Outside the planned area, general examination of suitability takes place without any support in planning other than the guidelines in the comprehensive plan and its more detailed partial comprehensive plans, and in the provisions of the PBL. In the individual building permit case, examination can therefore be both extensive and complicated.

Planning and examination in cases regarding permits or advance notice must seek to ensure that land and water areas are used for the purpose or purposes for which the areas are most suitable in terms of their nature, location and needs. Precedence is to be given to such use that results in good management from a public point of view. The provisions on management of land and water areas and environmental quality standards in the Environmental Code must be complied with.

The PBL includes requirements on the location of buildings and the position and design of buildings. The provisions are generally accepted and specified by the municipality in the comprehensive plan.

The comprehensive plan sets out the public interests that must be taken into account. Because the fundamental requirement is that land that is to be built on must be suitable for the purpose from a public point of view, this naturally means that the guidelines of the comprehensive plan have a very great, and as a rule vital, significance in general examination of suitability.

During examination, consideration is to be given to individual interests in each individual case, however. Such balancing of interests has not taken place in the comprehensive plan. In some situations, where the private interest is great, this may mean that the public interest has to give way. These assessments are normally made by the Buildings Committee.

Public interests may also be asserted by different sectoral bodies in individual cases, such as the Swedish Transport Administration or the County Administrative Board.

## The municipality's specification of public interests

Guidelines that apply within the whole municipality are set out below. Public interests significant in examining suitability are also described in the other sections of the comprehensive plan, e.g. the section on national interests. Specifications and additional guidelines are included in geographical partial comprehensive plans. There is a difference in the attitude to individual localisation in the Partial comprehensive plan for Umeå and the Partial comprehensive plan for the coast, which are naturally more restrictive than for other parts of the municipality.

The guidelines of the comprehensive plan must be observed both in siting new buildings and in their design and placement.

### *Localisation guidelines*

- See the guidelines on buildings in the respective applicable part of the comprehensive plan.

### *Building guidelines – general*

- On land earmarked for future building or designated as an area for investigation, no construction or activity is permitted that may impede future coordinated planning work or implementation.
- The basic attitude to siting new, permanent buildings in rural areas should be positive.
- Agricultural land may not be claimed for construction other than in order to meet important community interests.
- In both new development and infill areas a mix of functions between homes and businesses is sought. Mixed-use development and a blend of forms of tenure foster social integration.
- To stimulate movement in the housing market, the municipality is to specially prioritise the construction of attractive apartments with good accessibility for older residents.
- In rural areas and population centres outside Umeå it is essential to enable the construction of housing for the elderly. When balancing this against other interests, the public interest in creating this type of housing is heavily weighted.
- The built environment is planned so as to facilitate walking, cycling and using public transport.
- In conjunction with infill, conditions for effective operation should be created.
- The Swedish Armed Forces must be consulted regarding all planning, permit cases and wind power reviews concerning structures higher than 20 metres outside cohesive areas of housing (population centres) and higher than 45 metres inside cohesive areas of construction.
- Buildings should not be sited closer than 12 metres from a public highway. Along the E4 and E12 and road 363 buildings should not be built closer than 30 metres from the road. In the built-up area of Umeå where the municipality has a strong public interest in building as a city, buildings should be able to be sited closer to a road area than 30 metres. Such a location should be preceded by a risk analysis.
- No new building that disturbs or may be disturbed by rail traffic may be sited within 50 metres of a railway. Greater distances may sometimes be imposed with regard to vibrations and/or noise. Location closer than 50 metres should be preceded by a risk analysis. New buildings and other operations that attract traffic should not be granted if the traffic is required to access the site via private roads that cross the railway at a level crossing, if the location is judged to make it more difficult to remove the level crossing in the future. The Swedish Transport Administration must be consulted.
- There may be defence interests in areas which cannot be set out in the comprehensive plan for security reasons. Within these areas, building permits are subject to consultation and the Armed Forces and the County Administrative Board must be notified in advance.
- Supplementary measurements are required when new buildings are constructed in risk areas for radon. The risk areas are shown in the supporting material for the comprehensive plan.
- Planning and permit cases within the area of influence of the Swedish Armed Forces are to be referred to them. This also applies to all cases that refer to some type of measures exempt from building permits under PBL Chapter 9, sections 4a-c.

### *Guidelines for infill in existing environments/districts*

- Where there is a need and where it is possible, a starting point should be to fill in missing functions or under-represented forms of housing. New buildings must enrich existing environments.

### *Guidelines for building single family dwellings*

- Developments of single family dwellings must primarily be sited outside the Five-kilometre City, along corridors served by public transport.

### *Guidelines for infill in villages*

- New areas must complement existing buildings and primarily be sited in villages along designated public transport routes.
- Opportunities to carry out rational agriculture must not be hampered. Fragmentation of cohesive agricultural land should be avoided.
- In villages with no or weak population growth, however, the opportunity to allow new housing to be sited on agricultural land can be examined when this strengthens the village's structure and its village character.
- Outside the corridors served by public transport, new locations in or directly adjoining existing groups of buildings can be accepted in cases where the additional buildings interact well with the existing buildings. Consideration must be given to agricultural, open air, natural or heritage environment interests and to shore protection. In addition, it is necessary that the water and sewerage situation can be resolved in a sustainable way and that the location is sustainable based on the opportunity to use existing infrastructure such as public transport, for example.
- When siting buildings, consideration should be given to the ability to ensure acceptable transport provision and other services at a reasonable cost. The consequences of a location in terms of municipal finances may need to be examined, also when examining individual building permit cases, e.g. a lack of education provision or water and sewerage capacity or where other demands on public services arise that the municipality is unable to meet with the planned and available resources. New permanent homes should therefore normally be sited close to existing homes used all year round and close to public highways or larger private roads in public use. If the location is steered by reasonable private interests, e.g. buildings linked to a local industry, other locations should also be accepted.
- Buildings with direct exits onto public highways should not become more widespread.

### *Guidelines for the design and location of buildings in villages*

- The design and colour should be determined such that the appearance successfully suits the building as such and the surroundings in the location so as to attain a good overall impact.
- Do not site buildings on arable land. The borderland between arable fields and forests is a preferable option.
- Retain the pattern and character of the village or groups of houses and the direction in which buildings face.
- Retain the proportions, volumes, materials and colours of the local building tradition in the new buildings.

### *Guidelines for building holiday homes*

- Holiday home construction is viewed positively. However, it must not impede active outdoor recreation or significant nature conservation interests. It should be localised as collected groups separated by countryside.
- The existing character of holiday home areas should be retained. This concerns both the scope of the buildings and their design and the size of plots.

## Open space

Access to space for play and time spent outdoors adjacent to homes is important no matter where in the municipality people live. When new buildings are constructed this open space is primarily set aside in blocks to meet the need for proximity to functions that provide quality of life day to day. In general reference is made to the general requirements and guidelines in the Planning and Building Act and the Swedish National Board of Housing, Building and Planning's building regulations (BBR) on how open space is to be arranged.

There are many competing interests making claims on the dense mixed-use urban development defined in the development strategies and space is generally tight. It is a different picture in the rural areas of the municipality, in the smaller population centres and the outlying areas surrounding central districts. In the Partial comprehensive plan for the central city districts – in other words the plan for the central city districts, parts of Teg and Haga – guidelines for open space have therefore been specified to provide further guidance where there is a more pressing need to make critical decisions that find a balance between different claims. In these areas, attention has been drawn to the importance of earmarking open space to create good residential environments by requirements on the size of the plot in relation to the area of the building and benefits such as areas that are quiet, rich in vegetation and accessible by children within the property or the block.

It appears natural that this guidance should also work in other districts in pace with the development of a clearly higher-density urban structure. The university and hospital area, Grubbe, Teg and Haga are prime examples in this respect.

Taking a holistic perspective to accessible open space/green spaces in the immediate area, there are at the same time openings for a more flexible application. In the higher-density urban structures it is of great importance that the open spaces within the property or block are arranged based primarily on benefits and access to the areas rather than on meeting standard measurements in terms of area. Each part of the space left free is programmed to optimise these values, including through carefully considered siting with particularly high assets. For example, unprotected land in front of a building with low value in terms of time spent in it works worse as open space even if it encompasses a large spatial area with vegetation. However, if high accessibility and quality are attained, less open space than normal may be considered. The current trend in laying out large, well-sited terraces is a possible way of tackling this. Assets such as general accessibility within the property or block, child-friendly modifications and access to daylight are examples of significant aspects in such examinations of suitability. As a complement, examinations of suitability with the above ambitions can be linked to investments in measures to improve the quality of neighbouring public parks outside the property.

Open space and the need for open space in planning is primarily designed on the basis of a social perspective regarding different life assets. However, in designing open space, it is desirable to incorporate other functions that are not directly linked to the experience values in day-to-day living. In a dense city with a growing proportion of hard surfaces, well-designed open spaces are a resource for handling stormwater on the land within blocks and in the area as a whole. This may involve land that allows water to penetrate or where the surface itself is designed so as to attenuate stormwater. Then, for example, rich vegetation can both provide good experience values at the same time as contributing towards cleaner air.

## Reference

- The Planning and Building Act, general requirements and guidelines and the Swedish National Board of Housing, Building and Planning's building regulations (BBR).
- The Partial comprehensive plan for the central city districts specifies the guidelines for open spaces. For other areas, arguments in the text above can serve as guidance.



### 3.3 Business and industrial development

The intentions for businesses and industrial areas are described in the partial comprehensive plan covering the particular geographical area. Industrial development is addressed in virtually all partial comprehensive plans in various ways. The Partial comprehensive plan for Umeå is the part of the comprehensive plan that is central in describing the municipality's intentions for business development.

#### Space for businesses

The planning map indicates new, large-scale areas for future business development. However, the map does not provide the whole picture, because space is also provided for workplaces to a large extent within mixed-use development. Instead the ambition is facilitated by means of guidelines.

Umeå city centre and what in the plan area is designated as the Umeå university district are the two largest areas for workplaces. Here, the intentions are for workplaces to be developed in the mixed-use city. Particularly interesting sites include those along the main public transport routes. The new ring road provides a number of new, interesting locations with development potential. Large-scale industrial areas are also designated, for example around Dåva, Klockarbäcken, and the northern access to the city near the dairy. There are also areas for workplace development in population centres such as Sävar, Holmsund and Obbola.

Outside the city, industries linked to agriculture and forestry are important for business development. Reindeer husbandry is also present. Comprehensive plans with a major focus on leisure and outdoor recreation, such as the Partial comprehensive plans for the river landscape, the coast, Nydala, etc. envisage the development of tourism and tourist destinations. Here, for example, there are potential links to the five tourist destination areas identified in the Partial comprehensive plan for the river landscape. The Partial comprehensive plan for the coast identifies some larger areas for developing new facilities that would benefit from their proximity to the sea. See also the map entitled Resources for development on page 50 which summarises the development environments linked to quality of life and business development with a focus on developing tourist destinations.

Retail is an important and growing part of Umeå's commercial development. The municipality's intentions regarding retail are described in the Partial comprehensive plan for Umeå. The intention is to strengthen Umeå's role as a regional retail centre. The role of the city centre is to be developed as the main centre for a wide range of retail, shopping, culture, services and other provision, as well as a higher number of residents. Semi-external retail areas may also form district centres for surrounding districts, offering effective retail provision, easy access and efficient logistics. Read more in the Partial comprehensive plan for Umeå, which sets out guidelines for retail structure, retail in municipal and district centres, retail in the city centre and the range of goods.

## Expanding industry

As a knowledge city, Umeå offers superlative opportunities to contribute to necessary development for Sweden and the region as a whole. The attractive city of Umeå brings together expertise, communications and entrepreneurship for global competitiveness and sustainable growth. To attain the municipality's growth target, it is entirely necessary to expand industry more rapidly than before, making Umeå a competitive municipality with high growth in employment and strong growth in new companies on into the future. Several of the new companies are cutting edge companies with unique products in new and rapidly growing industries. The established manufacturing industries are holding their own as they have succeeded in adopting new technologies and are also surrounded by Umeå's well-developed structure of high-quality service companies. Achieving the municipality's growth target will demand approximately 35,000 new jobs, mainly in the service sector.

The industry of the future is judged to make new and greater demands of urban assets and functions, and it will become increasingly important to create urban planning that encourages business development. It is assumed that this will take on greater importance given the ongoing trend towards smaller workforces and companies needing places to meet and locations close to other competencies. Businesses that become established in an urban city environment influence and use the urban environment and its resources in different ways by virtue of their operations and the working culture of their employees. Conversely, an open, attractive urban environment influences the companies, their working methods and their growth. This can be seen as a dialectic relationship between urban environments and business development in which both adapt and influence each other, expressing an urban dynamism, where urban planning is a strategic tool of business policy. It becomes important to use urban planning to create interesting environments that enable people to encounter each other and encourage business development.

The planning objectives are:

- To develop knowledge intensive industries through a well thought out local business policy, in which businesses, the university, the municipality and other public bodies work together.
- To encourage more people to start companies, for existing companies to grow and for more companies to choose Umeå as their base.
- To boost Umeå's role as a regional retail and service centre. Retail/restaurants is a major and growing sector which is largely the fruit of Umeå's rapid growth.
- To facilitate the influx of new businesses. Besides traditional industries changing with the times, there will also be a need for entirely new businesses. Advanced and/or unique products demanded on a global market will safeguard long-term growth and prosperity.

## Reference

- See the Partial comprehensive plan for Umeå for intentions regarding transformation areas and mixed environments, new commercial areas and new transport-oriented locations, as well as guidelines for commercial areas and access to these.
- See also guidelines for businesses in other partial comprehensive plans.
- The municipality's intentions regarding retail are described in the Partial comprehensive plan for Umeå.



### 3.4 Services

A successfully functioning residential environment is founded on good access to services and functioning infrastructure, also in terms of care, security and health. Newly built areas need time to stabilise socially and culturally, while densification areas tend to have established basic structures that might need to be added to. One important starting point is to use the planning process to ensure space for childcare, schools and different forms of housing for the elderly as well as commercial services. These should be located in sites with high accessibility, ideally on the main public transport routes. Ensuring participation and community in housing, in neighbourhoods, and in the local environment, reduces the need for initiatives to combat segregation and exclusion.

#### Requirements for public services

Access to fundamental services is important and in principle, municipal services must be treated equally across the entire municipality, which means that these are based on the underlying conditions for services in the respective area. Rural areas face different circumstances from the city, such as a sparse geographical population, longer distances and fewer people overall. Services therefore need to be planned based on the underlying conditions. Greater, expanded collaboration is essential to creating the best possible services.

#### Developing commercial services

The municipality has deliberately planned retail with the aim of creating a strong range of retail options in the centre, plus district centres with supermarkets and supplementary services in the form of post offices and banks, etc. Structural transformations in the retail and service sector mean that the opportunities to retain this structure are changing. Retail and services are growing outside the city centre and shops in district centres and in rural areas are finding it harder to survive in the face of competition from discount retailers and superstores. The number of units has decreased and shops have become co-localised with other businesses and become more transport oriented. Even in larger newly built areas, it is hard to achieve local centres, at least early in the development process. However, it is important to reserve land for retail and services as this may be required once the expansion areas have stabilised. The new underlying conditions must be taken into account in planning future residential areas. One solution might be new district and municipality-wide retail and service centres.

#### Residential areas as the starting point

One of the main aims of planning is to create a living environment that guarantees care of the vulnerable, meets needs for security and enables everyone to grow and learn to take responsibility for their health and well-being. In the municipal arena, this means ensuring good public services and infrastructure that provide good conditions for housing, education, work and leisure, taking the residential area as the starting point. This means that sectoral planning must be integrated with and subordinate to the bigger picture, and that solutions must be tested in which the residential area is used as the starting point for where services are located. Joint, cross-sectoral coordination of different service and support functions for care, security and health in the residential area form a foundation for social development work in which the inner life of the area is placed front and centre.

The strong growth that characterises Umeå has meant rapid development of new residential areas. A new residential environment often takes time to establish social and cultural contexts, making it particularly important to provide the new areas with services and infrastructure at an early stage. Well-developed childcare and appropriate schools form a basis for a successfully functioning residential environment. Fully met childcare needs provide sound support for a young family to get off to a good start in taking responsibility for their own living situation. The needs of the child and the family mean



that the most important starting point is that childcare is located close to home. The needs of new areas with new residents moving in differ from those of densification areas. Flexibility and the ability to transform premises solutions for other purposes is a necessity in planning childcare. A higher proportion of densification construction in established housing areas will create the best conditions for harmonious urban development.

### **Places for people to come together**

Places in residential areas where young people come into contact with adults ease the transition to adult life, while community centres and clubs and societies provide role models in the adult world. Used correctly, school buildings provide an important function as a meeting place in the evenings.

Given Umeå's growing elderly population, particular requirements are made in terms of different housing alternatives, from adapted housing enabling an older person to live in their own home despite increasing disability and a higher level of care required, to old people's homes.

To cope with the major social transitions in a growing city like Umeå, it is important to have a monitoring system in place capable of signalling the need for intervention at an early stage. A wide variety of accommodation settings and forms of housing that contribute towards stability is the best way of combating tendencies toward segregation and exclusion. It is in the neighbourhood and the shared residential environment that we create desirable attitudes and living patterns. Society contributes towards participation and a sense of community by encouraging meetings between people. The society of the future grows where people develop together and where people exchange opinions and experiences in respect and collaboration. Dynamism and development primarily arise in a multicultural context with a mix of ethnic, cultural and social conditions. The challenge lies in creating situations in which these encounters can occur. The physical structure in the form of housing and shared premises must support the formation of social communities, especially in new residential areas and areas of social unrest.

### *Reference*

- See the Partial comprehensive plan for Umeå for the municipality's approach to retail and services.
- See the Partial comprehensive plan for rural areas for retail and services in rural areas.
- See the section on business in the Partial comprehensive plan for Umeå and applicable partial development plans for approaches to retail, etc. in particular geographical locations.



3.5 Traffic planning and traffic strategy



With the ring road in place, main roads in the city and the space alongside them will be transformed into city streets and new city blocks.

Supporting main public transport routes with new development is a priority in order to bring many people close to bus routes and create attractive, high-frequency public transport.

**A paradigm shift towards a sustainable transport system**

Traffic is movement on foot or using different means of transport. All movement demands space for a transport system. Umeå needs a paradigm shift towards sustainable movement, which means goal-oriented development and transformation of the transport system. This will be achieved by a main network of pedestrian and cycle routes, a main network of public transport routes, the completion of the ring road, parking policy and changes in behaviour. The areas of the city can be used more efficiently thanks to means of transport that require less space, that transport more people and improve air quality. This can thus facilitate urban development and densification in attractive locations while meeting people’s growing transport needs. Ensuring that the underlying factors for a sustainable transport system are in place is therefore essential to achieving the objective of sustainable growth in the Umeå of the future.



