

**RESOLUTIONS GOVERNING THE URBAN DEVELOPMENT OF
BJØRVIKA – BISPEVIKA – LOHAVN**

As approved by Oslo City Council 27.08.2003, item 274

§ 1 Demarcation

The borders of the regulated area are shown on the planning area map number IEP 02005-1 and IEP 02005-2 dated 23.09.2002, revised 24.03.2003, 21.05.2003 and 15.09.2003.

§ 2 Permitted uses

The designated planning area is to encompass the following uses:

- building development area: shops, offices, hotels, premises serving food and drink, public utilities (culture, education, sport, services for the leisure boat harbour), garage/parking facilities (A8, A9, A13, A14, D6, D12)
- building development area: shops, premises serving food and drink, public utilities (culture, education, sport, services for leisure boat harbour) and garage/parking facilities (A1, A2, A3, A6, A7, A10, A11)
- building development area: housing, shops, offices, hotels, premises serving food and drink, public utilities (culture, education, sport, services for leisure boat harbour) and garage/parking facilities (A4, A5, B1, B2, B3, B4, B7, B8a, B8b, B9, B10, B11, B12, B13, D5, D7, D8, D9)
- building development area: offices, shops and premises serving food and drink (Havnelageret - formerly port warehouses A12)
- building development area: public buildings (museum, exhibition centre) and public utilities (culture) (C1, C9, C10)
- building development area: public building (The University of Oslo's Museum of Cultural History), dwellings, shops, offices, hotels, premises serving food and drink, public utilities (culture, education, sport) and garage/parking facilities (C6)
- building development area: public building (school) and public utilities (school) (D2)
- building development area: public utilities (aquarium, culture) (B5, B14)
- public traffic area: roads/streets, parking, ventilation towers, pavements, pedestrian-orientated streets/market spaces, pedestrian bridge, other pedestrian areas, other road areas, public transport lanes, tramways, railway, cycle lanes, open public sea areas (including ferry services), leisure boat harbour, quays for passenger boats
- leisure/recreation area: park, water/sea
- special area: conservation (combined with other uses), area for funicular railway with terminus (no zone number), marine areas (zone for cultural activity boats/harbour for visiting boats), marine areas (zone for shipping bulwark and breakwater with related installations)
- private area: joint access/exit for property owners
- mixed uses:
 - building development area: shops, offices, hotels, premises serving food and drink, public utilities (culture, education, sport, services for leisure boat harbour), garage/parking facilities (D14) / recreation area: water/sea

building development area; dwellings with related installations (D10, D11) / recreation area: water/sea

building development area: public utilities (aquarium, culture) / recreation area: water/sea

building development area: public utilities (aquarium, culture) / public traffic areas: other pedestrian areas

building development area: dwellings, shops, offices, hotels, premises serving food and drink, public utilities (culture, education, sport, services leisure boat harbour) / public traffic areas: roads/streets, parking, pavements, pedestrian-orientated streets, market spaces, garage facilities / recreation area: water/sea

building development area: public building (The University of Oslo's Museum of Cultural History) / recreational area: museum park

building development area: public building (The University of Oslo's Museum of Cultural History) / public traffic areas: railway, public transport street

building development area: public building (The University of Oslo's Museum of Cultural History) / dwellings, shops, offices, hotels, premises serving food and drink, public utilities (culture, education, sport), garage facilities

building development area: public building (The University of Oslo's Museum of Cultural History), dwellings, shops, offices, hotels, premises serving food and drink, public utilities (culture, education, sport), garage facilities / public traffic area: railway

building development area: public building (The University of Oslo's Museum of Cultural History) / public traffic areas: streets, pedestrian roads/cycle lanes, pavements

building development area: public building (The University of Oslo's Museum of Cultural History) public traffic areas: roads, pedestrian roads/cycle lanes, pavements, railway

building development area: public building (school) / public utility (school)

building development area: shops, offices, hotels, premises serving food and drink, public utilities (culture, education, sport, service installations, leisure boat harbour), garage/parking facilities / public traffic area: pedestrian-orientated street

recreation/leisure area: park / recreation area: sea

public traffic areas: roads/streets, parking, pavements, pedestrian-orientated streets, market spaces, other road areas / recreation area: park

public traffic area: roads/streets, pedestrian bridge / recreation area: sea

public traffic area: roads/streets, pavements / recreation area: sea

- area regulated in chronological order:

1 public traffic area: railway / 2 building development area: public building (The University of Oslo's Museum of Cultural History), shops, offices, dwellings, premises serving food and drink, public utilities (culture, education, sport), garage facilities

1 public traffic area: marine public traffic area (quay for passenger boats) / 2 public traffic area: marine public traffic area (quay for passenger boats (raised fjord bed))

1 rigging area for road construction / 2 public traffic area: street, public transport street/lane, pavements, cycle lanes, other road areas, railway

1 public traffic area: other road areas / 2 public traffic area: pavement

1 rigging area for road construction / 2 public traffic area: railway

§ 3 Joint resolutions

3.1 Areas for the E18 between the Festningstunnelen (Akerhus Fort Tunnel) and the Ekeberg Tunnel

The following areas are to remain unchanged: those areas within the designated planning area allocated to the E18-tunnel under the fjord and through rock, submarine installations for protection against collisions from shipping and depositing sites for polluted and unpolluted excavated material as stipulated in the regulation plan for the E18 between the Festningstunnelen and the Ekeberg Tunnel (item no. 210, date: 18.06.2003).

3.2 Rigging, depositing sites and construction areas for the E18 between the Festningstunnelen the Ekeberg Tunnel

The areas within the designated planning area that have been allocated to rigging, marine and land depositing sites, the temporary rerouting of roads and the rerouting of the Østfold railway during the construction period of the approved regulation plan for the E18 between the Festningstunnelen and the Ekeberg Tunnel (item no. 210, date: 18.06.2003), are to remain unchanged. Priority 1 comprises the uses stipulated in the regulation plan for the E18 between the Festningstunnelen and the Ekeberg Tunnel. Priority 2 comprises the uses for the same areas, as stipulated in this plan.

The regulated uses for the regulation plan for the E18 between the Festningstunnelen and the Ekeberg Tunnel will be amended one year at the latest after completion of the road system. The planning authorities may permit the rigging and construction areas to be wholly or partly used for other purposes before completion of the road and tunnel system on condition that approval for this is obtained from the future property company for Bjørvika and the Norwegian Public Roads Administration, and that the uses are in compliance with this plan.

3.3 Rigging areas etc for the approved regulation plan for property area no. 207, property holding/unit no. 167 (National Opera House) S-3861 (17.10.2001)

The areas within the development plan area that are allocated to rigging and rerouting of the road network and that are regulated as public traffic areas, and areas regulated in chronological order of priority in the approved regulation plan S-3861, are to remain unchanged. The uses stipulated and approved in S-3861 are to be given first priority. The stipulated uses for the same areas in this plan are to be given second priority.

The regulated uses will be amended as soon as the certificate of practical completion has been issued for the National Opera building. As regards the area regulated for public traffic use, the use will be amended when a satisfactory means of access has been achieved by other means. The use of the area to the south of the National Opera building as a rigging area can be extended beyond this time if this area can be of benefit to the Norwegian Public Roads Administration while the road system for the E18 is under construction, but not after the road has been opened to traffic. If the Norwegian Public Roads Administration is to be permitted to use the said rigging area, the distance between the rigging area and the National Opera building must be a minimum of 40 metres.

3.4 Historical/cultural monuments automatically protected by a conservation order

Outside the confines of the Medieval Town (see "limits of historical/cultural monument site" on the regulation plan map), compulsory investigation according to the terms of §9 of the Historical and Cultural Monuments Act (Kml) has not been complied with and exemption from the Historical and Cultural Monuments Act has not been given, ref. Kml. §8, subsection 4. The duty to investigate the presence of historical/archaeological remains must be complied with during the construction period, ref. §10 e. Disturbance of historical/archaeological finds requires an approved exemption permit and the conditions set laid down in Kml. §8, subsection 1, regarding automatically protected cultural monuments and in Kml. §14, for finds relating to ships, must be met.

The areas inside the Medieval Town are regulated as special areas for conservation and conditions relating to them are laid down in §13.6, §14.2 and §15.7.

§ 4 Planning requirements, documentation requirements and guidelines

4.1 Planning requirements

An approved building development plan must be drawn up for all building zones before a General Building Permit or Partial Building Permit can be issued. Zones A12 and A13 are exempt from this requirement. Each building plan must cover a minimum of one whole building zone and include adjacent areas naturally connecting with the site concerned, such as public market spaces, squares and other pedestrian areas, pedestrian-orientated streets and recreational areas. In the same way, an approved building plan is required for the five, central city public spaces named Festningsallmenningen, Operaallmenningen, Akerselva (river), Stasjonsallmenningen and Loallmenningen, as well as Bispegata, Bispekilen and Kongsbakken, which as far as possible should be treated as integrated areas. There is no requirement for a building development plan for public streets and roads, except for those parts of the construction areas that belong to the five central city public spaces mentioned above. The Municipality of Oslo can order several building zones to be combined and covered by one and the same building development plan.

Building development plans must make provisions and allocate necessary areas for installations relating to local authority service infrastructure such as distant heating, water supply, sewage, surface water treatment and possibly also pumping stations and other conduit systems. These provisions must comply with the overall plan for Oslo City Council's infrastructure within the planning development area.

The requirements governing the building plan for the University of Oslo's Museum of Cultural History are laid down in §14.1.

4.2 Documentation requirements

The building development plans must provide documentation on, or include, the following:

- a) How the building plan complies with relevant guidelines in the overall environmental follow-up programme (ref. also §9.1), the design manual and the cultural follow-up programme.
- b) Planning area map, sections, digital 3D-models and other appropriate illustration material.