Facilitating smooth running public transport and sustainable travel is a cornerstone in the high-density development of the city. There is great potential for a future influx of homes in central locations, particularly linked to the transformation of the E4/E12. There is also potential for additional large volumes in the I20 area in the longer term. Here densification paves the way for sustainable travel.

The overarching traffic strategy setting out the long-term focus of these efforts is presented in the Partial comprehensive plan for Umeå and applies to the municipality as a whole.

**Higher density enables sustainable travel**

It is necessary to add to and build the city from within by increasing density in the central district and along the main public transport routes. More people will have a shorter distance to travel between home, work and other destinations, encouraging sustainable travel and reducing the population’s need to use a car. Investment is needed to improve opportunities for walking and cycling and for using public transport so as to achieve quick connections and short journey times. The attractiveness of these means of transport must be increased to make them competitive in relation to the car.

**Focused effort required.** The intentions of the comprehensive plan in terms of densification and sustainable mobility are the building blocks for improving air quality in Umeå. The effects of different measures cannot be seen in the short term or individually. All the elements interact and are mutually dependent. Long-term work will be required to put all the pieces in place that will finally create a long-term, sustainable air quality situation in Umeå.





**A paradigm shift towards sustainable travel.** Umeå needs to make the transition to sustainable travel and reduce the proportion of journeys made by car. Although a larger proportion of electric cars would have a positive impact on air quality, this is not the total solution as the street network is unable to absorb more traffic. We are likely to see more congestion unless there is a reduction in the proportion of journeys made by car.

Continued densification in the city where air is poor may appear contradictory as things stand at the moment. However, new development of the built environment outside the city would instead lead to a more sparsely populated city as a whole. This results in greater dependency on the car, making it difficult to create an attractive public transport service for a more scattered population. Traffic jams and air problems in central locations would be more likely to increase with growth, also making it difficult to develop these attractive areas. The transport system runs through the majority of elements of the city, making the development strategies for sustainable growth an obvious part of the traffic strategy. The traffic strategy and the built environment strategy are thus mutually interdependent/supportive.

### **Transformation of the street network to ensure traffic flow in population centres**

One of the purposes of the transformation of the old traffic routes through population centres is to ensure traffic flow through the centre of Umeå. Today queues mainly form along the old E4 at times of day that are clearly related to ordinary commuting to work. The queues cause long journey times, which are hard to predict, and restrict traffic flow for public transport through the city.

Traffic jams in the streets would become increasingly common and longer in the future were the proportion of journeys by car to remain as high as it is today. This must be viewed in the light of the fact that almost 10,000 new homes are expected to be added within Umeå's population centres by 2024, followed by the expansion of the I20 area. For example, on the former E4, Tegsbron, the viaduct over the railway and Västra Esplanaden would become far more crowded bottlenecks than they are today.

There is no physical opportunity to create more lanes for cars in the central districts of the city. Instead the existing street network must be used as efficiently as possible. For this reason, a larger proportion of journeys need to be on foot, by bike or on public transport, enabling more people to make their journeys using the same road area. The transformation of the transport system consequently largely involves creating space and traffic flow for these means of transport.

### **Strong priority for the main public transport routes and the main network of pedestrian and cycle paths**

The traffic strategy affords strong priority to public transport, pedestrians and cyclists. The public transport system enables double the proportion of public transport, the development of strong nodes and good opportunities for changing between transport options. The main public transport network will be designed with fewer lines than today, but with more frequent traffic round the clock and with more frequent service and traffic flow as clear priorities.

The main network of pedestrian and cycle paths will be designed with direct, safe routes that have good traffic flow and guaranteed maintenance all year round. The completed development of Nygatan is an illustrative example of the future development of the cycle network. Another exciting project concerns the development of a "super cycle path" through the university district.

### **National interest in communications and infrastructure reserves**

Several reserved areas and facilities linked to infrastructure in the comprehensive plan are subject to national interest claims. Decisions regarding these are handled in the partial comprehensive plans where geographically relevant. The Partial comprehensive plan for Umeå addresses issues of tangible strategic importance for the cross-border transport and logistics system. This includes the Port of Umeå, the Kvarken Link between Sweden and Finland, Umeå Airport, and the rail and road systems. The Partial comprehensive plan also proposes a number of long-term infrastructure reserves in addition to those considered to be in the national interest.



Corridors along the E4 bridge are planned in the future. Once the ring road is complete, the municipality will gain control of the former European highways, creating opportunities to prioritise the street space to benefit sustainable means of transport.

### What is being done now?

The most significant infrastructure investment at the moment is the completion of the ring road, which will mean moving the European highway entirely outside the city. The municipality will thus take control of the former national highways that ran through the city. A transformation will be able to commence, involving converting main roads to city streets, reprioritising road areas as above and incorporating the areas alongside the main roads in new city blocks.

Local public transport is reinforced through clearer prioritisation in the designated main route network. This will be achieved through gradual investment, such as developing separate bus lanes. The aim in transforming the former E4 is to create space for lanes for main bus routes, partly in Teg

via the bridge and partly on Västra Esplanaden northwards. Centering a number of main bus routes and giving them higher priority is judged to result in better public transport for nine out of ten Umeå residents. In the long term, regional traffic will be concentrated at the stations Umeå Central and Umeå Östra. Links are being developed between the nodes for city/regional buses/trains. The development of Umeå Central will be an important project in this respect. Other major investments concern planning for the Norrbottenbanan rail line with an ambition to establish a transport hub in Sävar.

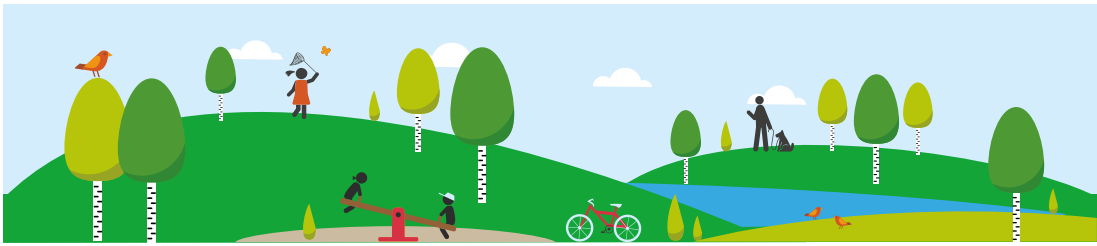
Future programme work which will specify the investments needed in the immediate future to support the gradual development and transformation of the transport system in the long term will be highly significant. This includes the public transport programme, which will enable a designated network of main public transport routes and set out how this is to be linked to public transport in general. This also includes special public transport (dial a ride) for people who meet statutory requirements and are granted this service. The cycle traffic program and a pedestrian programme also set out measures that will promote these sustainable means of transport as above. A holistic parking programme will set out measures that support the transition to a system that covers the allocation of parking spaces across the entire municipality. A goods traffic programme will also be drawn up, with its first step being to develop the transport system in the city centre.

### Reference

- See the Partial comprehensive plan for Umeå for the overall traffic strategy for Umeå municipality.
- See current partial comprehensive plans for guidelines on traffic and infrastructure for particular geographical areas.
- The Norrbottenbanan rail line is addressed in the Partial comprehensive plan for Umeå, the Partial comprehensive plan for rural areas (outside the boundary of the partial comprehensive plan for Umeå) and in the upcoming new Partial comprehensive plan for Sävar.
- National interest claims in terms of transport are addressed in the partial comprehensive plan for the geographical area in question.

### *Further reading*

- Cleaner air – Programme of measures to attain the environmental quality standards for nitrogen dioxide (2015). [www.umea.se](http://www.umea.se)
- Action programme against noise 2013–2018 (2013). [www.umea.se](http://www.umea.se)
- Parking spaces for Umeå municipality (estimated to be adopted in early 2018). [www.umea.se](http://www.umea.se)
- Cycle traffic programme [www.umea.se](http://www.umea.se)
- Road safety programme (2014). [www.umea.se](http://www.umea.se)
- Goods traffic programme [www.umea.se](http://www.umea.se)



**3.6 Green infrastructure**

Valuable natural and recreational environments are highlighted in the various parts of the Comprehensive Plan for Umeå. The Partial comprehensive plan for Umeå sets out an infrastructure of green spaces, corridors and a green belt, all of which is aimed at securing social and ecological functions. Protected nature, areas with high nature conservation value and areas for outdoor recreation are also highlighted within the confines of the plan, as marked on the green infrastructure map. This infrastructure forms the basis for other partial comprehensive plans within the parameters of the Partial comprehensive plan for Umeå. The Partial comprehensive plan for rural areas spells out natural resources and protected nature, etc. for the rest of the municipality.

**The municipality takes a holistic approach to the green infrastructure**

Umeå Municipality takes a holistic approach to our green infrastructure and the wealth of resources that are spread over the whole of the area. The varied features such as rivers, the long coastline, islands and lakes, hills and geologically interesting terrain such as wetlands, forests and agricultural landscapes form a mosaic of resources. This offers living environments for humans and animals, plus the opportunity for development, for example as a visitor destination for the residents and visitors of today and tomorrow. Attractive green environments make up functional ecosystems.



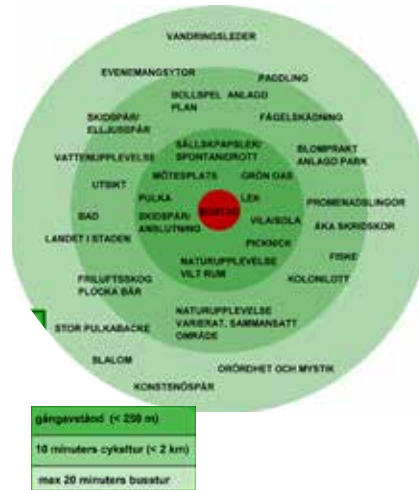
There are a wide range of resources for development across the whole of the municipality. The varied environments that take in rivers, long stretches of coastline, islands, lakes and hills, plus fantastic natural environments among the forests and agricultural landscape, offer living environments and opportunities for the development of visitor destinations for the residents and visitors of today and tomorrow.



The green infrastructure around the city comprises recreational areas, a green belt and a number of green corridors along rivers and streams, or close to the built environment. In addition there is a denser network of parks and green oases. The green belt that envelops the city offers a wealth of opportunities for recreation and quality of life.



Our key structures can be summed up by identifying Umeå's top three most important recreational areas near the city, which are Stadsliden, the Nydala area and Röbbäcksskogen forest. The green belt that surrounds the city is also part of Umeå's green corridor system. The green corridors connect our valuable natural environments to safeguard their particular functions. In addition, the river landscape is by far the most important natural environment, providing true wilderness in close proximity to the city. These green corridors are linked to the city's parks and the following important corridors: the River corridor, the Tvärån corridor and the Djupbäcken corridor. The city also has a denser network of parks and green oases.



The target for Umeå's green infrastructure is about proximity and choice within different distances of people's homes.

Recreational areas are highlighted not only close to the city but also in the Tavelsjö area, Sävar, Hörnefors, Norrbyuskär, Bäcksjö, Krogberget, Sävarådalen, Degersjön and so on.

The green resources include a large number of state-owned nature reserves and a couple of municipal nature reserves along the river and coast. A long list of development areas are also highlighted along the coast, combining value in terms of outdoor recreation, natural environments and heritage environments.

The planning and development of the green infrastructure is based on a summary of the objectives regarding choice and proximity within different distances, as illustrated in target form. Within walking distance of home, there should be facilities such as a green oasis and areas for play and social encounters, while within a 20-minute bus journey there should be an opportunity to experience untouched nature, access a walking trail or ski slope, etc. Many districts of the city are well served, but in places where deficiencies have been identified, such as central Umeå and Söderslätt, one of the ambitions is to develop connections to the major resources of the Umeälven river, the open plains and so on.



Local parks and green oases form the constituent parts of a denser network within the municipality's green infrastructure. These complement the larger green corridors around and leading into the city, plus a number of large recreation areas, the three most important of which, bordering the city, are Stadsliden, Nydala and Röbbäcksskogen.

### Gradual improvement and expansion of access to greenery as the city becomes more densely populated

As more and more people start living and working in Umeå Municipality, it will become increasingly important to develop our green resources. Access to nature and recreational areas is an important part of a sustainable built environment. The guiding principles for development of the built environment in the municipality are set out in Umeå's strategies for sustainable growth. These strategies are rooted in urban development principles that rest on careful management of natural resources such as agricultural and forest land. The key is to avoid the city sprawling outwards. A crucial aspect of planning for a growing Umeå is therefore to add new buildings to our urban districts through densification/infill. Infill also gives more people access to services, public transport, schools, the city centre, etc. Where we currently have districts that are separated from each other, the idea is to insert developments in between our existing districts to achieve a more cohesive urban landscape. This means that spaces now used for something else will be redeveloped to create city blocks and networks of public spaces. In parallel with the building of a higher-density city, it will be important for us to establish an asset-rich, compact and accessible "more dark-green" structure. In clearly defined corridors, our blue-green infrastructure will be an important factor for growth.



**Like in Broparken.** The redevelopment of Broparken has revitalised the area and created new flows. The additional functions and assets are attracting more target groups to use the park all year round. We need to treat our "wilder" natural environments in a similar way, with a gradual approach to improvements and increased accessibility.

### Green spaces provide attractive living environments and support the city's growth

Planning for the green infrastructure of parks and green corridors needs to be approached from a system perspective. The statement that we need to secure key functions in the green spaces goes hand in hand with the development of a high-density city. With the city's gradual transformation and population growth comes an increased need for access to developed green environments. It is thus important, for the residents and visitors of today and tomorrow, that the green resources are continuously refined with a view to improving their attractiveness and accessibility. To meet future needs and to create incentives for increased growth, it is vital to work with the considerable resources in the municipality, the green belt area around the city and the corridors within the city. From a system perspective, it is therefore important to carry out the measures that deliver the greatest benefit in terms of contributing to the growth and development of built environments.

### Responsibility for green resources

Umeå exercises its responsibility for and management of key areas by highlighting them in the comprehensive plan or declaring the areas public spaces. Strategic considerations, policies and goals are set out in the comprehensive plan and, like other issues, these need to be made more concrete at programme and plan level to ensure good implementation. Also, like other issues, initiatives for improved accessibility and for expanding the value of different green assets in the high-density city, and the rest of the municipality, need to be fleshed out in subsequent planning.



### **Umeå turning its face back towards the river.**

Meeting places are the signature of the city centre and the focus is on the qualities of the public space. The ambition is to improve accessibility and security in public spaces and along the corridors that people use to move around. The development of Väven cultural centre and Rådhusparken into smart new destinations is an example of our key investments in public spaces.

### **Ecosystem services**

Products and services from nature's ecosystems that contribute to human wellbeing are sometimes referred to as ecosystem services. One of the municipality's most important ecosystem services relates to Vindelälvsåsen. Together with the Umeälven river, this ridge provides our vital drinking water supply. The river also has hydro power stations generating electricity, while alongside these utility-related ecosystem services there are cultural ecosystem services such as fishing and enjoyment of nature. The agricultural landscape's most obvious ecosystem service is, of course, the provision of food – both crops from the fields and meat from the animals that graze on the pastureland. Forests provide wood for many purposes, game, berry picking, but also supporting services such as biodiversity and climate-regulating services, etc., not to mention scope for recreation, tourism and so on. Our coastal and marine environments provide similar productive and cultural ecosystem services. These environments also provide a number of regulating ecosystem services associated with areas such as climate, water management and the prevention of erosion. As the city develops, we need to make the most of the potential to create new ecosystem services. One clear example

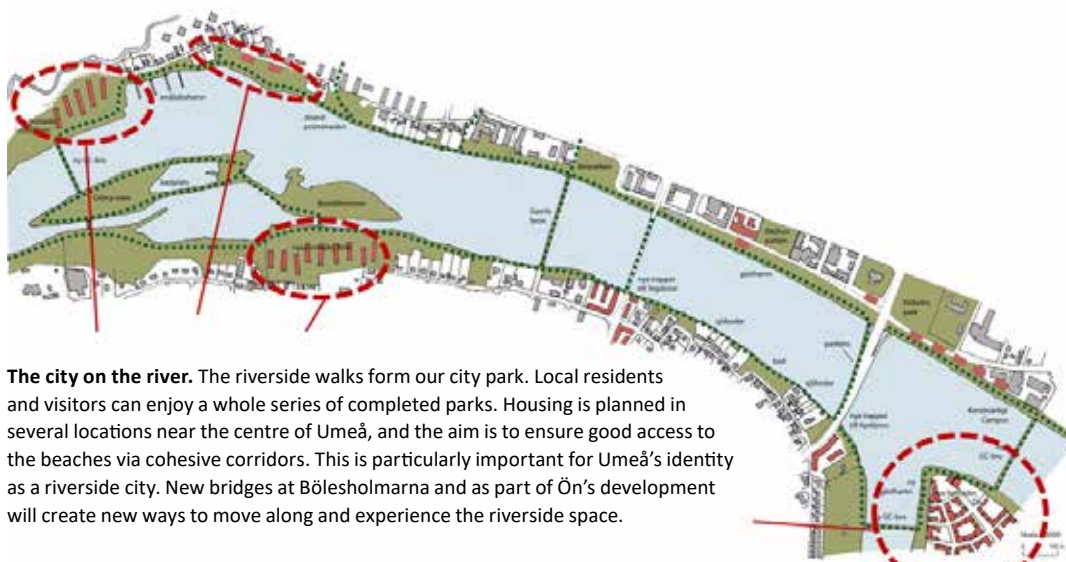
concerns urban renewal within the ring road. Transforming main roads into city blocks and new living environments in a central location provides excellent opportunities to develop ecosystem services.

### **Example from the comprehensive plan**

#### *The River corridor as our major resource*

Some of our most valuable natural environments can be found along the river. Dramatic ravines and low-lying islets and banks harbour strong natural assets and form vital habitats for many rare and endangered species, exciting environments that are also important for biodiversity. Simple paths make these valuable environments accessible and a characteristic feature of Umeå's urban landscape. The hard landscaping around the quays in the very centre of the city is complemented by riverside parks at Lundåkern, Öbacka Strand and Teg. Near the centre there are also riverbank areas with a wild, natural feel.