- c) Material that shows and accounts for the following points, where relevant:
- The position, size and design of buildings and installations and their connection with/effect on adjacent buildings
 - Access routes for vehicles and pedestrians
 - Topographic levels (above mean sea level) and relative heights of buildings and installations
 - Effect of the proposed buildings/installations as seen from a distance, their adjustment to the surrounding landscape; the effect of the proposed buildings/installations on vision/views and on conditions of sun/shadow in the immediate neighbourhood.
 - Topographic levels of floors adjoining unworked ground, means of access and entrances in relation to the topographic levels of the exterior areas.
 - Connection with and relationship to adjacent city spaces, buildings, water or other areas.
 - Topographic levels, design, outdoor/street furniture, surfaces, planting/growth conditions for areas accessible to the public, other nonbuilt-up areas as well as roads and areas earmarked for vehicles, pedestrian areas, bicycle racks and other parking facilities
 - Waste disposal sites, excavations, supporting walls and linkage to surrounding terrain
 - Area quota and the position of the proposed different uses in zones regulated for combined uses; the position of sub-uses or zones earmarked for various other uses
 - Adjustments for persons with sight impediments or physical disabilities
 - Noise levels, air quality, other pollution and local climate conditions
 - Plan for the treatment of polluted and unpolluted masses/materials, including pilot surveys.
- d) For building zones facing the sea, a safety analysis on possible collisions from shipping must be carried out and measures to counteract such collisions must be proposed. If such measures are to be implemented locally, they must be included in the building development plan.

4.3 Design

The design of the five, central city public spaces (see § 4.1) together with Bispegata, Bispekilen and Kongsbakken, the harbour promenade and Nyland allé must be of a high standard and well coordinated as regards outdoor furniture, wall coverings, vegetation, lighting and artistic decoration – in accordance with the guidelines laid down in the Design Handbook.

The functional and architectural design of buildings situated adjacent to the public spaces listed above must be such that the former are orientated towards the public spaces concerned and contribute towards a clear and spatially appropriate definition of the public spaces.

All buildings, city/street spaces and installations must be designed according to the principle of universality, i.e. so that they can be used by all people on equal terms to the greatest possible extent.

4.4 Design Handbook

The Design Handbook (dated 24.03.2003, appendix no. 1) gives guidelines for the drawing up and processing of building development plans and applications for General Building Permits. The handbook is not legally binding.

4.5 Overall environmental follow-up programme

The above document (dated 24.03.2003, appendix no. 2) gives guidelines for the drawing up and processing of building development plans and applications for General Building Permits. The handbook is not legally binding. See also §9 below on Environmental Issues.

4.6 Cultural follow-up programme

The above document (dated 24.03.2003, appendix no. 3) gives guidelines for the drawing up and processing of building development plans and applications for General Building Permits. The handbook is not legally binding. See also §5.3 on requirements for activities adjoining key public spaces.

§5 Joint resolutions governing building development areas in the planning development area as a whole

5.1 Design and building heights

- a) The proposed buildings must take account of the building structure of the individual sub-zones, blend well with adjacent buildings and provide outdoor areas with as much protection as possible from noise and air pollution.
- b) The proposed buildings must be kept within the building limits, building lines and heights stipulated on the planning area map.
- c) The maximum building height and/or cornice height of the proposed buildings must not exceed that given on the planning area map for each zone and sub-zone. The requirements for recessed top storeys are given on the planning area map in the form of two numbers which refer to the permitted cornice height and building height of the recessed top storey respectively. The top of lift shafts, technical installations and other special devices should be designed as an integral part of the building's roof surface.
- d) Recessed top storeys must be constructed a minimum of 3 metres back from the main façade and roof terraces must be designed with transparent railings.
- e) Overhanging/projecting façade elements (such as balconies, bays, canopies and the like) which project more than the statutory limits for public pedestrian areas, can be permitted from and including the 3rd floor¹ and above. For façades adjacent to the central public spaces, documentation must be submitted showing that the projecting façade elements do not impede the view of the fjord from the buildings behind.
- f) The proposed buildings must be grouped and designed so that long façades have a varied appearance.

5.2 Subterranean areas of use

¹ "3rd floor" in Norwegian terminology is equivalent to the 2nd floor in England.

Subterranean areas of use are not included in the calculations of the permitted utilization area, if the distance between the ceiling and the average level of the ground around the building is less than 0.5 metre. The University's Museum of Cultural History in the C-zone can be exempted from this requirement in the building development plan.

5.3 Requirements for activities orientated towards important public spaces

Towards Nyland Allé, Operaallmenningen, Stasjonsallmenningen, the east bank of the Akerselva river, Loallmenningen and the harbour promenade innermost in Bispevika (B28, B29, B30), the 1st floor² must have shops, premises serving food and drink, cultural activities and/or other functions aimed at the general public, and the height of the first floor storey (ref. footnote 2) must be a minimum of 4.0 metres.

5.4 Shopping areas

Shopping areas are only permitted on the 1st and 2nd floors (see footnotes 1 and 2), calculated from the adjacent pedestrian area.

5.5 Building zones that include dwellings

In building zones in which dwellings are specified as a use, related installations and facilities such as nurseries, social services and communal services for the dwellings are also permitted.

5.6 Quality of dwellings

Housing must be positioned and designed so that the dwellings and outdoor areas for the residents are protected from noise and air pollution to the greatest possible degree and such that as many dwellings as possible have a view of the fjord or of water and green areas.

The majority of the flats must face both sides of the building (double-aspect flats). No one-aspect flats facing north and north-east or towards streets containing noise or air pollution levels over statutory limits will be allowed. Sunlight must reach the living-rooms in all flats during part of the day.

The depth of double-aspect flats must not exceed 12 metres, unless special measures are carried out in order to ensure good interior light conditions. The depth of one-aspect flats must not exceed the length of the flat's façade, unless special measures are carried out in order to ensure good interior light conditions. In building zones A, B10-13, B7 and B8 a and b, deviations of up to 25% on the requirements regarding the depth of the flats can be permitted as long as reasonable interior light conditions are ensured.

The proposals must show a variety of different flat types and each individual project must consist of a mix of 2-roomed to 4-roomed flats or larger. The following distribution of flat sizes applies to the various zones:

Zones A, B10-13, B7 and B8: maximum 70% 2-roomed flats, minimum 20% 3-roomed flats, minimum 10% 4-roomed flats.

Zones B (other than B7 and B8), C and D: maximum 30% 2-roomed flats, minimum 40% 3-roomed flats, minimum 30% 4-roomed flats.

² "1st floor" in Norwegian terminology is equivalent to the ground floor in England.

One-roomed flats are not permitted. Exceptions to this rule include special category dwellings such as flats for young people and students, and dwellings in which communal areas/facilities supplement the individual dwelling units.

All dwelling units must have balconies, terraces or private front gardens. Private outdoor areas can be replaced by equivalent communal outdoor areas, such as roof terraces. Sunlight must reach each individual dwelling's outdoor area during part of the day.

The outdoor area must comprise a minimum of the following proportion of the dwellings' area of utilization:

Zones A and B10-13: 10%, other parts of zone B and zones C and D: 20%. The residents' outdoor area should primarily consist of communal outdoor areas at ground/courtyard level, while smaller areas can consist of private outdoor areas at ground level and on balconies/terraces.

Part of all the outdoor areas must be positioned such that sufficient sunlight makes the areas suitable for play and general use by the residents.

The outdoor areas must be screened from noise and air pollution.

5.7 Parking facilities

- a) Parking facilities must be placed in subterranean or concealed carparks according to the following norms, where the figures given designate the maximum permitted number of parking spaces:
- Dwellings in zones A, B and C must have a maximum of 0.6 parking spaces per 100m² permitted utilization area (PUA).
 - Dwellings in zone D must have a maximum of 0.8 parking spaces per 100m² PUA.
 - Shops/retail businesses must have a maximum of 2 parking spaces per 1000m² PUA.
 - Offices must have a maximum of 1.6 parking spaces per 1000m² PUA.
 - Restaurants must have a maximum of 3 parking spaces per 1000m² PUA.
 - Educational establishments, primary schools/nurseries must have a maximum of 1 parking space per 10 man-years.
 - Cinema/theatre must have a maximum of 1.6 parking spaces per 1000m² PUA.
 - Hotel must have a maximum of 1 parking space per 10 rooms.
 - The aquarium situated in zone B5 must have a maximum of 20 parking spaces for visitors.
 - The Museum of Cultural History and activities in the Medieval Park must have a maximum of 100 parking spaces.
 - Badeland (bathing pool complex) must have a maximum of 20 parking spaces in addition to the standard 1.6 spaces per 1000m² PUA.
- b) In connection with entrances, parking areas and/or other outdoor areas, the following space must be reserved for bicycle parking according to the following norms:
- Dwellings must have parking for a minimum of 2 bicycles per 100m².

- Shops/retail businesses must have parking for a minimum of 6 bicycles per 1000m².
- Offices must have parking for a minimum of 7 bicycles per 1000m².
- Restaurants must have parking for a minimum of 2 bicycles per 10 seats.
- Educational establishments, primary school must have parking for a minimum of 20 bicycles per 10 man-years.
- Cinema/theatre must have parking for a minimum of 2 bicycles per 10 seats.
- Nursery must have parking for a minimum of 2 bicycles per 10 man-years.
- Hotel must have parking for a minimum of 2 bicycles per 10 rooms.

At least 50% of the parking spaces for bicycles must be covered, where the building concerned requires the provision of at least 20 parking spaces as a result of the above norms.

- c) The parking facilities can be constructed under adjacent traffic areas, provided that the resulting volumes under roads can be shown to be in compliance with an overall plan for local authority infrastructure.
- d) Basement parking facilities are not permitted as visible façades facing public streets, squares and recreational areas.
- e) Deviations in relation to the above parking norms may be permitted if it can be shown that the maximum number of parking spaces in compliance with the norm does not exceed the total permitted number within a group of zones. Deviations from the norm must be documented in the building development plan or by means of registered declarations.

5.8 Outdoor area plan for building areas

A plan for the non built-up area in each respective zone must be submitted together with the application for a General Building Permit. Such outdoor areas must be landscaped/finished in accordance with an approved outdoor area plan before a Permit of Use can be issued.

§6 Joint resolutions governing public traffic areas in the development area as a whole

6.1 Measures requiring an application

All measures in public traffic areas are subject to an approved application ref. §93 of The Planning and Building Act if such constructions and elements are not shown in detail on the attached detailed plan (short version dated 10.02.2003).

6.2 Tramlines to Grønlia

Permission is given to lay a tramline along one of the two following routes:

- a) In areas earmarked as public railway/traffic areas from Oslogate at Geitabru Bridge down to the railway line area at Loenga and continuing southwards to the edge of the development area at Kongshavn.
- b) In Lohavngata from Nyland allé to Grønligata and continuing southwards to the edge of the development area at Kongshavn.

6.3 Railway track area at Oslo Central Station

The public railway traffic area is to be maintained as a permitted use under the new bridge constructions and the related temporary rigging areas that are regulated across the railway track area.