Good public access is particularly important for Umeå's identity as a riverside city. The ambition is to make better use of the natural assets and encourage more people to visit the river landscape all year round to enjoy heritage environments, natural environments, boating, fishing, visitor destinations and living along the river. Success in this area depends on achieving greater accessibility, creating good conditions for our visitor destinations, promoting fishing and boating, developing attractive housing and improving natural and heritage environments of high conservation value. Following the intensive investment in the parks in recent years, Umeå residents can now enjoy a varied and content-rich series of public spaces that together form Umeå City Park and offer resources for development.



**The city on the river.** The riverside walks form our city park. Local residents and visitors can enjoy a whole series of completed parks. Housing is planned in several locations near the centre of Umeå, and the aim is to ensure good access to the beaches via cohesive corridors. This is particularly important for Umeå's identity as a riverside city. New bridges at Bölesholmarna and as part of Ön's development will create new ways to move along and experience the riverside space.

### *The coast – an unmissable part of Umeå*

The coast is flat and jagged and subject to a continuous rise in land levels. Here the saltier Baltic Sea meets the more freshwater areas of the north. All this creates a diverse range of niches for aquatic animals and plants, while the islands, shallows and inlets are home to some of the Baltic's largest populations of breeding coastal birds.

The plans for the coast place a strong emphasis on people's ability to access and experience the sea. Around 20 strategic visitor locations have therefore been singled out, along with valuable beaches and areas with potential for experiences, amongst other things. The many valuable environments, from rugged landscapes to fantastic beaches and the experience of being far out in the unspoiled archipelago, constitute resources for development. Our 350 km coast is lined with valuable natural and heritage environments and forms a major asset for outdoor pursuits and recreation. There is a keen interest in developing these environments for the public and as a resource for commercial development. There are additional unique natural and heritage environments associated with our islands, such as Holmön and Norrbyskär.

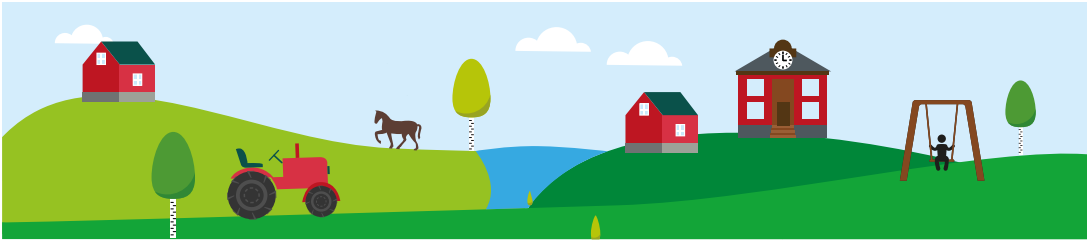
### *Creating new flows and connections*

Whether it is along the river, the coast or other locations, the idea is to connect valuable environments and create flows. Along the river, the focus is on developing cohesive pedestrian and cycle paths of a recreational nature. Along the coast, there are ambitions to create hiking trails and link up our 10 coastal beaches, for example. The development of visitor destinations along Sävarån river is another example.

### *Reference*

- See the relevant partial comprehensive plans for the specific geographical areas, and the Partial comprehensive plan for rural areas.





### 3.7 Rural development

Umeå's rural areas are a healthy part of the municipality, with a population trend similar to that of the city. The strongest population increase can be noted on the coast and in the countryside near Umeå, while the population increases are less pronounced in the inland parts of the municipality, particularly the northern areas. The proportion of families with children and the employment rate are higher in the countryside than in the city, as is disposable income. The average age is higher and the level of education lower in rural areas than in the city. Good communications are vital since few people work where they live.

The goals for rural development are reported in the Partial comprehensive plan for rural areas, and in sections of the plan such as green infrastructure, valuable and vulnerable nature, natural resources such as agriculture and forestry, stone and gravel, etc. These make it clear that a large number of resources and areas make a supporting contribution to rural development. As an example, a focus on enterprise and engagement is important for the attractiveness of rural living, as is the creation of a sustainable built environment that helps to develop existing structures and provide a stronger platform for services and public transport.

#### *Goals for rural development from the Partial comprehensive plan for rural area*

##### Overall goal

- Rural Umeå is to be an attractive place for residents, business, associations and visitors, with a focus on sustainable growth, good quality of life and collaboration between rural actors.

##### Thematic goals

- To create attractive living environments through a sustainable built structure that supports local development, services and public transport. As in the city and more densely populated areas, a mix of tenancy forms, housing types and sizes of housing is encouraged.
- To develop and strengthen local business as a driver of sustainable rural development.
- To ensure access to good public services and increased collaboration between different service providers.
- To increase opportunities for sustainable travel and the robustness of infrastructure in order to ensure improved communications.



Attractive housing, good communications and interaction between city and country are important factors in continuing Umeå's sound rural development.



The Umeå countryside is in good health and is developing at the same pace as the city. Over 37,000 people have chosen to live outside the city, which is almost a third of municipal residents.

### Rural construction and housing

See section 3.1 Development of the built environment.

#### *Local engagement drives development*

Local business development is the engine for sustainable development in rural Umeå. It is important to create conditions for healthy agriculture and forestry as the primary industries, along with the construction and transport sectors, etc. There is also potential to broaden commercial activity to include other industries. The tourism and experience industry in particular is a growing sector of the future. Individual initiatives form the basis of development, whether this relates to the city or the countryside. Local development groups are working actively to develop their villages and market their locations themselves. This depends to some extent on energetic associations capable of sourcing and attracting committed people. Close collaboration between these groups and the municipality, and other actors, could result in new forms of service, projects and activities. Local development plans drawn up by development groups are seen as a statement of intent from the village and are taken into account in the municipality's comprehensive planning. Similarly, village development plans take account of the municipality's comprehensive planning and the specialist committees' operational and budget planning.

### Reference

- See Partial comprehensive plan for rural areas



*The programme for sustainable rural development sets out measures in more detail*

While the part of the comprehensive plan covering rural areas deals with long-term land and water use at an overarching level, measures to achieve the goals expressed are specified in a particular programme. This program may tackle multiple issues that are not solely related to long-term land use.

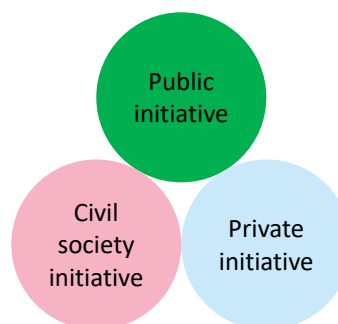
The programme adopts the form of an action plan and backs up the idea that development can only be achieved together. The program focuses on measures that support rural development and over which the municipality has control. Major work is currently under way locally, for example through village associations, and the programme gives examples of measures to which local and private initiatives can contribute.

The programme contains descriptions of the municipality’s villages and communities, subdivided into various areas with a view to highlighting resources and planning conditions. A summary of valuable resources for development is presented in the map on the next page.

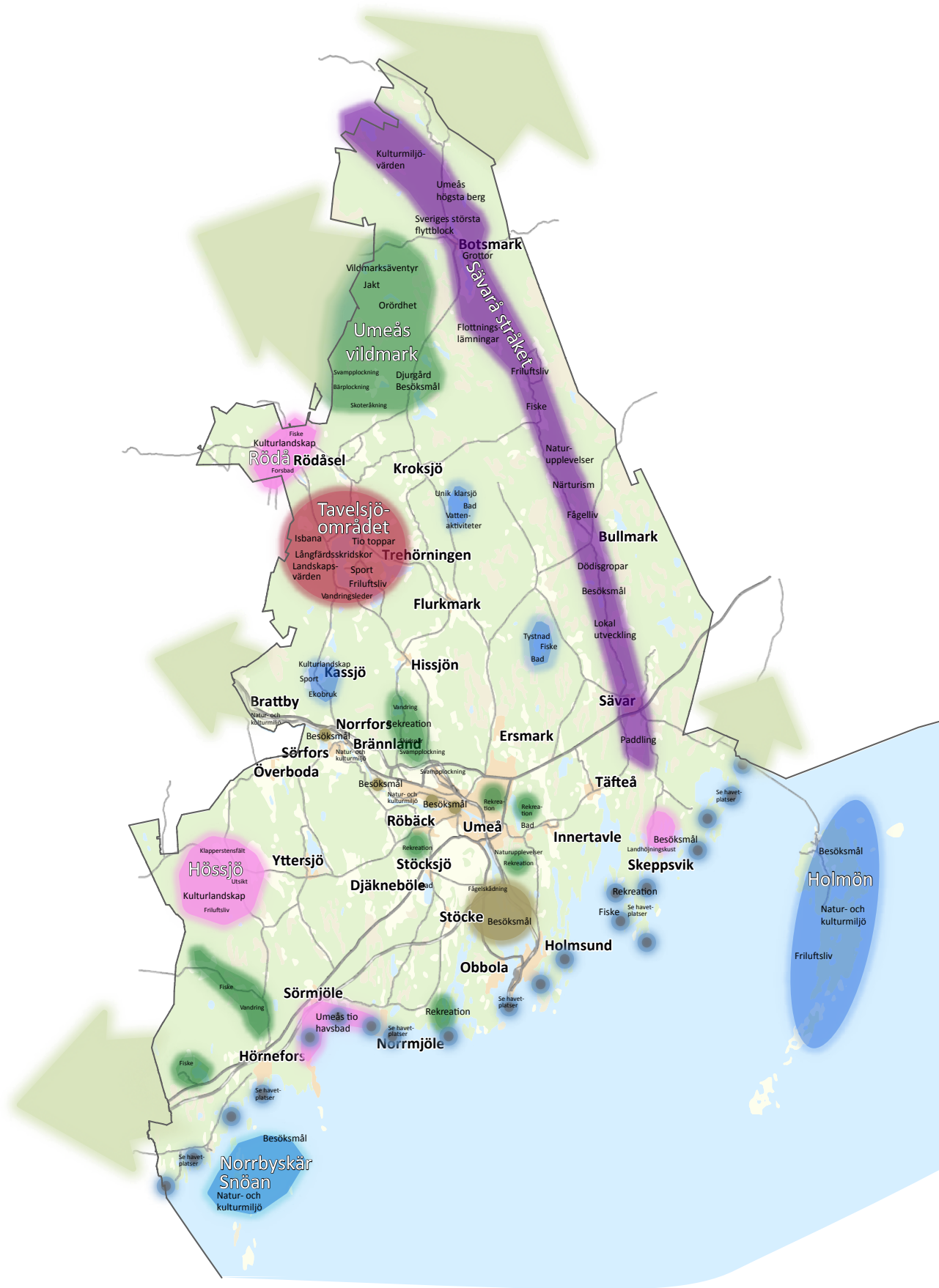
**Further reading**  
 Programme for sustainable rural development.  
[www.umea.se/landsbygd](http://www.umea.se/landsbygd)



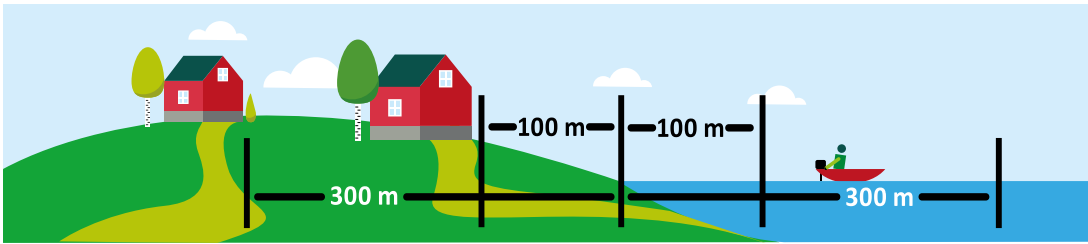
The Programme for sustainable rural development was adopted in August 2018.



Rural development can only be done together.



Resources for development. Umeå Municipality has a broad palette of resources for development linked to quality of life and not least the potential for the development of business and tourism.



### 3.8 Shore protection

Shore protection focuses on ensuring public access as well as living conditions for flora and fauna in the shore protection area. General shore protection applies 100 metres out into the water and 100 metres up onto the land from the shoreline. Exemption from or cancellation of shore protection in detailed development plans can only be decided on if there are specific grounds as set out in the legislation and if this is compatible with the purpose of the shore protection.

#### **Cancellation of shore protection in the context of urban development**

Overall, following the development strategies and the built environment scenario in the comprehensive plan will bring long-term benefits for the community across every aspect of sustainability. In order to facilitate the desired urban development, cancellation of the shore protection for a limited number of areas under chapter 7, section 18c, paragraph 5 of the Swedish Environmental Code (1998:808) will be of principal importance for the municipality's long-term housing needs and overall ambitions for growth. Urban development in the form of housing and businesses in these areas is therefore a very strong public interest. Having to meet these interests, at some point, somewhere other than the locations stated in the comprehensive plan would involve major deviations from the municipality's long-term development strategies and built environment scenario. The drive for urban development in the areas concerned is thus clearly linked to the municipality's opportunities to achieve sustainable growth in the final analysis.

Administration, mapping and stances with regard to shore protection are described in more detail in the relevant partial comprehensive plans. All the plans except the Partial comprehensive plan for Ön are based on the revised legislation that entered into force in 2009. As such, from now on the relevant legislation will be applied to the Partial comprehensive plan for Ön.

#### **Exemptions in the context of rural development**

Potential exemptions from general shore protection for urban development purposes are dealt with in the Partial comprehensive plan for rural development in shoreline areas. This partial comprehensive plan was drawn up in collaboration with the municipalities of Bjurholm, Nordmaling, Robertsfors, Vindeln and Vännäs. The plan points out where the question of exemptions may be examined and is based on a differentiation between urban, coastal and rural when it comes to considering exemptions from general shore protection.

#### **Expanded shore protection**

With regard to expanded shore protection, the County Administrative Board has conducted a review of the decisions taken and held a dialogue with Umeå Municipality. The municipality's stance has been that expanded shore protection must take account of and be harmonised with the municipality's planning as set out in the Partial comprehensive plan for the coast. Places where expanded shore protection apply are presented in the Partial comprehensive plan for rural areas.

#### *Reference*

- See the relevant partial comprehensive plans for administration of and stances on exemptions from shore protection.
- See the Partial comprehensive plan for rural development in shoreline areas in the Umeå Region.
- For general and expanded shore protection, see the Partial comprehensive plan for rural areas.



### 3.9 Culture and leisure

Umeå Municipality offers a good living environment, where activities and engagement combine to create an environment that is equal for all in the broadest sense. Participation in and attendance of cultural experiences and leisure activities helps to make people feel involved and needed. The municipality facilitates participation and collaboration in clubs and associations, and collective responsibility for shared interests. Variety and diversity allow for both organised and spontaneous activities and experiences. Culture and leisure are an important cornerstone for quality of life, experiences and inclusion.

With the residential block as a base, local meeting places and activities that require few facilities are developed close to people's homes. As a complement to and balance for the resources in the local residential block/community/village, there will also be central municipal resources in the form of larger and more specialised facilities for cultural and leisure purposes.

Based on the assumption that a multicultural environment provides the best foundation for development and that integration between groups has a value in itself, collaboration and meetings between different cultures are to be stimulated.

The most important and most prioritised goals with regard to destinations for leisure, recreation and excursions are to increase access to the Umeälven river landscape, the Nydala area and the Taveljö area and to make recreational fishing accessible to everyone.

Within the cultural field, the overarching approach is that all the residents having good opportunities for cultural experiences and their own cultural activities will pave the way for the municipality to promote itself as a national and international centre within Europe.

In order to develop the area of culture and leisure, there will be deeper collaboration and exchanges between the municipality's operations in the first instance, coupled with mobilisation of the voluntary sector with regard to clubs and associations. Well-developed provision of social clubs and associations that harness the power of volunteers makes a strong contribution to Umeå's development. It also helps to increase opportunities for people to meet in new constellations and to form a cohesive community, thus improving quality of life. With its broad base of youth participation, sport plays a particularly important role in social inclusion, which justifies continued investment in giving young people the space they need, with equal provision for girls and boys.

Cultural life encompasses a diverse range of artistic expression and organisational forms, with a stable infrastructure and temporary events at the highest international level. At its heart lie opportunities for cultural interaction, for example through music, theatre, study circles and other forms.

#### **Leisure and culture issues in planning**

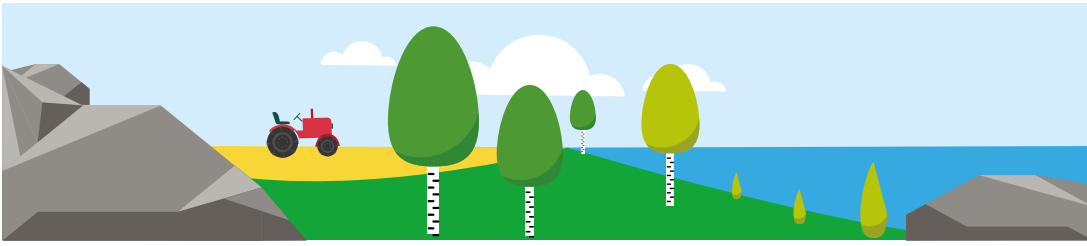
The starting point for the work on leisure and culture issues in the planning process is the comprehensive plan's development strategies for sustainable growth, encompassing development of the built environment, proximity to communications and green resources, for example.

Questions associated with culture and leisure therefore touch on many of the comprehensive plan's themes. Many issues are dealt with in the subsequent planning stages. Meeting places and our green resources in particular are of central importance when it comes to leisure issues. Facilities for sport and leisure are specified in the detailed development plan. Proximity to pedestrian and cycle infrastructure

is key, as is access to public transport routes. Questions associated with boating, fishing and so on are dealt with to some extent in the sections of the comprehensive plan that relate to the coast and the river landscape.

Leisure and culture issues can help to both reinforce and challenge prevailing planning norms, and help to increase knowledge of how the city's public spaces should be designed to serve the city's residents. In concrete terms, this may mean highlighting, assessing and redesigning the city's public meeting places, finding and testing methods for co-determination and co-creation, and investigating how the city's identity, specific local characteristics and culture, and northern location can be developed and accentuated within the public space. Before and during its year as European Capital of Culture, Umeå conducted several high-profile trials aimed at redefining the public space, including in Umedalen, at Vasaplan and in Årstidernas park, gathered under the umbrella of the Umeå urban forum. This work should continue to be developed.

As developments are added to the city, it will become imperative to think about multifunctionalism and how issues of leisure and culture can be integrated into the high-density city.



### 3.10 Natural resources

Aspects of this topic are dealt with in the Partial comprehensive plan for Umeå. The overall picture is set out in the Partial comprehensive plan for rural areas.