§7 Joint resolutions governing special areas in the development plan area as a whole

7.1 Conservation

Buildings, installations and other elements falling into this use category cannot be demolished or removed. However, the use as a conservation area must not prevent the implementation of the measures specified in the plan and falling within the framework of the terms set out in §3.4 of this document. Neither will these measures be subject to requirements governing use as a conservation area when the measures are completed.

Buildings and installations that are regulated as special areas for conservation cannot be demolished or removed unless it can be shown that the elements concerned no longer have any conservation value. In the case of rehabilitation, as many as possible of the elements in older façades must be preserved in their original form. All work over and above ordinary maintenance must be presented to the Chief Conservation Officer for appraisal. The terms of the Historical and Cultural Monuments Act apply to installations dated prior to 1537, standing buildings dated prior to 1650 and buildings protected by a conservation order. Furthermore, all measures subject to applications or reports within the conservation areas must be presented to the Chief Conservation Officer at the Oslo Council Conservation Authority for appraisal in relation to the conservation parameters that are relevant to conservation area use. The resolutions governing the four sub-zones give a more detailed account of which elements/buildings/installations are categorised as "conservation use" and which are exempted.

§8 Restriction zones

8.1 Building restriction zone related to the E18 tunnel construction

The borders of the building restriction zone over and near the tunnel construction area are given on the planning area map. As a general rule, the foundations of new buildings or installations over the tunnel or within this zone must be clear of the tunnel. The foundation method must be approved by the Region East Department of The Norwegian Public Roads Administration. The reregulation of areas, building development plans and building applications within the restriction zone must be submitted to the Region East Department of The Norwegian Public Roads Administration for approval.

8.2 Restriction zone under the funicular railway

No buildings can be constructed or other measures implemented along or within the security zone surrounding the line for the cable and gondola of the funicular railway.

§9 Environmental concerns

9.1 Environmental concerns and documentation requirements

Every effort must be made to make sure that all measures in the development plan area aim to achieve the best possible environmental standard and the least possible damage to the environment.

Building development plan proposals and applications for a General Building Permit must include the following material. This documentation must be submitted at the same time and coordinated with the documentation showing how the proposed measures comply with the guidelines in the overall environmental follow-up programme (ref. §4.2a above):

- Documentation on all the relevant environmental conditions in the planning area and on all environmental consequences incurred by the measure proposed in the building development plan or in the application for a General Building Permit, together with a specification of which official requirements apply in each case.
- An account of the measures to be implemented in order to meet the environmental requirements and of how these measures are to be observed or carried out.

9.2 Noise and vibrations

Noise from roads, trams or railways must not exceed the limits laid down in the circular T-8/79 issued by the Ministry of the Environment or in regulations, bye-laws or guidelines that have since replaced this circular. In cases where the noise level outside a façade reaches the equivalent of more than 55 dB(A) over a 24-hour period, the flats must have a double aspect and the majority of the living-rooms in each flat must face the quiet side of the building. Nurseries and schools must have access to outdoor areas where the noise level does not exceed 50 dB(A). Dwellings must have access to outdoor areas where the noise level does not exceed 55 dB(A).

In cases where dwellings are exposed to noise emanating from premises serving food and drink or from a training studio situated in the same building, the noise conditions for the affected dwellings must satisfy the requirements related to noise from permanent technical installations, class B, as stipulated in NS 8175, table 4 and 6.

In cases where dwellings are exposed to noise from businesses/shops, including noise resulting from the delivery of goods, the noise conditions for the affected dwellings, whatever their position, must satisfy the requirements related to noise from permanent installations, class C, as stipulated in NS 8175, table 4 and 6.

For dwellings affected by noise from permanent technical installations related to road systems, the noise must satisfy the requirements related to noise from permanent, technical installations, class C, as stipulated in NS 8175, table 4 and 6.

Vibrations/shaking emanating from trams and railways and other heavy vehicles must not exceed the limits stipulated in NS 8186, class C, $W_{v.95}=0.3$ mm/s, in the affected dwellings.

9.3 Water quality

Measures that result in the discharge of polluted effluent into water systems or that in any other way negatively effect water quality are not permitted.

9.4 Ground and sediment pollution

Measures that result in pollution of the ground such that the pollution spreads or exposes environmental poisons in soil, subsoil water, surface water, water courses or the fjord are not permitted.

9.5 Waste and mass processing

A waste plan and environmental redevelopment plan must be drawn up for all demolition, excavation and building activities. Unpolluted material should be reused within the development plan area as far as possible. A joint, overall mass processing plan for the recycling of materials within the development plan area must be drawn up to address the problem of the purification of polluted materials, following approval from The Norwegian Pollution Control Authority (SFT). During the construction period, systems to reduce waste and facilitate processing, reuse and recycling must be implemented, while disposal solutions for waste must cause the minimum of damage and inconvenience.

9.6 Local climate

Every effort must be made to ensure that buildings, installations and measures are adjusted to the natural surrounding conditions so that the local climate (including air quality, ventilation, wind velocity, gusts of wind and other local climatic conditions) is taken into consideration to a satisfactory extent. All proposed measures must submit reports and documentation regarding the effects on and of the local climate.

9.7 Indoor climate

The indoor climate must satisfy the standards laid down in The Norwegian Institute of Public Health's report *Recommended technical standards for indoor climates* (1998) or any more recent rules, regulations or guidelines that have replaced this report.