#### Agriculture

The municipality's intentions for agriculture are described primarily in the Partial comprehensive plan for rural areas, but also in the Partial comprehensive plan for Umeå and others. These partial comprehensive plans explain that the goal is for the open landscape to be preserved in a long-term and economically sustainable way and for the extent of the grazing land, and thus the open landscape within the area covered by the plan, to grow. Active agriculture is a guarantee of local food production and of an open landscape with all its cultural and biological assets. The municipality's stance is that the opportunities to operate sustainable agriculture should not be reduced and that practically all current agricultural land – including land not actively farmed at this time – should be reserved for food production and energy production in a future sustainable society. The general rule is that agricultural land will not be used for housing or infrastructure unless it is necessary to meet important community interests. The Partial comprehensive plan for rural areas does, however, leave open the option of pushing for new housing on agricultural land in villages where this could strengthen the village's structure and character without compromising the opportunity to farm locally. The planning for Röbäck included an ambition to find a compensation model for requisitioned agricultural land. This is a complex but important issue for the municipality's future planning.

#### Reference

- See the Partial comprehensive plan for rural areas, the Partial comprehensive plan for Umeå and other relevant partial comprehensive plans.

#### Forestry

The municipality's intentions for forestry are described primarily in the Partial comprehensive plan for rural areas, but also in the Partial comprehensive plan for Umeå. Wood from our forests is a renewable natural resource and consequently a raw material that we need to exploit in the long term in order to avoid depleting the planet's finite resources. Maintaining the land's long-term capacity to produce wood raw material is therefore a must for a sustainable society. Forest covers a large proportion of the municipality's land. Around 7% is exempt for reasons of nature conservation. The municipality's stance is that forestry and processing of the raw material should continue to be an important industry locally.

#### Reference

- See the Partial comprehensive plan for rural areas, the Partial comprehensive plan for Umeå and other relevant partial comprehensive plans.



### Stone, gravel, moraine and soil

The municipality's stance is set out in the relevant partial comprehensive plans. The demand for aggregates in Umeå Municipality requires careful management of the resources, since natural gravel, sand, crushed gravel and stone are being consumed at a rate that will deplete supplies far too soon if nothing is done. In practice, permits are currently only issued for natural gravel deposits where crushed stone is not a viable alternative. The municipality's intentions with regard to gravel and stone as natural resources are explained in the Gravel management plan, which was adopted in 1996. Goals include managing natural gravel, increasing the proportion of crushed gravel and recycling spoil. Within Umeå's expansion zone, the stance is that new quarries should not be established and that protecting groundwater as an interest is always put before gravel extraction.

#### Reference

- See the Partial comprehensive plan for rural areas, the Partial comprehensive plan for Umeå and other relevant partial comprehensive plans.
- Gravel management plan, adopted by the municipal council in 1996.

### Water

Water as a natural resources is described in the Partial comprehensive plan for Umeå. This part of the plan also outlines bodies of water within the area covered by the plan which, due to their status, require a particular focus on the part of the municipality.

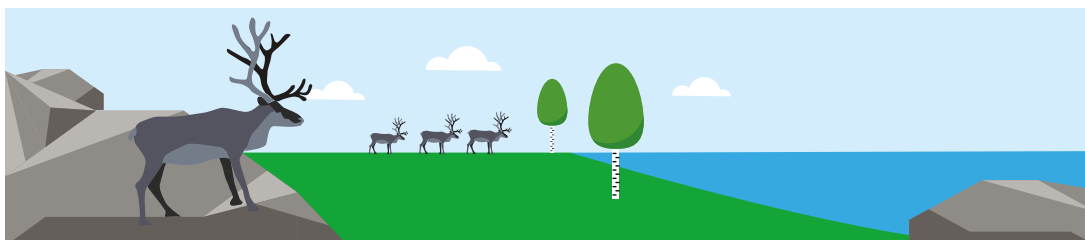
#### Water protection areas

All of the municipality watercourses have established water protection areas except for the watercourse on Holmön. Protecting groundwater assets via water protection areas is an important tool for safeguarding a future water supply. Water may be considered our leading ecosystem service. Studies and surveys are being carried out constantly to ensure a reserve water source for unforeseen circumstances in the future.

Vindelälvsåsen was declared a new water protection area in 2016, with new regulations and protection zones replacing the Tavelsjö, Hissjö and Forslunda water protection areas. Vindelälvsåsen is one of Sweden's largest sources of groundwater, supplying 90% of the municipality's population with drinking water. The protection area stretches from Kulla in the south, via Hissjö and Tavelsjö, up to Rödåsel in the north. The map setting out underlying planning conditions in the Partial comprehensive plan for rural areas shows the water protection areas. These protection areas replace the protection areas marked on other maps associated with the plan.

#### Reference

- See the Partial comprehensive plan for Umeå, which sets out the municipality's stance on water for the municipality as a whole.
- The water protection areas marked on the map in the Partial comprehensive plan for Umeå are no longer valid, since the establishment of the Vindelälvsåsen water protection area in 2016. A presentation of the current water protection areas as of 2016 for the municipality as a whole can be found in the Partial comprehensive plan for rural areas.



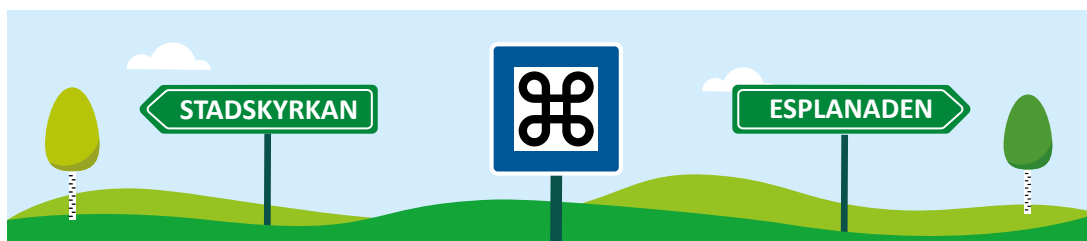
### 3.11 Reindeer husbandry

Parts of Umeå Municipality constitute winter grazing areas for the reindeer herders of the mountain Sami communities Ran, Ubbmeje Tjeälddie, Vapsten, Gran and Svaipa. In contrast to other sectors and land users, reindeer husbandry is a dynamic activity whose operation varies depending on the conditions in nature and changes to the climate. Core areas, migration routes, difficult passages and natural gathering places are features of the geography that have a major impact on the ability to conduct reindeer husbandry. Some of these claims are specified in the national interest for reindeer husbandry. A continuous dialogue with the relevant reindeer herding communities clarifies any areas that lie outside the areas of national interest but that are still important for reindeer husbandry due to the changes mentioned above.

The municipality's stance is set out in more detail in the relevant partial comprehensive plans – particularly the Partial comprehensive plan for Umeå.

#### Reference

- See the Partial comprehensive plan for Umeå and other relevant partial comprehensive plans.



### 3.12 Heritage environments

The Partial comprehensive plan for Umeå represents the municipality's stance on heritage environments. Issues relating to heritage environments are also dealt with in more detail in the relevant partial comprehensive plans.

The heritage environment is a key factor for the identity of a place and for people to feel happy and secure. Heritage environments are therefore important for the social sustainability of the city, the place, the district or the village.

The goals are:

- To protect, preserve and develop places, buildings and built environments that are of cultural and historical value
- To protect and preserve ancient monuments and cultural landscapes
- To promote the preservation of heritage environments in community planning

#### Reference

- See the Partial comprehensive plan for Umeå and other relevant partial comprehensive plans.



### 3.13 Health, safety and the environment

The strategy in the comprehensive plan is to examine environmental and risk factors to ensure the most suitable location and structure for various amenities and activities. This includes maintaining a safe distance from residential areas. Such an approach is necessary in order to maintain good safety levels for the municipality's residents and visitors, while at the same time securing the continued development of housing and infrastructure. Spatial planning thus helps to prevent disruptions and risks that already exist and that might arise within the municipality.

The comprehensive plan sets out principles and guidelines for the management of risk and safety. The plan describes impacts on health and safety, as well as risks of accidents, flooding, erosion and so on.

Environmental and risk factors that should be taken into account when deciding on land and water use can be subdivided into the following categories: specific risks (subsidence areas, airport, railway), environmental problems (air, noise, allergies), sensitive areas (e.g. green spaces) and ecocycle solutions (watercourses).

Environmental and risk factors that have been given a geographical specification in the comprehensive plan include protection areas for watercourses, noise zones and aviation hazard zones around the airport and its wider site. Other factors that are formulated as guidelines instead, and as public considerations for subsequent planning and building, are noise, air pollution, transport of hazardous goods, etc.

With its associated recommendations concerning matters such as the location of social functions, the Partial comprehensive plan for the river landscape is a central plan addressing guidelines for flooding, subsidence and landslides, etc. The Partial comprehensive plan for the coast contains an impact assessment of global sea level rises due to climate change, with associated guidelines for developments near the coast. All the partial comprehensive plans are accompanied by an environmental impact statement that describes the impact, effects and consequences for people and the environment, plus proposed actions.

#### **Air quality**

Challenges regarding air quality remain, particularly in the central districts of the city, where road traffic is at its heaviest. This combines with enclosed street spaces and the winter temperature inversion to cause air pollution that affects people's health. The combination of sustainable urban development principles and an ongoing action programme to improve air quality are vital if Umeå is to achieve its air quality and growth targets. The action programme follows up on and proposes direct measures within a set timeframe.

The municipality's stance is set out in the Partial comprehensive plan for Umeå and applies to the municipality as a whole.

### Reference

- See the Partial comprehensive plan for Umeå for the overall focus and stance, and the other relevant partial comprehensive plans for more specific details.

### Further reading

Cleaner air in Umeå – Action programme to meet environmental standards for nitrogen dioxide (2015).  
www.umea.se

### **Subsidence, landslides and flooding**

The stance set out in the Partial comprehensive plan for the river landscape expresses the municipality's view on issues relating to subsidence, landslides and flooding. The guidelines in the plan for the river landscape can also be helpful when making assessments about areas located outside the scope of the plan. Important supporting documents include the municipality's risk and vulnerability assessment. Flood risk mapping also provides important data for planning and action at every stage.

### Reference

- See the Partial comprehensive plan for the river landscape for guidelines and stances on risks such as subsidence, landslides and flooding. More detail can also be found in the Partial comprehensive plan for the coast.

### **Contaminated areas**

The municipality's stance is set out in the Partial comprehensive plan for Umeå and applies to the municipality as a whole.

### Reference

- See the Partial comprehensive plan for Umeå for the overall focus and stance, and the other relevant partial comprehensive plans for more specific details.

### **Noise and development planning**

Noise is one of the major environmental problems in today's cities, and it is a challenge we need to address in our urban planning. The majority of the noise in Umeå comes from road traffic, but other noise sources include aeroplanes, helicopters, trains and industry. The municipality strives to ensure acceptable sound levels that support the desired urban development and avoid impacts on human health.

A priority area is to limit the noise at the source. As with the challenges of air quality, it is a case of following the urban development principles in spatial planning which, in the long term, will bring environmental gains with regard to traffic noise in particular. At the same time there is also an ongoing action programme to combat noise, which will have positive impacts in the more immediate future.

To achieve a good built environment in a high-density urban situation, noise disturbances are commonly minimised by the building itself providing a noise barrier for the rest of the property or area. This creates quieter outdoor spaces and play environments linked with housing and schools, for example. Access to quieter acoustic environments outside the high-density city provides conditions for recovery and recreation.

The municipality's stance is set out in the Partial comprehensive plan for Umeå and applies to the municipality as a whole. The section has been updated on the basis of new legislation.

### Reference

- See the Partial comprehensive plan for Umeå

### Further reading

Action programme to combat noise 2013–2018 (2013). [www.umea.se](http://www.umea.se)

### Water status

Water is one of our most important resources. To safeguard this for future generations, the water's ecological and chemical status must not be damaged. Environmental quality standards for water include provisions on the quality of the environment in a body of water. Over time, this has begun to play an increasingly important role in planning. Preserving and improving the quality of surface water and groundwater requires a holistic approach and systematic work. Where the ecological status of bodies of water in Umeå Municipality is moderate or poor, this is generally due to acidification, eutrophication and obstacles to migration. Rising land levels along Umeå's coast are causing phosphorus to build up in lakes that were formed by cutting off coastal inlets. This makes lakes and inlets particularly sensitive to the addition of further phosphorus.

The comprehensive plan sets out the parameters for the municipality's land use in support of sustainable growth. All planning and other decision-making is to make sure that the environmental quality standards for water are maintained and not allowed to slip. The status of bodies of water is not reported in the comprehensive plan, since such information would not remain relevant or current for very long. The latest data can be found in the County Administrative Board's VISS database, which is updated regularly and is linked to the municipality's planning data. The municipality uses the VISS database to provide GIS-based supporting material at every stage of planning, oversight and so on. The supporting data for the planning process also includes a groundwater map, a soil map and catchment areas, plus map-based data on land drainage, off-mains drainage, treatment works, water and sewer pipes and their overflows, and water quality for bathing. For decades, the municipality has been monitoring the environmental quality of coastal inlets and lakes, and the local trend in water quality, in a way that has not been available to the Swedish River Basin District Authority and the County Administrative Board to date.

In 2016, the municipality adopted a strategy for water and sewerage aimed at promoting continued growth in a sustainable way, and at ensuring that the municipality's water continues to maintain good quality. The strategy outlines where the water and sewerage network needs to be expanded. It also ranks the priorities, with the environmental permit having the greatest weight, while also taking into account development planning. The strategy also provides guidelines, including requirements for action in areas that are not judged to be relevant for water and sewerage expansion. Another priority is to maintain oversight in a number of areas, such as agriculture, off-mains drainage, contaminated soil, environmentally harmful activities, etc., along with requirements for coordinated controls of recipient water bodies under high stress from several different activities.

A greater proportion of hard surfaces requires carefully considered stormwater solutions for

local management in order to minimise any negative impact on surface water and groundwater. A stormwater policy has been agreed and will be outlined in a stormwater programme aimed at promoting growth and helping to meet the environmental quality standards.

The comprehensive plan highlights vital groundwater resources, along with associated guidelines and water protection areas. A needs analysis and demarcation of key environmental issues is carried out for each part of the comprehensive plan and each detailed development plan. This identifies and addresses the need for environmental assessments and environmental impact statements. These are then integrated into the ongoing planning work.

The bodies of water are affected to a varying extent by the municipality's planned/desired growth and changes to land use. Umeå is located at the lower end of the Umeälven river. This is one of the largest rivers in Sweden in terms of both average and peak flow. The high flow rate in the river means that it is relatively tolerant of changes in water status. The areas near the coast with shallow inlets and poorer water turnover are monitored particularly carefully, not least as part of the water and sewerage strategy. The Partial comprehensive plan for the river landscape contains guidelines relating to water quality. Close to the main population centres there are also a few small watercourses and a lake that are highlighted as bodies of water.

The Degernäsbäcken and Tvärån watercourses are sensitive bodies of water, a general stance on which can be found in the Comprehensive plan for Röbbäck and the Partial comprehensive plan for Umeå. The aim here is to achieve and maintain a good status by attenuating and cleaning stormwater, for example. The Partial comprehensive plan for Umeå sets out a specific stance on Tavelån, which is affected by both acidification and eutrophication. Nydalsjön is an ecologically sensitive lake close to a population centre, where several measures have been put in place to improve water quality over the long term. The water quality and status of Nydalsjön and the lake's outlet stream Kolbäcken are addressed separately in the Partial comprehensive plan for Nydala. Extensive river restoration work has been carried out in Sävarån with a view to improving fish migration routes, and a strategy is in place to minimise the impact on Sävarån as Sävar expands and develops.

Read about stormwater in the section on Reduced carbon footprint and climate adaptation.

### *Guideline*

- All planning and other decision-making is to make sure that the environmental quality standards for water are maintained and not allowed to slip.

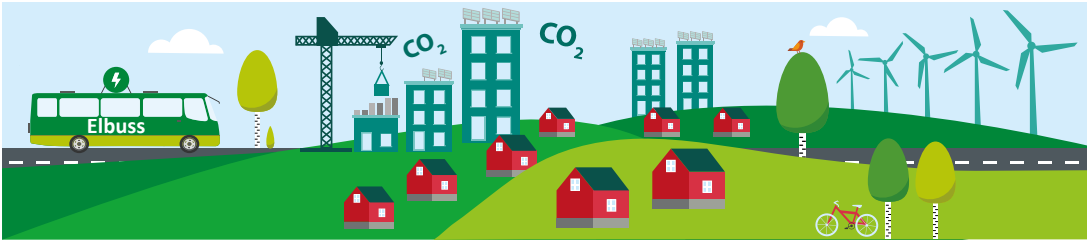
### *Further reading*

VISS database. County Administrative Board [www.lansstyrelsen.se](http://www.lansstyrelsen.se)

Development strategy for water and sewerage in Umeå Municipality [www.umea.se](http://www.umea.se)

Comprehensive plan for Umeå Municipality – Partial comprehensive plan for Umeå  
[www.umea.se/oversiktsplan](http://www.umea.se/oversiktsplan)





### 3.14 Reduced carbon footprint and climate adaptation

The strategies in the comprehensive plan are firmly rooted in sustainable development, with a focus on a reduced carbon footprint and sustainable travel. Continued development in line with the strategies for sustainable growth is vital.

#### **A high-density city creates scope for sustainable travel**

A higher-density city and investment in increased development along main public transport routes provides a greater basis for more regular public transport services, which increases the attractiveness of public transport. A compact city with short travel distances makes cycling viable and creates the best conditions for increasing the proportion of cyclists and pedestrians in relation to motorists. A high-density city with mixed functions provides proximity to destinations and reduces the need for transport. The focus on planning for low car use needs to be accompanied by a new approach towards the priority that cars have in central parts of the city. A higher-density city also makes it easier to connect properties to the district heating network, which helps to reduce the carbon footprint. The drive to become a fossil free municipality is another way to limit the carbon footprint. Umeå's municipal enterprises have high ambitions to cut energy use and emissions of greenhouse gases, as they work to transition to sustainable energy sources. The consequences of climate change are difficult to accurately predict. The municipality therefore has to prepare for different scenarios. Successful climate work is considered to hold potential for society, with benefits for both sustainability and social development.

#### **Flooding, subsidence and erosion**

When it comes to flood risk areas, high water levels in the rivers of Umeälven and Sävarån could cause property damage and erosion along the shoreline. Reinforcement work has been carried out and future work is planned. See the Partial comprehensive plan for the river landscape. In the event of high water levels in the Sävarån river, particularly when the ice breaks up, property damage could occur at Gunnismark and Gran. Sustained rainfall carries a major risk of flooding on roads and along the quayside in central Umeå, potentially leading to environmental and economic damage in the form of damaged streets, bridges and properties. Knock-on effects of sustained rainfall, flooding and high water levels may include subsidence, mudslides and landslides. The areas most at risk of erosion, subsidence and landslides are the areas along the Umeälven river and its steep banks. The most vulnerable section runs from Brännland to Ön, although the problems vary along that stretch of river. For the municipality's guidelines and stance on risks of subsidence, landslides and flooding, see the Partial comprehensive plan for the river landscape and the Partial comprehensive plan for the coast.

The Partial comprehensive plan for the river landscape sets out Umeå Municipality's views on issues linked to flooding, subsidence and landslides, and has a planning horizon for such issues of as much as 100 years. The plan defines safe distances for development with regard to high water levels, areas at risk of subsidence and landslides are stated and the plan suggests areas where infill is appropriate and inappropriate in terms of reducing the risks. The Partial comprehensive plan for the river landscape also provides guidelines on how views of the river can be created while taking account of the risk of subsidence and landslides. In addition, it clarifies that risk analyses may be necessary if there is a risk of subsidence and landslide and states, for example, that with new projects stormwater needs to be managed in a way that does not pose a risk to the stability of the steep banks. The Partial comprehensive plan for Ön and the Partial comprehensive plan for rural development in shoreline areas also contain similar guidelines linked to high water levels, subsidence and erosion.

### Rising sea levels

An increase in global sea levels due to climate change is expected to lead to rising water levels in the Baltic Sea. Rising land levels have a compensatory effect and so far, developments along the coast have slowly retreated from the shore. Since land levels are now expected to rise at the same rate as the climate changes, the risk of flooding is no longer receding. Instead, the risk is set to be relatively constant over the years. The Partial comprehensive plan for the coast outlines principles for coastal development, with one addressing the long-term sustainability of development in certain locations, where planning needs to take account of the fact that the coast is flat and subject to change due to rising land levels, the climate is changing and water and sewerage provision also has to be sustainable in the long term. The guidelines relate, for example, to building based on height above average water levels and to filtration systems and so on. The plan contains concrete guidelines on several issues associated climate change.

### Stormwater management

As the city becomes more densely developed, hard surfaces are expected to increase, which will raise stormwater flows and pose a challenge for community planning. In a high-density, sustainable city, stormwater management systems have the important task of handling flows in a sustainable way and minimising the risk of damage and impacts on the recipient bodies of water. Various measures and adaptations will be required in order to handle future climate change, with cloudbursts, higher water levels, flooding, effects on existing watercourses and so on. Carefully considered green infrastructure is an important condition for achieving the aim of a sustainable stormwater management system that is adapted to the future climate. The integrated green infrastructure close to the city will also provide ecosystem services that handle stormwater in an effective way. Sustainable stormwater management involves a combination of open solutions and traditional drainage systems, with local conditions determining which solution is most appropriate. Stormwater management is seen as a tool for achieving a high-density, mixed-use city in line with strategies for sustainable development, as presented in more detail in subsequent stormwater programmes.

### Reference

- See the Comprehensive plan for Umeå Municipality – Partial comprehensive plan for the river landscape, which sets out the municipality's stance on and approach to issues of flooding, subsidence and landslides.
- See the Comprehensive plan for Umeå Municipality – Partial comprehensive plan for the coast for guidelines on building in coastal locations.

### Further reading

County Administration Board, Climate adaptations for Västerbotten (2014):

[www.lansstyrelsen.se/Vasterbotten](http://www.lansstyrelsen.se/Vasterbotten)

Umeå Municipality, Action plan for reduced greenhouse gas emissions (2009): [www.umea.se](http://www.umea.se)

Umeå Municipality, Development strategy for water and sewerage in Umeå Municipality (2017):

[www.umea.se](http://www.umea.se)

Umeå Municipality's programme for safety and security (2015): [www.umea.se](http://www.umea.se)

Umeå Municipality, Waste plan 2020 (2010, rev. 2014): [www.umea.se](http://www.umea.se)

Umeå Energy, Energy programme (2003): [www.umea.se](http://www.umea.se)



**3.15 Utilities infrastructure**

**Water and sewerage**

Much of the built environment is connected to mains water and sewerage, and issues relating to this subject are dealt with in the relevant parts of the comprehensive plan at a general level. The expansion plan that forms part of the Housing provision programme is key to ensuring that the expansion of water and sewerage goes hand in hand with the development of new housing.

The development strategy for water and sewerage is the municipality’s planning for the location of future service areas for sewerage. This includes an assessment for various future areas of development highlighted in the comprehensive plan, examining where the municipality plans to expand the water and sewerage system. The strategy sets out the areas that are earmarked for expansion, whether in existing or new developments, the areas adjacent to an existing service area for water and sewerage and where the service area can be expanded to accommodate additional development. The strategy also points out areas where the judgement is that the water and sewerage network does not need to be expanded to handle the new development. In addition, the strategy outlines the municipality’s stance on individual and shared solutions for sewerage in areas where a municipal service area is not appropriate, and its stance ahead of municipal expansion. Other key documents that support good water and sewerage planning include the municipality’s drinking water plan and the water company Vakin’s renewal plan.

*Further reading*  
 Development strategy for water and sewerage in Umeå Municipality. Adopted in 2016. [www.umea.se](http://www.umea.se)



**Need for sustainable water and sewerage solutions.** There is a plan to expand the sewerage network in order to achieve good water quality and enable continued growth. The development strategy for water and sewerage has a focus on where the sewers may be expanded within the municipality in the future.

### Energy and district heating

The municipality's stance is set out in the Partial comprehensive plan for Umeå and applies to the municipality as a whole.

#### *Reference*

- See the Partial comprehensive plan for Umeå for the overall focus and stance, and the other relevant partial comprehensive plans for more specific details.

#### *Further reading*

Umeå Municipality, Action plan for reduced greenhouse gas emissions [www.umea.se](http://www.umea.se)

Umeå Municipality, Energy plan [www.umea.se](http://www.umea.se)

### Recycling and waste management

The municipality's stance is set out in the Partial comprehensive plan for Umeå and applies to the municipality as a whole.

#### *Reference*

- See the Partial comprehensive plan for Umeå for the overall focus and stance, and the other relevant partial comprehensive plans for more specific details.

#### *Further reading*

Vakin, Waste plan 2020 [www.vakin.se](http://www.vakin.se)



### 3.16 National interests

The Swedish Environmental Code lays out the basic provisions concerning the management of land and water areas and for weighing different public interests against each other. Within their areas of responsibility, public authorities may single out areas that are of national interest. National interests are geographical areas that have been chosen to secure a particular use or to preserve for the future something that is of national importance. The appointed areas that are judged to be of such importance for various societal interests are to be protected against measures that could significantly damage their assets or the opportunities to use these for their intended purpose.

When the authorities identify a national interest, this is only a claim. This means that the chosen national interests are not legally binding. It is up to the examining authority to make a judgement in each individual case, based on available knowledge.

The comprehensive plan deals with national interests in the relevant partial comprehensive plans, which set out how the municipality intends to protect the national interests in line with Chapters 3 and 4 of the Swedish Environmental Code. This means that the municipality's stance is outlined for the particular national interests, based on the changes to land use proposed in each partial comprehensive plan.

#### *Further reading*

County Administrative Board, [www.lansstyrelsen/Vasterbotten](http://www.lansstyrelsen/Vasterbotten), See webbGIS.

#### **Nature conservation**

New national interest claims have been identified since the previous comprehensive plan ÖPL98 for the Bjursjö area, Hålvattsmyrorna, Långbergskullarna and Sör-Tjärnmyrarna with regard to the national interest of nature conservation. There is not judged to be any conflict with expected or planned land use.

#### **Cultural heritage protection and outdoor recreation**

A national review of the national interests for outdoor recreation and cultural heritage protection has recently been conducted, with a particular focus on existing areas of interest along the coast and rivers. When it comes to changes in the proposal for outdoor recreation, there are new asset descriptions for Vindelälven and Holmöarna and a justification of the boundary for Öreälven. As a national river, Vindelälven has other national interest claims, such as reindeer husbandry and nature conservation and, under Chapter 4, section 6 of the Swedish Environmental Code, hydroelectric power stations must not be built and water regulation and diversion for the purposes of power generation must not be undertaken.

The whole of the Holmön archipelago, beyond Holmögadd, is designated a national interest for active outdoor recreation and large parts of it fall within the nature reserve and the Natura 2000 area. The municipal stance in these cases is expressed in the Partial comprehensive plan for rural areas. As for the amended boundary along the Öreälven river, the area continues to coincide with parts of the existing nature reserve. This reserve is addressed in the Partial comprehensive plan for the coast as a condition for creating added value for outdoor recreation, etc.

### **Total defence**

The claim has been clarified with regard to national interests and areas of importance for military purposes as part of the nation's total defence, in line with Chapter 3, section 9 of the Swedish Environmental Code. The clarification has entailed marginal adjustments to the boundaries of the military training areas and the new identification of another area of influence near Hössjö.

The area under the influence of noise in particular from the military training areas and the firing range remains unchanged.

The municipality has registered its stance on the Swedish Armed Forces' claim in the Partial comprehensive plan for Umeå. The municipality's acquisition of the barracks and military training area was completed in order to obtain a land bank for the municipality's growth. The time is coming when the municipality is going to see a rise in its need for land on which to build housing and businesses. The municipality has therefore decided to begin working on a partial comprehensive plan for the area.

The municipality's stance on the surrounding areas of influence remains to consult with the Swedish Armed Forces on all cases of new development or significant changes to or expansion of the built environment.

### **Reindeer husbandry**

Several land claims have been added since ÖPL98, as set out in the Partial comprehensive plan for Umeå and the other partial comprehensive plans. Consultation with the relevant reindeer herding communities takes place as part of the comprehensive planning processes or other planning processes as required. This can quickly flag up any areas that lie outside the areas of national interest but that are still important for reindeer husbandry due to new conditions caused by ongoing climate change, for example.

### **Communications**

The new Swedish Ordinance (2015:216) on traffic noise around residential buildings contains guidelines for outdoor noise from rail transport, roads and airports. This will continue to inform the way new housing should be adapted in response to noise sources without placing limitations on the modes of transport.

### **State highways**

The State highways that are of national interest in the municipality are the E4 and the E12. In addition, the E4 is part of the EU's Trans European Transport Network, TEN-T. The roads included in TEN-T are of particular international importance. The E12 is part of the national trunk road network established by the Riksdag. Alongside the new ordinance, the stance set out in the Partial comprehensive plan for Umeå for the E4 and the E12 also applies to the rest of the municipality.

The remaining phase of work on the ring road system, the West Link, has been submitted for planning approval, with the Swedish Transport Administration set to make a decision on confirmation. This section will serve as the new E12 bypassing Umeå. The area reserved for the West Link includes corridors west and east of Prästsjön lake, but based on the location decision in the roads plan, the east option in the reserved area is the one that will be used. Until the West Link has been built, the E12 will run along the ring road via Kolbäcksvägen/the North Link.

Once the decision on confirmation is in place, the intention is for the national interests in the Umeå Project to be deleted. The national interest in the road construction remains, however, even if the corridor is omitted.

### Umeå Airport

The national interest claim for Umeå Airport includes the airport's land claim and the surrounding areas of influence with regard to aviation hazards, aircraft noise and electromagnetic disruption. The aviation hazard claim, which governs limits to building height, is relevant across large parts of the city centre and is addressed in the comprehensive plan.

With the advent of the new ordinance, the area of influence has been amended in terms of aircraft noise. The result of the amendment was a radically smaller area of influence. Seen only from the perspective of aircraft noise, the housing developments in Teg, Väst på stan (the west part of the city centre) and Grubbe, for example, are now supported by the ordinance and are thus not considered an impediment to the national interest. Examinations of suitability alongside the area of influence will, however, continue to be the subject of a dialogue with Swedavia and the Swedish Transport Administration, in order to ensure the long-term viability of the airport.

### Norrbotniabanan rail line

Planning work on the Norrbotniabanan rail line continues, based on a corridor option for which the reserved land has changed geographically compared with the boundaries presented in the Partial comprehensive plan for Umeå and the Partial comprehensive plan for wind power. The stance that will apply into the future is that no operation or development that affects the ability to make use of the reserved land should be permitted.

### Double track through central Umeå

Continuous investments in the rail network are being made with a view to developing Umeå as a logistics hub, driving up the competitiveness of business and increasing the scope to switch cargo from road to rail. Making rail transport even more competitive not only requires more regular trains and shorter journey times, but also greater capacity. There are currently capacity issues on the Holmsund–Umeå Central section of the rail line. The Swedish Transport Administration is examining the feasibility of doubling the track along the subsection from Gimonäs to Umeå Central, which is judged to be of crucial importance in resolving the capacity issues for the long term. Between Öbacka and Gimonäs there is very little scope to expand the track, with a particularly narrow passage at Strömpilen.

No additional development or activity that impedes the ability to lay double track along the current rail line between Gimonäs and Umeå Central should be permitted.

### Public harbour

Alongside the Port of Umeå, the national interest claim for a public harbour also includes nearby water areas and the water area along the river up to Kyrkbron bridge. In this context, from the outer limits of the port area to Obbolabron bridge, the claim relates to marine safety devices (lighthouses, etc.) provided by the Port of Umeå. The remaining section between Obbolabron and Kyrkbron relates to the marking out of waterways for leisure boats, which is dealt with by the Leisure department at Umeå Municipality. The goals and guidelines in the comprehensive plan on creating the conditions for more developed boating are compatible with the national interest.

### Goods yard

The goods yard in Holmsund is an important shunting yard, which is why a national interest claim has been drawn up for the rail terminal. This means that new development and activities should be adapted to the goods yard so that they do not cause limitations on the terminal's function. The Swedish Transport Administration should be consulted on this.

### Station areas

Umeå Central, Umeå Östra and Hörnefors are of national interest as rail stations. The claim outlines each station's function in terms of passenger flows at local, regional, national and/or international level and states that all the stations form part of the functionally adapted rail network.



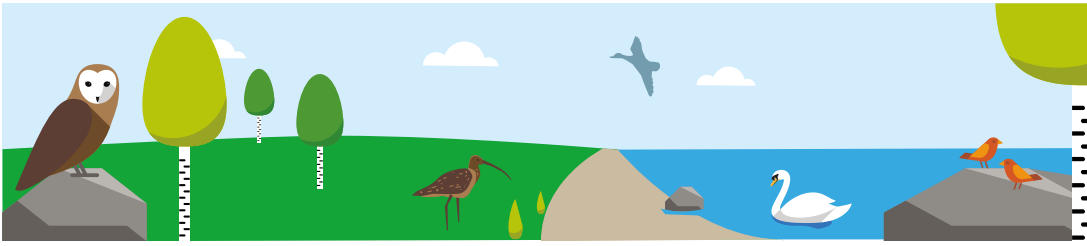
**Wind power**

The national interest in wind power is dealt with in the Partial comprehensive plan for wind power in the Umeå Region. There have, however, been a number of changes since the plan was adopted. There is also an additional national interest on Holmön. New areas with a national interest claim have also been added at Mickelsträsk/Kroksjö and Flurkmark/Bodbyn. Parts of these areas have been highlighted as being of national interest to reindeer husbandry, both as migration routes and core areas.

Exceptions may be made on condition that the expansion of wind power can occur while showing respect for reindeer husbandry and that the wind potential is particularly good. The boundaries of the highlighted areas at Botsmark and Buberget have only been adjusted marginally, so there is no need for the municipality to adopt any new stances. The area west of Täfteå has been deleted as a national interest, along with all the areas along the western border of Umeå Municipality.

**Water supply**

Forslunda water works has been singled out as a facility of national interest. The facility includes an intake area with intake pipes from the Umeälven river, raw water pipes, a filtration area for artificial filtration in Vindelälvsåsen, the facility's area of influence and low-level reservoirs at Forslunda, Stadsliden, plus the pumping station at Skogsbrynet. The claim relating to Forslunda water works may be set against other interests such as reindeer husbandry at Kulla. Parts of the facility such as intake pipes and low-level reservoirs may have an impact on the municipality's scope for growth in the central parts of the city.



### 3.17 Natura 2000

Presented and addressed in the partial comprehensive plans affected by the nature protection area.

#### *Further reading*

County Administrative Board, Protected nature [www.lansstyrelsen.se/Vasterbotten](http://www.lansstyrelsen.se/Vasterbotten)

### 3.18 Intermunicipal issues

In the future there will be new demands for regional collaboration, where good partnerships help to improve the efficiency of the region's pooled resources. The Umeå Region is a municipal alliance, set up in 1994, whereby Umeå Municipality and its neighbouring municipalities of Bjurholm, Nordmaling, Robertsfors, Vindeln and Vännäs form what is known as a functional region. With the completion of the Botniabanan rail line, Örnsköldsvik also joined the collaborative venture. Umeå Municipality has additionally developed collaborations on various social issues beyond this region.

#### **The Umeå Region**

The Umeå Region forms a common area for labour, trade, services, culture, leisure/recreation, etc. The goal is for coordination to improve the efficiency of municipal activities, to actively promote the development of this part of the county and to establish forms of democratic governance for collaborating municipalities. Together, the Umeå Region encompasses over half of the county's population and labour market. The way the shared conditions for development are exploited is of vital importance for many of the county's residents and businesses.

Since 1998, collaboration and planning have been conducted in various operational areas, such as communications, business, procurement, tourism/leisure, culture, schools, social services, gender equality issues, IT and emergency services. There is also established cooperation on HR issues, reception of refugees and chief guardian operations. Collaboration with Örnsköldsvik has intensified by marketing the municipalities as a joint labour market region. The completion of the Botniabanan rail line was a catalyst for this change. A further example is Umeva, which has formed a joint enterprise with Vindeln Municipality. The Coast to Mountain project, whose ultimate aim is to improve the ability of salmon and sea trout to reach their spawning grounds in the Vindelälven river, is another example of cooperation between the relevant municipalities, Vattenfall, the County Administrative Board and others.

In spatial planning, there is intermunicipal collaboration on comprehensive planning for wind power and rural development in shoreline areas. The focus is on continuing to work in partnership, not least on planning issues that can benefit from joint planning.

Umeå is the centre of trade, services and education for a much larger area than the Umeå Region. The establishment of IKEA and the opening of the Utopia shopping mall in the city have cemented Umeå's position as a regional retail hub.