9.8 Power

All buildings must have water-born heating systems which can be connected to distant heating plants or other heating systems based on alternative power sources. Systems or installations using fossil fuels which emit gasses that are harmful to the climate are not permitted.

§10 The construction period

- a) Drainage water and waste water from building sites that drains into public piping systems or the harbour water basin must be of such a standard that it does not cause pollution.
- b) Access to development areas that are established or in the process of being established in accordance with this plan must be maintained throughout the different construction phases. In addition, provision for a temporary, uninterrupted pedestrian passageway along the fjord from Festningsallmenningen to Grønliå must be made, with any necessary diversions to safeguard pedestrians from the construction work.
- c) During the construction period, measures must be implemented to ensure good and safe thoroughfares for pedestrians and cyclists. Good accessibility for public transport affected by construction work must also be provided for.

- d) In cases where construction work infringes on railway areas, a building plan and time schedules must be drawn up and approved by The Norwegian National Rail Administration.
- e) Before start-up of construction work, a plan must be drawn up for the archaeological monitoring of excavations, including a contingency plan for the handling of any finds. The contingency plan must stipulate how cultural monuments or historical finds that are uncovered will be handled from the time of their discovery to final conservation. The plan must also indicate areas where tests are to be carried out in order to ascertain whether the building method may damage other cultural monuments that would be automatically protected by a conservation order or finds of ships in the area concerned. More detailed guidelines for this plan and its final approval must be given by the correct cultural heritage authority.
- f) Before commencement of building work, a contingency plan for the treatment of pollution discovered during the construction period must be made drawn up.
- g) Satisfactory water-flow conditions must be maintained in the Akerselva river during the various construction phases. Work must be carried out in such a way that sea trout and salmon have a free passage up and down the river.
- h) If there is a risk that noise levels resulting from the building work will exceed the permitted levels, exemption from the noise regulations must be applied for in advance.
- i) The indoor level of structure-transmitted noise resulting from blasting must not exceed 50 dBA (maximum level) in living-rooms in dwellings during night hours (22-07). This limit applies when there are only a few occurrences per night. In the case of persistent building/construction noise during the night, the limit is 45 dBA (maximum level) indoors in bedrooms.

§11 Resolutions governing the chronological sequence of construction work

11.1 Social infrastructure, public services

- a) The primary school in zone D2 must be established at the latest when the capacity limit for the schools in adjacent areas has been reached, in accordance with Oslo Municipality's current pupil intake system.
- b) Nurseries must be ready for use at the same time as the building zones in which they are situated are completed. The standard number of nurseries is one nursery of four "classes" per 600-800 dwellings.

11.2 Pollution of the seabed

The purification and/or sealing of polluted sediments in the fjord must be carried out in compliance with an overall plan for the whole of the regulated area and in a maximum of three phases:

- For areas in Bjørvika within the excavation area of the E18 tunnel: at the latest when the Provisional Usage Permit is granted for the first of the two building zones A8 or A9 to be completed.
- For areas in Bispevika within the excavation area of the E18 tunnel: before the Provisional Usage Permit is granted for the first of the building zones B (Bispevika) bordering the fjord.
- For other areas within the development plan area: before the Provisional Usage Permit is granted for the first of the building zones D (Lohavn).

The purification/sealing measures must be approved in advance by The Norwegian Pollution Control Authority.

11.3 Public transport, streets, pedestrian walkways and cycle lanes

- a) Where resolutions as to the prioritisation of construction work in the points below apply to adjacent building sites, these resolutions also apply to those parts of the roads/streets/pedestrian walkways/areas whose location naturally falls within the connecting areas between the building site in question and adjacent building sites.
- b) The pavement, cycle lane and the two northerly lanes of Nyland allé in front of zones B10-B13 must be established along the zones concerned before a Provisional Usage Permit is granted for these.
- c) The bus and tram/metropolitan train in Nyland allé and Bispegata as a public transport/access road must be built before the last part of Nyland allé is opened for the use of private vehicles.
- d) The east entrance of the station as a pedestrian walkway over the tracks must be completed before the Provisional Usage Permit is granted for the last of the zones B10 and B11 to be initiated. The east entrance of the station and the bridge section of the Østre tangent (Eastern Tangent) must be constructed simultaneously so that the interruption in the use of tracks at Oslo Central Station can be coordinated for these two installations.
- e) The Østre tangent and the east entrance of the station must be completed at the latest before the ramp of the Nyland Bridge down to Nyland allé is built.
- f) The pedestrian bridge over the lake in the Medieval Park must be completed before the Provisional Usage Permit is granted for the last of the two adjacent building zones, D5 and B8b, on the west side of Sørenggata.
- g) Public roads, including pavements and regulated cycle lanes, must be completed before the Provisional Usage Permit is granted for the building zone that results in the roads concerned being flanked by buildings on both sides. For sections of roads that are only to be flanked by buildings on one side, or where the building opposite consists of the National Opera, the University's Museum of Cultural History or a public school, the road must be completed before the Provisional Usage Permit is granted for the building sites falling within these zones.
- h) Before the Provisional Usage Permit is granted for each of the building zones B10-B13, the sections of the road Sporgata situated in these zones must be developed.
- i) Operagata's bridge over the river Akerselva must be completed by the time the last of the adjoining sections of Operagata are built.