**Region Västerbotten**

Region Västerbotten was formed in 2008 from the county's 15 municipalities, and Västerbotten County Council has regional responsibility for development in Västerbotten County. The aim was to take on regional political responsibility for regional development issues within a politically-controlled organisation, and to have clear political representation in regional growth efforts. Discussions are currently under way about forming a "super region" that could cover much of northern Sweden.

**Other cooperation**

Umeå Municipality also works with the city of Vaasa. The aim of the cooperation is to improve conditions for advanced cross-border collaboration between people and businesses. The issues on which the cooperation focuses relate primarily to the areas of communications, business, culture and tourism.

## 4. What are the consequences of the comprehensive plan?

The overarching goal for Umeå Municipality is to achieve growth that is socially, ecologically, culturally and economically sustainable, with a vision of 200,000 inhabitants by 2050. The development strategies for sustainable growth and the built environment scenario set out in the Partial comprehensive plan for Umeå apply to the municipality as a whole. The applicable visions, strategies and goals that define the comprehensive plan on this front are clear and contain a range of different aspects that together contribute to continued sustainable growth in line with the overall goal.

### Environmental impact statements in the partial comprehensive plans

The partial comprehensive plans contain environmental impact assessments that weigh up how each partial comprehensive plan contributes to sustainable development in accordance with the applicable provisions in the Swedish Environmental Code and the Planning and Building Act. The environmental assessment focuses on the significant environmental impact of the plan and, in consultation with the County Administrative Board, a judgement is made on the environmental aspects that are relevant in each assessment.

The assessment for the future growth area has a planning horizon up to the year 2030. The projection for an Umeå with 200,000 inhabitants works to a much longer timeframe that lacks almost any equivalent compared with other decision-making processes in society. In this context, the 200,000 projection is seen as a long-term pointer that is dependent on decisions and actions in the near future and how they can be evaluated.

The zero alternative used for comparison in the assessments is mainly a development of the comprehensive plan from 1998 or the partial comprehensive plans that arose from it, such as those for central city districts and the university district. The assessment in the Partial comprehensive plan for the coast uses the coastal plan from 1977 for the purposes of comparison. Other plans make comparisons with a situation in which development occurs without any plans or guidelines. The assessment in the Partial comprehensive plan for Röbäck uses the Partial comprehensive plan for Umeå for the purposes of comparison.

The Riksdag has set national environmental objectives that are to be fulfilled within a generation. Through its partial comprehensive plans, the main comprehensive plan contains many proposed changes to land use and thus offers major opportunities to achieve the national environmental objectives that are relevant to the plans.

### 4.1 An overall assessment of the comprehensive plan's sustainability

The development strategies and the built environment scenario show high intentions and ambitions to create attractive and environmentally sustainable housing, workplaces and public spaces. For the people who live and work in the municipality, there must be good opportunities to live healthily, reduce their environmental footprint and contribute to development.

#### Land use

The comprehensive plan's ambition to ensure higher-density development in the central parts of the city, along corridors and in nodes in locations close to public transport, is positive in so many respects. A lower impact on the climate and management of natural resources are just two of the significant benefits. Effective joined-up use of technical infrastructure, services, schools and so on, and a sounder basis for the expansion of existing and future local and regional public transport links create the conditions for such benefits. The investment costs are not as large and, despite the sparsely populated rural areas still being dependent on the use of cars, overall air quality will be much improved through lower exhaust emissions.

Concentrated building means that major green spaces can be saved to a large extent and productive agricultural land does not need to be siphoned off. Densification in the central areas in particular does, however, increase the pressure on local green spaces and parks, which are often of considerable importance for daily exercise and enjoyment of the outdoors. New parks in the development areas may serve as future complements to the green spaces on people's doorsteps.

One spatial consequence is that the combination of high-density development and good public transport capacity will enable fast and efficient movement within the municipality. A significant proportion of personal journeys within the dense heart of the city should be possible on foot or by bicycle. Car use is expected to remain unchanged, particularly in the less densely built environments outside the urban districts, with poorer public transport provision and frequency of service.

The aim of residential development is to achieve a varied range of housing in attractive locations that matches the preferences of different groups. In addition to the housing in central districts, areas in the municipality's other population centres, in rural areas and along the coast and river are important resources in the context of having more housing close to nature. Attractive housing options for the expected higher proportion of older and wealthier households creates mobility in the housing market, which enables new households to find a home.

The gradual densification and transformation of the central city districts and other parts of the city will constantly create new conditions within the built environment. In some places this could lead to unwanted shading, visual intrusion and restricted views for property owners and residents.

### **Social consequences**

A high-density, mixed-use city delivers many positive social consequences. A more concentrated local population encourages attractive and vibrant urban spaces at all times of the day and night. Meeting places that are accessible to everyone attract visitors from other parts of the municipality, other municipalities and even other countries. This increases openness and gives a perception of greater security in the local environment.

Having mixed forms of tenure and different types of housing, plus good meeting places, creates better conditions for gender equality and integration, which can have positive knock-on effects such as reduced housing segregation. A varied range of housing and proximity to services facilitates encounters between residents from different backgrounds, paving the way for greater security and integration.

With a commitment to build a mixed-use city, premises for preschools, housing for people with special needs and various types of sheltered housing can be integrated with other homes to a greater extent, rather than building them as separate units.

Meeting places and public spaces that offer a range of integrated cultural and leisure activities for different ages in the same physical space promote positive social development. This also affects the perception of security and social integration. In higher-density built areas, small spaces for recreation or other activities can be sufficient in an everyday context where proximity to home is important, particularly for children, young people and older people. The expansion of safe and secure places and pedestrian and cycle paths is important for many reasons, not least from the perspective of children and gender equality. On the other hand, large areas with specific functions, such as the university district, tend to be depopulated in the evening, which can make people feel unsafe. However, this can be changed by applying the mixed-use city concept and combining retail with housing and other functions.

A pedestrian and cycling-friendly structure based on spatial (extended road network) and social (perceived safety) perspectives has a positive impact on public health, since more people are given an opportunity for active movement by walking, cycling and moving around more as they go about their day. This creates societal conditions for good and equitable health. However, a dense urban structure also carries the risk that environmental conditions could become problematic, with noise pollution and poorer air quality having a negative impact on health.

### **Business development**

Having a high-density, mixed-use and growing city creates fertile ground for an attractive environment that combines skills, communication and entrepreneurship to achieve global competitiveness and sustainable growth. As a knowledge city, Umeå has incredible opportunities to contribute to the development that Sweden and the region need. In this context, the continued development of the hospital and university district, with its education, research, healthcare and locally connected business development will be crucial for the growth of the municipality and the region when it comes to knowledge-intensive industries, particularly in the service sector. High concentrations of population and workplaces generally generate better conditions for growth in a modern urban service economy. Mixed-use development appears to stimulate business activity.

The increased density and concentration in the municipality's central areas spearheads continued advancement of the commercial and service offer that already has a regional catchment area. Continued development of central meeting places in line with the comprehensive plan gives a welcoming feel, reinforcing the city's role as a regional hub for commercial activities and services. The expanded infrastructure around the ring road and the good public transport, pedestrian and cycling links mean that commercial activities and services outside the city's cohesive core can also be developed.

### **Heritage environments and cityscape**

The focus of the comprehensive plan will have social and cultural consequences for the municipality's heritage environments. The cityscape is undergoing constant change and changes are set to affect every district, within the Five-kilometre City and particularly in areas of influence along major public transport routes. The conditions for preserving historically valuable environments are overwhelmingly judged to be good, via the Swedish National Heritage Board's declaration of national interest and its development and renewal. In central Umeå, the historically valuable built environment will see a change or expansion of its use, which in turn will create new heritage environments for the future. Outside the central area, there is potential to preserve cohesive heritage landscapes. In many areas, these will be an important factor in the development potential, due to their value in providing experiences.

### **Leisure and outdoor recreation**

The ambition to make the river landscape and the coast accessible is necessary for a higher-density city. Increased access to these areas provides local residents with magnificent spaces for leisure and outdoor recreation (boating, fishing, etc.), which has many positive social dimensions. Despite some of the destinations being some distance away, which means they will probably be visited by car, there is potential to reach the areas on foot, by bicycle or on public transport. The ambition to develop visitor attractions and the tourism industry in these areas also has positive consequences for business. The valuable assets that are associated with the natural and heritage environments along the coast and the river form the basis for this development. Areas nearer to the city, such as Nydala, will similarly need to see recreational areas safeguarded and tourism developed. Preserving these areas will be important as valuable natural environments will be claimed in the interest of densification, despite the development and creation of public spaces and parks.

### **Green links, green corridors and sensitive nature**

As existing built environments are made denser or merged, key green links that are vital for biodiversity and green spaces that protect ecosystem services and maintain opportunities for recreation in nature will be taken into account. There is a risk that local parks and social green spaces will disappear as a result of densification. Today's residents might, in some cases, have longer distances to travel to recreational areas and greenery, due to the new areas of development. The comprehensive plan's proposed land and water use does, however, mean that the functional green links can be preserved to a large degree, although in some places their size might be limited. The green spaces and their ecological assets are naturally part of planning the built environment, and it is possible for this to grow while maintaining good access to green infrastructure.



### Surface water

Developing a high-density urban environment is expected to increase the proportion of hard surfaces, which in turn will increase the flow of stormwater. However, carefully planned green infrastructure makes local management easier and prevents nutrient emissions. The stormwater program fleshes out the intentions of the comprehensive plan with goals and guidelines for sustainable stormwater management.

### Noise and air quality

Increased density and development along roads and railways and around the airport's area of influence mean that both existing and new city blocks will be exposed to noise. Within a high-density housing structure, however, there are good opportunities to create quiet sides, which is why the general assessment is that new areas can provide a good living environment in terms of noise. Infill along major roads can improve sound levels for existing buildings behind them. Nevertheless, there will continue to be a risk that existing buildings will be exposed to higher noise levels as a consequence of increased traffic.

In conjunction with the transformation of the transport links within the ring road in particular, higher-density urban environments will be created along roads that will continue to be busy urban thoroughfares. Combined with the temperature inversion that is a local phenomenon, there is a risk to air quality and thus the living environment in central locations where many people will reside and spend their time. Planning for a reduced dependence on transport, and on cars in particular, is, however, clearly focused on resolving this structural transport issue. A move towards increased use of more eco-friendly modes of transport such as walking, cycling and public transport, improves both air quality and the noise situation locally.

### Subsidence and landslides

The risk of subsidence and landslides along the river is judged to be moderate, but there is a major risk of flooding. The risks are minimised by adapting the location of buildings and structures to local conditions.

### Summary assessment of sustainability

The overall sustainability assessment is that the future land use proposed in the comprehensive plan provides good conditions for those who live and work in Umeå to live sustainably. The proposed land use is judged to be sustainable and appropriate from a health and resource management perspective.

## 4.2 Implementation

The actual consequences of the comprehensive plan depend on the concrete implementation of the comprehensive plan's intentions. In order for the established population target to be achieved in a sustainable way, there needs to be a focus on ensuring that every decision leads towards the goals of the comprehensive plan, and that this helps to maintain the required quality level as Umeå continues to grow.

The strategy *Everyone included!* is critical if Umeå Municipality, which after all is made up of its residents, is to achieve quality levels that support all the sustainability aspects for stable growth. The ambition is that this strategy will also help people to understand why Umeå should continue growing. The people of Umeå are the municipality's most important resource, which is why girls and boys, women and men, people of different ethnic backgrounds, ages and abilities, etc. need to be clearly represented and given an opportunity to have their say. Incorporating this into every step of the planning process will have positive inclusive effects on social factors such as democracy, gender equality and openness in particular. Major gains can be expected in the more detailed planning stages of the future, where the design of the physical environment is dealt with in more depth.

When it comes to the intention to create more urban life for larger parts of the day, it is important that the municipality offers a diverse range of services, meeting places, culture, entertainment and so on.

Securing a varied range of housing and proximity to services is highly likely to realise the ambition of greater encounters between residents of different backgrounds, which promotes integration. Better communications enable the people of Umeå to choose from a greater range of employment, education, culture, etc., as well as expanding the labour market region and offering visitors more options.

Economically sustainable development depends on managing natural resources carefully and making economic decisions that create long-term growth. Economic sustainability can lay the foundation for the funding of socially, ecologically and culturally sustainable development. Accessibility and transport of every kind are important for economic development, but can have negative consequences for the environment, climate and health. Investment in infrastructure that promotes sustainable modes of transport is thus positive. This entails a small impact on the environment compared with other alternatives and at the same time facilitates improved communications locally, regionally, nationally and internationally.

The development strategies also provide support in preserving and improving important natural and cultural assets and priority areas for outdoor recreation, which has positive consequences not least on the preservation of biodiversity, plus recreation and public health. The addition of new infrastructure, housing and commercial areas also brings minor negative consequences in the form of use and fragmentation of valuable natural environments.

In summary, it will be important that the formulated development strategies continue to be given weight and prioritised, so that the overall direction of the plan towards a more sustainable society can be maintained. It will thus be important to ensure that the plan's guidance is followed in future detailed development planning and consideration of building permit applications. The development strategies and the built environment scenario jointly create the framework for a future Umeå.

### **Umeå in the wider world**

Future population growth in Umeå and the wider region depends on a positive spiral of more businesses being established, greater diversity and households who want to move to Umeå, thus increasing purchasing power, which in turn attracts more businesses to the city. The municipality's comprehensive planning will play an important role in ensuring that development is lasting and sustainable, and that Umeå is able to assert itself on the global stage. To meet this challenge, current and future resources need to be managed and developed in the best possible way.

In broad terms, Umeå's future growth can be seen as less sustainable, since there is a clear correlation between growth and increased consumption of resources, increased emissions and spatial expansion. But if the regional growth was not to occur in Umeå, it would be unlikely to happen anywhere else in the region or northern Sweden as a whole. In terms of regional sustainability, Umeå is therefore perfectly placed to lead the way in growing the region. From a global and a regional perspective, it should therefore be possible to draw the conclusion that Umeå's desired growth is compatible with more general sustainability objectives.

Within the framework of the ongoing comprehensive planning processes, the comprehensive plan's intentions are being compared with other national, regional and local objectives, plans and programmes with a bearing on sustainability, such as environmental objectives, public health objectives, transport policy objectives and the regional collaborative body known as RUS. Comparisons of the comprehensive plan's goals and guiding principles, which are ultimately based on the Basque Declaration/the previous Aalborg Commitments, chime well with other national objectives relating to sustainable development.

The comprehensive plan's development strategies and goals overwhelmingly ensure that the Umeå of the future will create good conditions for sustainable development regionally, nationally and internationally.

### 4.3 Consequences for environmental objectives and how they are taken into account

Below is a description of the implications of the comprehensive plan (in all its parts) for the fulfilment of current national environmental objectives.

Environmental objective	Goal fulfilment	Analysis
Reduced climate impact	Contributes to goal fulfilment	<p>All comprehensive planning focuses on improving the conditions for greater sustainable travel, which reduces carbon emissions. This includes higher-density development of the city, a focus on electric buses and cycle traffic, plus homebuilding along main public transport routes and mobility management. Building a higher-density city is considered the most effective way of reducing greenhouse gas emissions over the long term.</p> <p>District heating will also be available in the municipality's main population centres and will be the preferred choice for newbuild housing.</p>
Clean air	No impediment to goal fulfilment	<p>Infill housing and commercial space is planned with a view to creating a low-car-use society by promoting opportunities to travel on foot, by bicycle and on public transport.</p> <p>The action programme for cleaner air in Umeå is divided into three main categories: spatial planning, influencing behaviour and cleaner travel. Here the Umeå Project's construction of the ring road is considered the single most important measure for improved air quality. Other measures such as electric buses, intelligent transport systems and continued mobility management are also crucial, along with overall sustainable planning.</p> <p>There are guidelines stating that schools and preschools, for example, should be located in areas with good air quality.</p> <p>The proposed plan means that more people will live and work in central Umeå, which already has high levels of air pollution, and during a transitional period the air quality might deteriorate due to increased volumes of traffic. Carefully considered green infrastructure in the city is a further measure that will help to ensure cleaner air in Umeå over the longer term.</p>
Natural acidification only	No impediment to goal fulfilment	Emissions of airborne nitrogen compounds may increase, but at the same time the work on sustainable transport seeks to cut overall emissions from the transport sector.
A non-toxic environment	No impediment to goal fulfilment	Contaminated areas are defined and guidelines for the areas at risk of contamination are drawn up and taken into account in the detailed development planning.
A protective ozone layer	Not relevant	
A safe radiation environment	Contributes to goal fulfilment	The plan is considered not to have a negative effect on safe radiation levels.
Zero eutrophication	Contributes to goal fulfilment	<p>Planning creates the conditions for effective management of wastewater. Carefully designed green infrastructure facilitates local management of stormwater and prevents nutrient emissions.</p> <p>Emissions of airborne nitrogen compounds may increase, but at the same time the work on sustainable transport aims to cut overall emissions from the transport sector.</p>
Flourishing lakes and streams	Contributes to goal fulfilment	<p>The comprehensive plan creates the conditions for long-term management of lakes and watercourses with a view to achieving a good water status in line with prevailing environmental quality standards.</p> <p>Public access to and development of location-specific activities along lakes and watercourses is planned, so that the assets of these areas can continue to be improved.</p>
Good-quality groundwater	No impediment to goal fulfilment	Current and future areas that are of interest for groundwater extraction are stated and planning of residential and commercial areas takes account of groundwater assets.