11.4 Public parks, squares and the promenade along the edge of the fjord

- a) Where resolutions governing the prioritisation of construction work in the points below apply to adjacent building sites, these resolutions also apply to those parts of the parks/squares/promenades whose location naturally falls within the connecting areas between the building site in question and adjacent building sites.
- b) Before the Provisional Usage Permit is granted for building zones flanking quaysides, fjordside promenades and other zones facing the sea or rivers and open to the general public, adjacent elements must be completed. However, a continuous pedestrian walkway along the fjord throughout the whole regulation

plan area must be completed as soon as possible and at the latest as soon as the rigging areas and temporary rerouting measures related to the E18 have been dispensed with.

- c) The new course of the river Akerselva between Nyland allé and Sporgata (E4), including adjoining areas on each bank, must be completed at the latest by the time the new ramp of the Nyland Bridge is opened for use by private vehicles.
- d) The harbour promenade's bridge over the river Akerselva must be completed at the latest by the time the eastern bank of the Akerselva is developed.
- e) The new course of the river Akerselva between Nyland allé and Operagata, and the change of course along the eastern wall of the National Opera (E5) must be completed before the Provisional Usage Permit is granted for the first of the two building zones A9 and B1 to be completed.
- f) The following central city spaces and squares must be developed in accordance with the building development plan for each respective public space/square before the Provisional Usage Permit is granted for the first building zone that results in the public spaces being flanked by buildings on two sides:
 - Operaallmenningen south of Nyland allé with the water channel along the north side of the National Opera; the excavated, former Tollbu quay including an extension of the fjord in towards Nyland allé; zone A25 and the remaining area between Nyland allé and E2 together with the Operagata bridge over the fjord extension.
 - The outdoor areas along the river Akerselva from Nyland allé to the river outlet into the fjord.
 - Stasjonsallmenningen with ornamental lake.
 - Bispegilen with the canal E17 and the bridge over the canal in Lohavngata.
 - Loallmenningen with a canal to mark the original mouth of the Alna river (E18) and the road and bridge for Lohavngata.
 - Kongsbakken.

The area between Bispegata and the border of the building development area north of this in zones C6 and C7 must be developed before the Provisional Usage Permit is granted for these building zones. If it is necessary to develop these public city spaces in stages in accordance with the overall phase development plan for the area, the above requirements apply to each respective phase.
- g) Before the Provisional Usage Permit can be granted for the new buildings in zones A1, A2 and A3, Festningsallmenningen must be developed in accordance with the building development plan.
- h) Before the Provisional Usage Permit can be granted for the new buildings in zones A5, the adjacent sections of the fjordside promenade must be developed in accordance with the building development plan.
- i) Before the Provisional Usage Permit can be granted for the new buildings in zones A6 and A7, Christian Frederik's Square must be developed in accordance with the building development plan.
- j) The pedestrian area A1 must be developed before the Provisional Usage Permit is granted for the last of the building zones A8 and A9.
- k) Before the Provisional Usage Permit can be granted for the new buildings in zones A10, the adjoining park and residents' outdoor areas (A21) must be developed in accordance with the building development plan.
- l) Before the Provisional Usage Permit can be granted for the new buildings in zones A11, residents' outdoor areas, the adjoining bridge and road access and

the harbour facilities on both sides of the canal E3 must be developed in accordance with the building development plan.

- m) Before the Provisional Usage Permit can be granted for more than 30,000 m² of buildings within zone D1b, the park D22 must be developed in accordance with the building development plan.

11.5 Other measures

- a) As far as the building zones with façades facing central public city spaces (ref. § 4.1 above), Bispegata and the fjordside promenade are concerned, the development of each individual zone must be prioritised such that the buildings facing these public spaces are completed first.
- b) The canal (E10) running through the pier Sørengutstikkeren must be completed before the Provisional Usage Permit is granted for the last of the building zones which result in the canal being built-up on both sides.
- c) Artistic decorations must be in place in the central city spaces (ref. § 4.1 above) in Nyland allé/Bispegata and on the harbour promenade before the Provisional Usage Permit can be granted for the adjoining building zones respectively.

§12 Special resolutions governing sections of the Bjørvika area (zones marked A)

12.1 Building development areas

- a) The maximum permitted utilization area (PUA) is:
- A1, A2 and A3 in total: 3 300 m² PUA
 - A4: 6 800 m² PUA
 - A5a: 5 800 m² PUA
 - A5b: 4 700 m² PUA
 - A6: 600 m² PUA
 - A7: 1 000 m² PUA
 - A8: 24 700 m² PUA
 - A9: 42 400 m² PUA
 - A10: 2 000 m² PUA
 - A11: 3 700 m² PUA
 - A12: existing utilization area
 - A13: existing utilization area
 - A14: 2 700 m² PUA
- b) Within zones A1, A2, A3, A4, A5, A8, A9, A14, areas assigned to shops must not exceed a maximum of 20% of the utilization area on the first floor (ref. footnote 2).
- c) Within the zones A1, A2 and A3, the percentage of built-up area in relation to the site area must not exceed a maximum of 60% of the total area of the building zones.
- d) In zones facing Nyland allé, the buildings must be constructed so that the façades are along the border of the use area.
- e) In zone A2, provision must be made for access down to subterranean technical operational rooms for E18 installations. The proposed solution for this must be drawn up in collaboration with, and be approved by, The Norwegian Public Roads Administration.