Environmental objective	Goal fulfilment	Analysis
A balanced marine environment, flourishing coastal areas and archipelagos	Contributes to goal fulfilment	<p>A clear division between public and private space along the coast increases access to the coast while also ensuring that natural and cultural assets can be maintained on land and at sea.</p> <p>The municipality's water and sewerage strategy will, in the long term, help to reduce nutrient emissions into the sea.</p>
Thriving wetlands	No impediment to goal fulfilment	Valuable wetlands are not affected by development and have instead been declared to have high conservation value.
Sustainable forests	Contributes to goal fulfilment	Large areas with strong forest assets for production, and recreation, are exempt from development. Forest is managed in a way that takes account of recreational interests.
A varied agricultural landscape	No impediment to goal fulfilment	<p>Large cohesive areas of agricultural land are defined as a resource for food production, biodiversity, recreation etc. and are exempt from development. Guidelines are drawn up to prevent building and other development that damages the farming sector.</p> <p>The judgement is that, despite the possible negative impacts of a growing city, the comprehensive plan generates positive development compared with the zero alternative.</p>
A magnificent mountain landscape	Not relevant	
A good built environment	Contributes to goal fulfilment	<p>The overall focus of the comprehensive plan is on creating the conditions for long-term sustainability and a good environment with strong social, economic and ecological values.</p> <p>The development strategies for sustainable growth are good for women and men, children and young people, contribute to a vibrant city centre and set out how future development in and outside the city should be carried out.</p> <p>The planning always puts people front and centre, with conditions for everyday living as a key aspect. The focus on sustainable transport and sustainable infrastructure is another key aspect that guides planning, alongside green infrastructure, play areas, public spaces, public health and a dialogue with local citizens.</p> <p>The judgement is that, despite the possible negative impacts of a growing city, the comprehensive plan generates positive development compared with the zero alternative.</p>
A rich diversity of plant and animal life	Contributes to goal fulfilment	<p>Valuable habitats that are important for the preservation of biodiversity are exempt from development.</p> <p>A considered system of green corridors links valuable habitats and promotes the spread of flora and fauna.</p>

## 4.4 Consequences for outdoor recreation objectives and how they are taken into account

Below is a description of what implications the comprehensive plan (in all its parts) has for the fulfilment of national outdoor recreation objectives.

Outdoor recreation objective	Goal fulfilment	Analysis
Accessible nature for all	Accessible nature for all	The focus on Umeå's major recreational areas Nydala, Stadsliden and Röbbäcksskogen, division between public and private spaces along the coast and planning along the river corridor are examples of how different types of recreational areas are being prioritised.
Strong engagement and collaboration	Contributes to goal fulfilment	The development strategy "Everyone included" has given the whole community, including voluntary groups, a chance to have their say on the comprehensive plan for the municipality.
The Right of Public Access	No impediment to goal fulfilment	A clear division between public and private spaces along the municipality's coast makes it easier to protect the Right of Public Access, while also making it possible to comply with the consideration requirements.
Access to nature for outdoor recreation	Contributes to goal fulfilment	The focus on Umeå's major recreational areas Nydala, Stadsliden and Röbbäck, division between public and private spaces along the coast and planning along the river corridor are examples of how different types of recreational areas are being planned and prioritised.
Attractive nature near population centres	No impediment to goal fulfilment	Röbbäcksskogen, Nydala and Stadsliden are Umeå's three largest recreational areas close to the city. Combined with local forests and the recreational opportunities in the river landscape, these provide good access to nearby nature. However, Umeå's strong growth is a challenge that may put pressure on the nature and recreational areas near the city.
Sustainable regional growth and rural development	Contributes to goal fulfilment	The plan for housing and infrastructure outside the city of Umeå offers opportunities to strengthen existing commercial and public services and ensure continued growth in the rural areas. Specific planning for the coastal and shoreline areas provides good opportunities for the development of tourism and other location-specific activities.
Protected areas as a resource for outdoor recreation	Contributes to goal fulfilment	The comprehensive plan identifies protected nature, nature reserves and areas of high conservation value, which have the potential to be developed into recreational areas over the long term. The Natura 2000 areas in the municipality are resources for recreation, particularly the Umeälven delta and plains near the city.
Varied outdoor recreation in schools	No impediment to goal fulfilment	Preschools and schools are to be placed in the best possible locations from a child's perspective, which includes access to good outdoor environments. Naturskolan in Umeå is a national leader in outdoor learning and all the municipality's schools and preschools are or will be certified under their "School for sustainable development" scheme.
Outdoor recreation for good public health	Contributes to goal fulfilment	The focus on sustainable transport in the high-density city with a good pedestrian and cycling network, combined with the identification of areas for nature and recreation and a child's perspective, creates good conditions for physical activity and improved health within Umeå Municipality.
Good knowledge of outdoor recreation	No impediment to goal fulfilment	A high-quality dialogue with all the stakeholders in comprehensive planning and in subsequent detailed development planning ensures that knowledge about people's movement patterns, use of recreational areas and so on can be produced and used in planning work.



## 5. Partial comprehensive plans

### Summaries and comments on relevance

Below is a summary of the various partial comprehensive plans, according to their purpose and core themes. Comments are also included on the current relevance of the plans. In some cases, specific information is provided, either because it impacts on how the plan should be interpreted or because certain details are out of date. This section helps with determining future relevance.

#### The following plans are covered:

- 5.1 Partial comprehensive plan for Umeå
- 5.2 Partial comprehensive plan for the central city districts
- 5.3 Partial comprehensive plan for the university district
- 5.4 Partial comprehensive plan for Ön
- 5.5 Partial comprehensive plan for Nydala
- 5.6 Partial comprehensive plan for Röbbäck
- 5.7 Partial comprehensive plan for the river landscape
- 5.8 Partial comprehensive plan for the coast
- 5.9 Partial comprehensive plan for Sävar
- 5.10 Partial comprehensive plan for Hörnefors
- 5.11 Partial comprehensive plan for Täfteå
- 5.12 Partial comprehensive plan for Yttersjö
- 5.13 Partial comprehensive plan for rural areas
- 5.14 Partial comprehensive plan for rural development in shoreline areas
- 5.15 Partial comprehensive plan for wind power in the Umeå Region



## 5.1 Partial comprehensive plan for Umeå – Umeå's future growth area

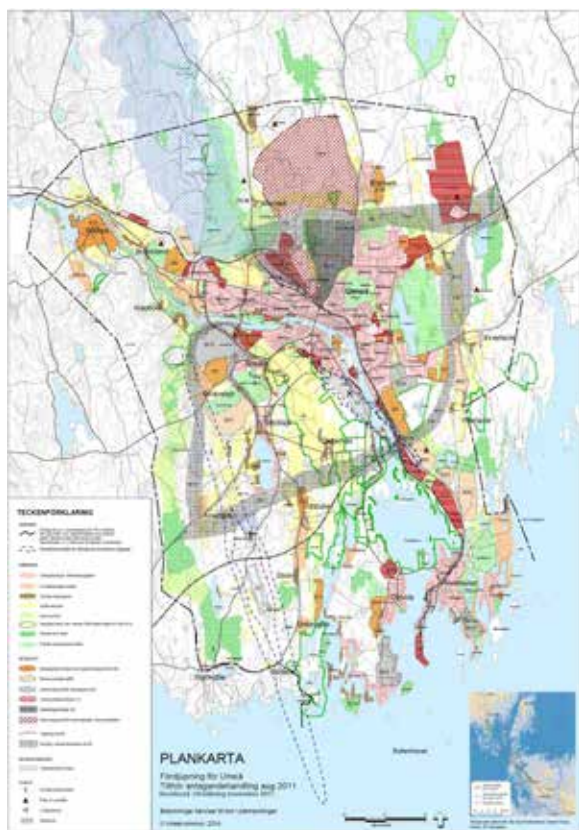
This partial comprehensive plan forms the most central of the comprehensive plan's many parts. 95% of the growth over the past 10 years has occurred within the limits of the plan. Several of the issues addressed in the plan, however, relate to the whole municipality, such as infrastructure and communications, commerce and services.

### **An integrated housing and traffic strategy**

The Partial comprehensive plan for Umeå is an integrated housing and traffic strategy aimed at creating underlying conditions for sustainable growth and the continued development of the city. The proposal is for a high-density, compact, mixed-use city that is able to offer interesting living environments and meeting places. Transport development is a cornerstone of the proposed plan and is key to meeting the growth target while tackling the city's air pollution problems. The issue is complex and requires a holistic approach. To achieve a society that is sustainable in the long term, a cohesive urban structure is proposed, since this generates lower volumes of traffic than a sprawling built environment.

The main focus is on achieving a dense and cohesive urban structure that encourages safe and stimulating urban living and efficient use of existing infrastructure. The plan presents various opportunities to add to and expand the city's structure and highlights the need to move away from planning methods that result in a functionally divided city and in future plan for sustainable urban forms such as the mixed-use city and the expanded/infilled village.

The focus is on development that contributes to social, economic and ecological sustainability. Proximity to green corridors, green parks and nature is important. Mixed-use developments with a variety of old and new buildings promote happiness and high environmental value. The plan identifies areas that can be developed for waterside living and activities. Attractive housing with good public transport provision contributes to a sustainable society. The number of car journeys can be cut, which also reduces the municipality's carbon footprint. The plan describes the areas and corridors that are being prioritised for development in order to encourage good public transport provision.




Map, Partial comprehensive plan for Umeå – revised.

**Comprehensive Plan for Umeå Municipality – Partial comprehensive plan for Umeå: Umeå’s future growth area**

Adoption	Adopted by municipal council 2011 and 2018.
Relevance	Declaration of relevance 2016. Revised version adopted 2018. The plan is relevant.
Demarcation	The plan covers the city of Umeå and the areas affected by Umeå’s future expansion.
Core themes of the plan	Housing, businesses, traffic strategy, parking strategy, infrastructure, green infrastructure, natural resources, heritage environments, air quality and noise, national interests, commerce and services.

## 5.2 Partial comprehensive plan for the central city districts

Umeå city centre has a particular role to play in the city's growth. Its most important function is as an attractive meeting place for the whole region. More retail and businesses that create a good city centre are therefore important, along with more housing and the development of urban environments that offer many functions. The plan aims to achieve a higher-density, mixed-use city with distinct urban spaces and sustainable travel. The attitude towards the heritage environments runs through every part of the proposed plan.

Partial comprehensive plan for the central city districts	
Adoption	Adopted by municipal council 2011.
Relevance	Declaration of relevance 2016. The plan is relevant.
Demarcation	City centre square, East of city, West of city, lower parts of Haga, parts of Teg and Regementet.
Core themes of the plan	New building, public space, green infrastructure, heritage environment, retail.
<b>Specific information</b>	<ul style="list-style-type: none"> <li>• Affected by revision of parking standard. Addressed in separate programme.</li> <li>• Traffic strategy amended due to the revision of the Partial comprehensive plan for Umeå.</li> <li>• Map of Regementet on page 42 has been changed as discussed earlier (correct image to right).</li> <li>• Map of highlighted areas under consideration for future car parks on page 75 has been changed (image to left). The precise locations (in version adopted in 2011) have resulted in lock-in effects and created an opportunity to study alternative locations. The new map marks the approximate locations with a pink dotted line.</li> </ul> 



Maps, Partial comprehensive plan for the central city districts.

### Further reading

Partial comprehensive plan for the central city districts: [www.umea.se/oversiktsplan](http://www.umea.se/oversiktsplan)

### 5.3 Partial comprehensive plan for the university district

The plan aims to create the best possible conditions for the strong development of the hospital and university district. The goal is to have a district of high-quality housing, education, research, healthcare and locally connected business development, to give the district a clear urban structure with mixed content, to create an urban feel for Umeå's vital "second centre" and to link it up with the city centre in a clearer way.

Partial comprehensive plan for the university district	
Adoption	Adopted by municipal council 2013.
Relevance	Declaration of relevance 2016. The plan is relevant.
Demarcation	The boundary of the planning area is marked by the railway to the west, Strombergs Väg to the north and Nydalahöjd as far as Nydalsjön lake to the east, with the southern boundary formed by the northern border of Tomtebo and Ålidbacken.
Core themes of the plan	Housing, main streets and meeting places, parking, green infrastructure and built infrastructure.
<b>Specific information</b>	Affected by revision of parking standard. Addressed in separate programme. <ul style="list-style-type: none"> <li>• Traffic strategy amended due to the revision of the Partial comprehensive plan for Umeå.</li> </ul>



Map, Partial comprehensive plan for the university district. Adopted by municipal council 2013. Declaration of relevance 2016.

#### Further reading

Partial comprehensive plan for the university district: [www.umea.se/universitetsstaden](http://www.umea.se/universitetsstaden)

## 5.4 Partial comprehensive plan for Ön

The expansion of Ön is a unique investment in the future and a prime example of Umeå's drive to build in a way that is ecologically, economically, technically and socially sustainable. The comprehensive plan lays the groundwork to achieve a dense and attractive mixed-use development with a volume of 3,600 units (apartments/retail space). The focus is on ecological construction and planning for low car use. The expansion is planned to take place in stages over a long period of around 15–20 years.

Partial comprehensive plan for Ön	
Adoption	Adopted by municipal council 2008.
Relevance	Declaration of relevance 2016. The plan is relevant.
Demarcation	Ön and parts of Teg near the river.
Core themes of the plan	The core themes are: housing, planning for low car use, built infrastructure, green infrastructure and public space.
<b>Specific information</b>	Map contains outdated aircraft noise chart. See Partial comprehensive plan for Umeå (revised version) for latest aircraft noise chart.



Map, Partial comprehensive plan for Ön.

### Further reading

*Partial comprehensive plan for Ön:* [www.umea.se/oversiktsplan](http://www.umea.se/oversiktsplan)

## 5.5 Partial comprehensive plan for Nydala

The comprehensive plan has a strong focus on securing the Nydala area for recreation for the people of Umeå now and in the future. The planning area is set aside for sport and recreation, although the plan also outlines the possibility of new city blocks in the Tomtebogård area, development of Anumark and a commercial area in the north of the planning area, alongside the E4. An important part of the planning work involves setting out the future for holiday cottages.

Partial comprehensive plan for Nydala	
Adoption	Adopted by municipal council 2012.
Relevance	Declaration of relevance 2016. The plan is relevant.
Demarcation	The planning area is bordered by Kolbäcksvägen to the west, the E4 to the north, Tavelån to the east and Tomtebovägen to the south.
Core themes of the plan	The core themes are ensuring recreation areas for all Umeå residents, development of tourism, housing development and water quality in Nydalasjön lake.
<b>Specific information</b>	-



Map, Partial comprehensive plan for Nydala.

### Further reading

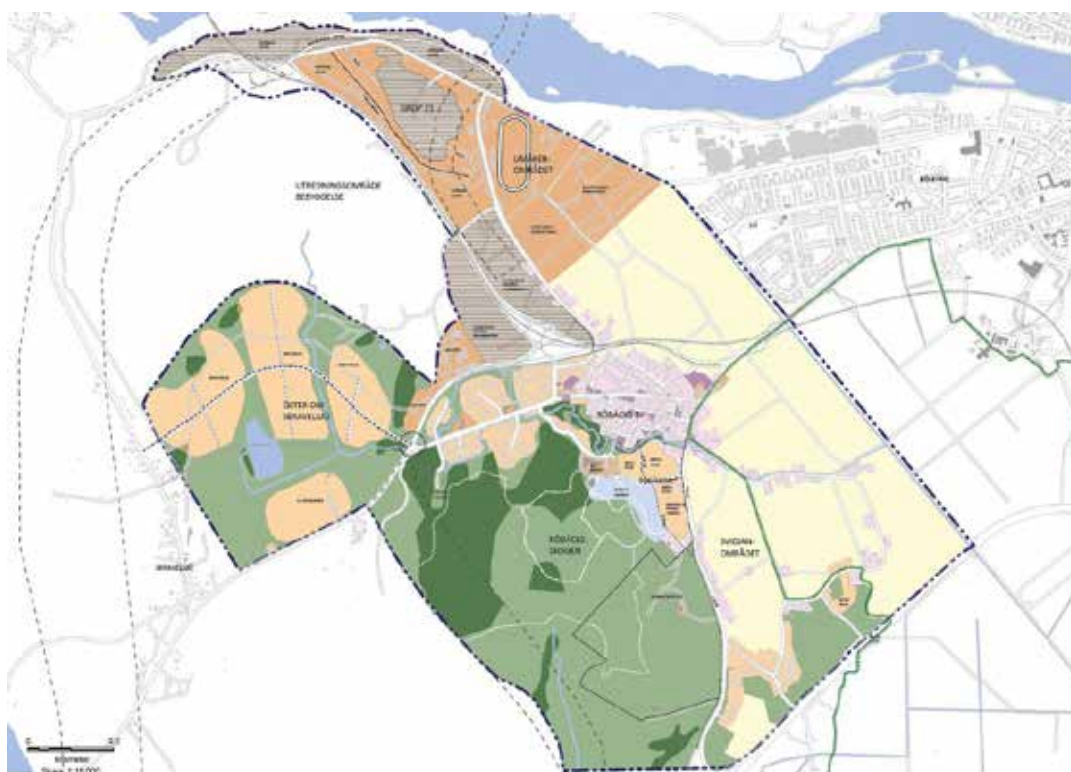
*Partial comprehensive plan for Nydala:* [www.umea.se/oversiktsplan](http://www.umea.se/oversiktsplan)



## 5.6 Partial comprehensive plan for Röbbäck

The partial comprehensive plan focuses on how the district of Röbbäck is to be developed. The ambition is for Röbbäck to be developed as an attractive district with the distinct character of a farming community, where cultural and natural assets are seen as a long-term resource. The plan includes adding new housing in Röbbäck equating to a population rise of 25%, plus Umeå's next development of single-family dwellings, located east of Skravelsjö lake. In addition, the plan aims to safeguard active agriculture on the plains and secure the forests of Röbbäcksskogen as one of Umeå's most important recreational areas near the city. The plan also singles out locations for commercial development along the West Link and in the area around Umåker and Grop 21.

Partial comprehensive plan for Röbbäck	
Adoption	Adopted by municipal council 2017.
Relevance	The plan is relevant.
Demarcation	The plan's boundary circles the village of Röbbäck By and large parts of the farmland that belongs to the village, and stretches as far as the housing at Böleäng. An area of land between Skravelsjö and Röbbäck is also included, along with the area around the trotting track bordering the planned West Link in the Umeå Project.
Core themes of the plan	The core themes are housing and commerce, farming and active outdoor recreation.
<b>Specific information</b>	-



Partial comprehensive plan for Röbbäck.

### Further reading

Partial comprehensive plan for Röbbäck: [www.umea.se/oversiktsplan](http://www.umea.se/oversiktsplan)

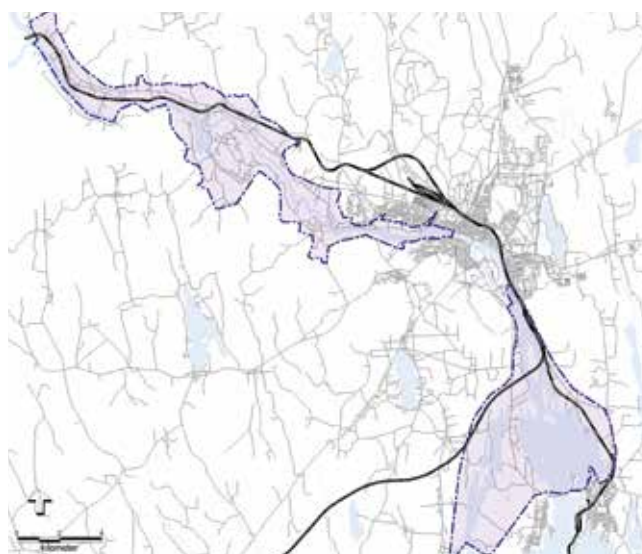
## 5.7 Partial comprehensive plan for the river landscape

The partial comprehensive plan has had a focus on identifying the many interests that converge on the river, stressing the importance of the river and stating how a developed river landscape can be achieved. This is done by ensuring greater accessibility, highlighting visitor destinations, promoting fishing and boating, proposing attractive housing and identifying natural and heritage environments of high conservation value.

Partial comprehensive plan for the river landscape	
Adoption	Adopted by municipal council 2012.
Relevance	Declaration of relevance 2016. The plan is relevant.
Demarcation	The scope of the plan covers the areas nearest the river from the municipal boundary with Vännäs to the north, along to Obbola/the Holmsund bridge in Österfjärden and Gröthällan in Västerfjärden to the south. The plan does not address the city centre or Ön, which have their own partial comprehensive plans. The planning area is split into five separate subsections.
Core themes of the plan	The core themes are active outdoor recreation and tourism, greater access to the river, boating, the development of fishing, attractive riverside housing, natural resources, subsidence and landslides, and high river levels.
Specific information	-



A developed river landscape. Housing close to the city, major investments in attractive, multifunctional parks and the development of boating and fishing are some of the ingredients for a more developed river landscape and greater use of our major resource – Umeälven.



Plan demarcation, Partial comprehensive plan for the river landscape.



### Development of visitor destinations and accessibility.

A cohesive pedestrian and cycle path along both sides of the river offers experiences for Umeå residents and visitors, while also connecting clusters of visitor attractions of various kinds.



**Riverside living.** Another new riverside housing development is proposed to connect Ströms Marina and Strömbäck.

### Further reading

Partial comprehensive plan for the river landscape: [www.umea.se/oversiktsplan](http://www.umea.se/oversiktsplan)

## 5.8 Partial comprehensive plan for the coast

The plan highlights developments that are sustainable in the long term for housing, business and outdoor recreation, in harmony with the preservation of natural and cultural assets. The coast is an important resource for Umeå in its drive for a population of 200,000. Coastal locations for housing offer exclusivity that is important for Umeå's attractiveness, which is why it is essential to manage them in the best possible way. The plan identifies attractive locations for housing and areas where visitor destinations can be developed. The starting point is to add density within and adjacent to existing built-up areas. The scope of the proposed new housing near the sea amounts to just over 1,000 plots in total. There is also significant potential in areas that have already been through detailed development planning. In 2008 the number of additional plots was more than 400. The starting points have been that the new areas will be close to the attractive coast and that new housing will boost existing population centres such as Sörmjölle, Norrmjölle and Täfteå. In order to further promote the upgrading of Umeå's coast, boating facilities are proposed. The plan also has a strong focus on public access, with planning concepts such as "Umeå's 10 beaches" and "20 places to see the sea", plus development areas for outdoor recreation and natural and heritage environments. Key planning preconditions are that Umeå Municipality has a heavily developed coastline and that there is a need for extensions to the municipal waste and sewerage system.

Partial comprehensive plan for the coast	
Adoption	Adopted by municipal council 2012.
Relevance	Declaration of relevance 2016. The plan is relevant.
Demarcation	The planning area stretches out to the boundary of the territorial waters at sea and includes the whole of the municipality's coastline on land, with the exception of the communities of Hörnefors, Obbola, Holmsund and Täfteå. The plan is divided into nine subsections like a coastal atlas. Holmön island and Norrbyskär archipelago are not part of the coastal plan.
Core themes of the plan	The core themes are attractive housing, tourism and visitor destinations along the coast, public access, the development of boating, environmental quality standards for water and provision of water and sewerage.
Specific information	-



Demarcation of the coastal plan. The communities and islands not included are Hörnefors, Obbola, Holmsund, Täfteå, Holmön and Norrbyskär. The coastline is divided into nine separate subsections.



Umeå's 10 beaches and 20 strategic places to see the sea.

### Further reading

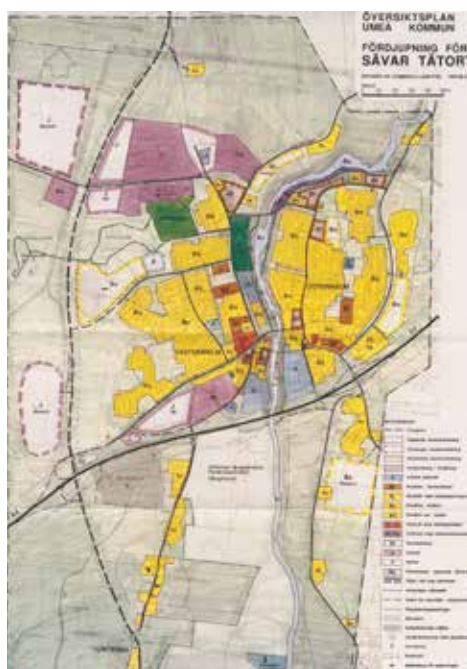
Partial comprehensive plan for the coast: [www.umea.se/oversiktsplan](http://www.umea.se/oversiktsplan)

## 5.9 Partial comprehensive plan for Sävar

The aim of the plan from 1995 was to create planning conditions for the continued development of housing and workplaces in Sävar. The planning horizon was 2010, although the plan also looked beyond that time. The development of an urban centre and transport issues were key aspects of the plan.

A new partial comprehensive plan is currently being drawn up as a consequence of the planning for the Norrbotniabanan rail line. The focus is on developing Sävar as a modern station community and on promoting growth in line with the built environment scenario. The scope of the new plan extends over a larger area than the current plan. The work is being coordinated with the planning of the Norrbotniabanan rail line.

Partial comprehensive plan for Sävar	
Adoption	Adopted by municipal council 1995.
Relevance	Declaration of relevance 2016. The plan is relevant. Will be replaced by the new partial comprehensive plan that is currently being prepared, once it gains legal force. Consultation 2018.
Demarcation	The planning area covers Sävar and its expansion area.
Core themes of the plan	The core themes of the upcoming plan are infrastructure and station location, housing and local services.
<b>Specific information</b>	-



Map, Partial comprehensive plan for Sävar.



Preliminary plan demarcation, upcoming partial comprehensive plan.

### Further reading

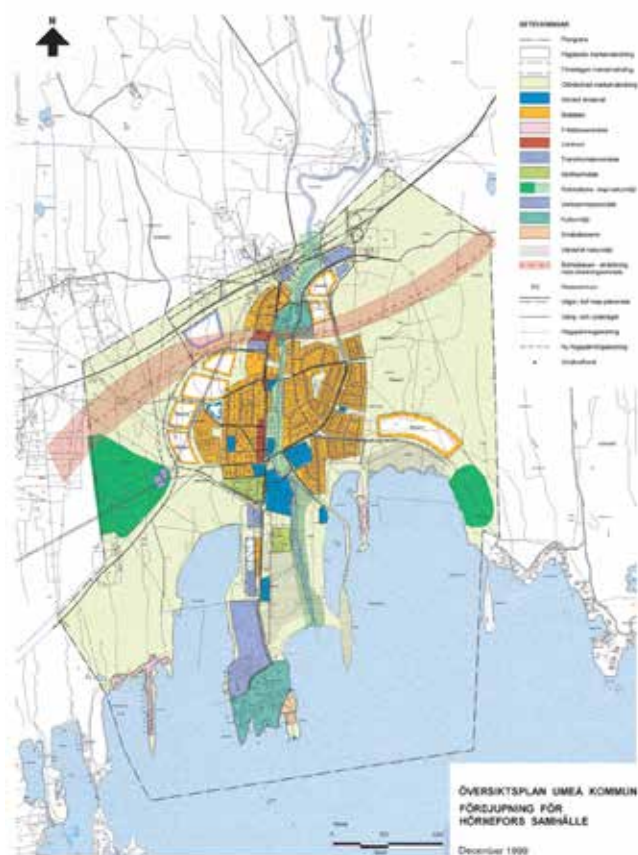
Partial comprehensive plan for Sävar: [www.umea.se/oversiktsplan](http://www.umea.se/oversiktsplan)



## 5.10 Partial comprehensive plan for Hörnefors

The plan for Hörnefors was drawn up in conjunction with the planning of the Botniabanan rail line. The aim was to identify alternative rail routes as the basis for the municipality's stance on the routing of the railway and to set out the key points regarding land use. The planning process resulted in a stance in favour of routing the Botniabanan rail line through the community. The plan outlines opportunities for development that strengthens the position of the Botniabanan rail line.

Partial comprehensive plan for Hörnefors	
Adoption	Adopted by municipal council 1999.
Relevance	Declaration of relevance 2016. The plan is relevant.
Demarcation	The planning area covers Hörnefors and its expansion area.
Core themes of the plan	Infrastructure, development of the built environment, commerce, local services and natural and recreational environments.
<b>Specific information</b>	-



Map, Partial comprehensive plan for Hörnefors.

## 5.11 Partial comprehensive plan for Täfteå

The partial comprehensive plan aims to form the basis for Täfteå's development. The plan creates opportunities for new housing, particularly single-family dwellings, and sets out areas for workplaces, facilities and activities.

In principle, the development of the built environment follows the outline in the comprehensive plan. Täfteå's future development should be preceded by a new comprehensive plan or some other general document. The coastal plan sets out a large area for development by Lillfjärden lake. Any such development will require expansion of water and sewerage provision.

Partial comprehensive plan for Täfteå	
Adoption	Adopted by municipal council 1984. Adopted as partial comprehensive plan 1990.
Relevance	Declaration of relevance 2016. The plan is relevant.
Demarcation	The planning area covers Täfteå, the area around Lillfjärden, etc.
Core themes of the plan	Population and housing development.
<b>Specific information</b>	Overlaps the boundary of the coastal plan to some extent.



Map, Partial comprehensive plan for Täfteå. See also the development area around Lillfjärden lake in the coastal plan.

### 5.12 Partial comprehensive plan for Yttersjö

The partial comprehensive plan aims to form the basis for Yttersjö's future development. The plan identifies areas for future new housing. Local services around the school area and opportunities for industrial development are also addressed in the plan.

Partial comprehensive plan for Yttersjö	
Adoption	Adopted by municipal council 1990.
Relevance	Declaration of relevance 2016. The plan is relevant.
Demarcation	The planning area covers Yttersjö and its environs.
Core themes of the plan	Housing, retail space, industrial area and water and sewerage provision.
<b>Specific information</b>	-



Map, Partial comprehensive plan for Yttersjö.

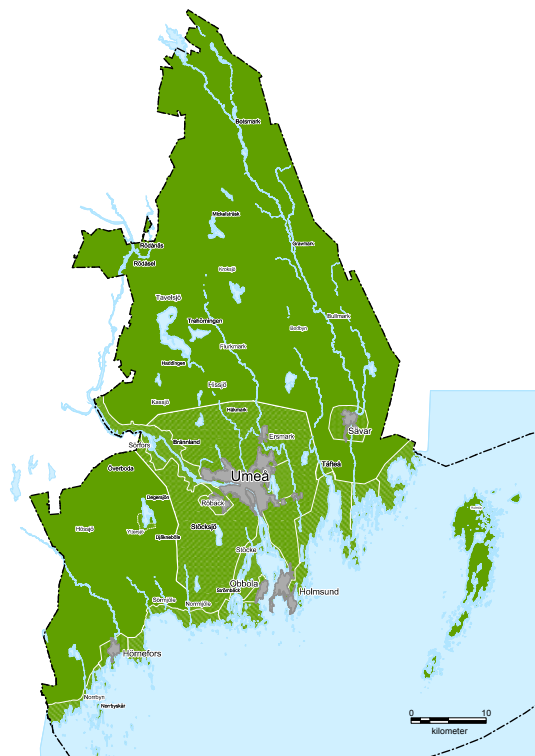


### 5.13 Partial comprehensive plan for rural areas

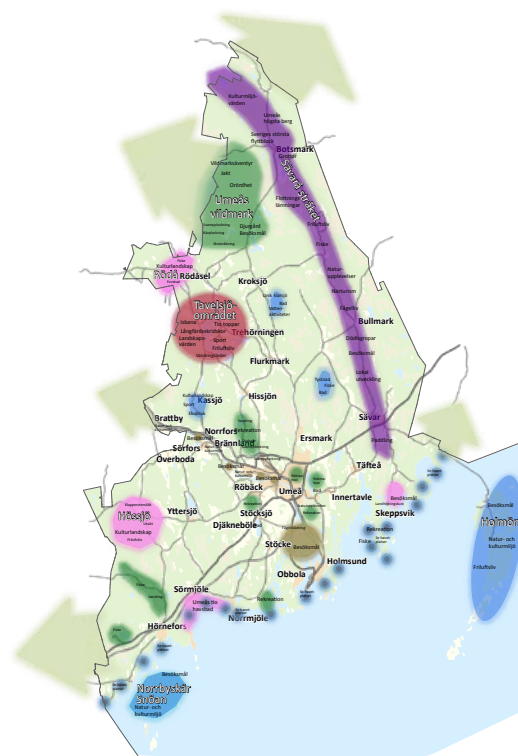
The plan for rural areas applies to Umeå Municipality, with the exception of the largest population centres: Umeå, Sävar, Hörnefors, Obbola and Holmsund, plus Røbäck and Ersmark. The plan overlaps with other partial comprehensive plans, such as the Partial comprehensive plan for Umeå (since it includes rural areas) and the plans for the coast, the river landscape and others. In cases where descriptions contradict each other, judgement needs to be exercised. The starting point is that a partial comprehensive plan carries considerable weight.

The plan addresses the scenario's ambitions for growth in radial village corridors and goals for varied rural development, nature reserves, natural resources and so on.

Partial comprehensive plan for rural areas	
Adoption	Adopted 2018.
Relevance	The plan is relevant.
Demarcation	Whole municipality, excl. the population centres: Umeå, Holmsund, Obbola, Sävar, Hörnefors, Ersmark and Røbäck.
Core themes of the plan	Goals for rural development, guidelines for development of the built environment, natural resources and national interests.
<b>Specific information</b>	-



Plan demarcation. The Partial comprehensive plan for rural areas applies to the rural areas of Umeå and does not include the larger population centres. Many places are, however, subject to partial comprehensive plans for their own locations.



The plan highlights development resources that are important in the context of growth. These are resources for quality of life, but also for business development, tourism development, etc.

#### Further reading

Partial comprehensive plan for rural areas: [www.umea.se/oversiktsplan](http://www.umea.se/oversiktsplan)

## 5.14 Partial comprehensive plan for shore protection in the Umeå Region

The plan demarcates the strategic areas for development in shoreline areas, with the aim of promoting vibrant rural areas. These are areas for commerce, services, leisure and housing, and for conservation.

The purpose of the partial comprehensive plan is rooted in the change to the shore protection legislation that entered into force in 2009, which provides greater local and regional influence over shore protection, in order to take better account of the varying conditions and development needs that exist in different parts of the country. While the legislation adopts a stronger stance against development of the shoreline, it allows for active planning of housing in protected shoreline areas where such development promotes rural development, known as LIS areas.

The significance of establishing development in shoreline areas is different for the county capital of Umeå and its surrounding area, which is experiencing strong expansion, compared with the region's extensive inland areas, which are seeing an overall negative population trend. The need to stimulate local and regional development exists primarily in those areas that are located away from larger population centres. The planning is therefore based on a geographical differentiation between city, coast and inland. The three categories are subject to different approaches when it comes to identifying rural development potential in shoreline areas. It is not possible to invoke LIS in growth areas (city) and along the coast there are tight restrictions on LIS, while in rural areas it is possible to apply for LIS status (see white areas in map below).

Partial comprehensive plan for shore protection in the Umeå Region	
Adoption	Adopted by municipal council 2013.
Relevance	Declaration of relevance 2016. The plan is relevant.
Demarcation	Municipalities within the Umeå Region: Umeå, Robertsfors, Nordmaling, Bjurholm, Vindeln and Vännäs.
Planens bärande teman	Development initiatives for rural development in shoreline areas.
<b>Särskild upplysning</b>	-



Geographic differentiation of where rural development in shoreline areas is appropriate in the Umeå Region.

### Further reading

Partial comprehensive plan for shore protection in the Umeå Region: [www.umea.se/oversiktsplan](http://www.umea.se/oversiktsplan)

### 5.15 Partial comprehensive plan for wind power in the Umeå Region

The aim of the plan is to help municipalities and other public authorities, developers and so on with the assessment of wind farms in the region. The plan also highlights areas for the establishment of wind power. See also the comments in section 3.17 on national interests.

Since the plan was drawn up, a number of factors have changed, including a change to national interests and new circumstances brought about by technical advances. Because of this, there may be limitations to the processing of cases based on the current plan. The national interests for wind power have changed since the partial comprehensive plan was agreed. Some areas have been added and previously highlighted areas have been changed. Technical advances mean that turbines are now taller than the turbines that existed when the wind power plan was drawn up. The taller turbines require high-intensity flashing hazard lights, which residents can find disturbing and which affect the look of the landscape. Another change is that the wind farms have become larger and there is a desire to establish more turbines than the highlighted areas have room for. The change in circumstances means that the wind power plan needs to be reworked at some point.

A background document as support for assessments has been drawn up and agreed. The document, called "Overview of wind power 2016", should be read alongside the wind power plan until such time as the Partial comprehensive plan for wind power has been revised.

Partial comprehensive plan for wind power in the Umeå Region	
Adoption	Adopted by municipal council 2010.
Relevance	Declaration of relevance 2016. The plan is relevant but needs to be reviewed in the long term.
Demarcation	Municipalities within the Umeå Region: Umeå, Robertsfors, Nordmaling, Bjurholm, Vindeln and Vännäs.
Core themes of the plan	Wind power
<b>Specific information</b>	-



The wind power plan is drawn up in partnership with the municipalities in the Umeå Region.

#### Further reading

*Partial comprehensive plan for wind power in the Umeå Region:* [www.umea.se/oversiktsplan](http://www.umea.se/oversiktsplan)

*Overview of wind power 2016 – Overview of the conditions for wind power in Umeå Municipality*

**Övergripande planering**

Besök: Stadshuset, Skolgatan 31A

Postadress: 901 80 Umeå

090-16 10 00

[umea.kommun@umea.se](mailto:umea.kommun@umea.se)

[www.umea.se/kommun](http://www.umea.se/kommun)