12.2 Public traffic areas, quay for passenger boats

Within zone A24, small buildings, shelters and other installations for harbour operations in relation to passenger ferries can be constructed. These installations must not impede the passage of pedestrians along the harbour promenade.

12.3 Public transport areas – Sporgata and conditions relating to Oslo Central Station

The western section of Sporgata that is regulated as a road for public transport can also be used for commercial transport/deliveries to Oslo Central Station. Arrangements allowing the areas south of Sporgata to be physically closed off from platform 19 at Oslo Central Station are permitted, in compliance with the operational, maintenance and security requirements of The Norwegian National Rail Administration.

12.4 Public transport areas – construction of mooring installations for larger boats

Within zone A23, mooring installations for larger boats are permitted. The park A21 must be adjoined to Bjørvika by a beach that can be used for bathing activities.

12.5 Special conservation areas (sundry sub-uses)

- a) For zone A28, the conservation use Paléhaven as a historical/cultural monument applies.
- b) For zone A12, the conservation use Havnelager building (Harbour Warehouse) applies.

12.6 Regulation in chronological order:

Zones A37 and A38 are regulated in the following chronological order:

Priority 1: Rigging area for road construction

Priority 2: Public traffic area, sundry sub-uses

Priority 2 can be carried out when the construction of the ramp from the Nyland Bridge down to Bjørvika has been completed.

Zone A39 is regulated in the following chronological order:

Priority 1: Public traffic area, other road areas

Priority 2: Public traffic area, pavements

Priority 2 cannot be carried out before June 2014 (i.e. 10 years after approval of this plan). Until then, the area can be used as parking for the Harbour Warehouse.

12.7 Recreational area – construction of access for vehicles

Under A40, an access can be built for vehicles to building zone A5b.

§13 Special resolutions governing the sub-area Bispevika (zones marked B)

13.1 Building areas

- a) The maximum permitted utilization area is:

B1:	18 800 m ² PUA
B2:	18 500 m ² PUA
B3:	18 800 m ² PUA
B4:	19 700 m ² PUA
B5:	8 000 m ² PUA
B6a:	24 400 m ² PUA
B6b:	10 500 m ² PUA
B7:	23 000 m ² PUA

B8a:	24 000 m ² PUA
B8b:	23 000 m ² PUA
B9:	15 100 m ² PUA

- b) Dwellings must not be built on the two lowest floors of buildings facing Nyland allé and Sørenggata. No single-aspect dwellings are permitted facing these streets.
- c) The buildings facing Nyland allé must be constructed such that the façades are along the border of the use area.
- d) Within zones B1, B2, B3, B4 and B7, at least 70% of the PUA must be dwellings.
- e) Within zones B6a, B6b, B8a and B8b and B9, at least 80% of the PUA must be dwellings.
- f) Within zones B1, B2, B4, B10, B11, the area assigned to shops must be equivalent to a maximum of 50% of the utilization area of the first floor (ref. footnote 2).
- g) Within zones B3, B6a, B6b, B7, B12, B13, the area assigned to shops must be equivalent to a maximum of 20% of the utilization area of the first floor (ref. footnote 2).
- h) Within zones B8a, B8b, B9, the area assigned to shops must be equivalent to a maximum of 10% of the utilization area of the first floor (ref. footnote 2).
- i) Within zones B8a and B8b, the buildings must be of varied heights, as seen from the Medieval Park. The outdoor areas of these building zones must be protected from air pollution and noise from Sørenggata, and reports documenting the effect of various building heights must be submitted.
- j) A demarcation of the current quay-line in Bispevika must be made visible in building zones B6a and B6b and, where possible, in the new roads and public spaces.

13.2 Special resolutions governing the building zones B10-B13

- a) In addition to the documentation requirements listed in §4.2 above, a local climate study with 3D simulation of wind around high-rise buildings over a topographic height of +51 metres must be carried out.
- b) Within an 18-metre wide zone facing Nyland allé and the west façade of B10/east façade of B13, the average building/cornice height must not exceed a topographic height of +44 metres, calculated within each individual block.
- c) Over a topographic height of +51 metres, a point block up to a topographic height of +67 metres is permitted in zone B10. Over the same topographic height, a point block up to a topographic height of +67 metres is permitted in zone B11. The utilization area per storey of these buildings must not exceed 600 m². To prevent these point blocks appearing like "slices", the ratio between the side edges of the towers' gross base area must not exceed 4:3, measured as the longest and shortest side respectively of the gross base area.
- d) The cornices and building volumes on the north side of the building zones and adjacent to any point block must be arranged so that the shadow they cast over the area of railway tracks is equivalent to a cornice averaging a topographic height of +44 metres.
- e) Facing Nyland allé, the buildings must be designed so that their façades are along the edge of the permitted border of construction of the use area. However, the quality of public spaces facing Nyland allé should be improved in

some places by means of arcades at least two storeys high and/or small piazzas/squares at the corners of the building zones.

- f) Façades facing the streets crossing in a north-south direction must be constructed along the permitted border of construction of the use area.
- g) In the northern section of the zones (towards the public road on the north side), the upper part of the buildings must be designed as point blocks of varied heights and with maximum heights as shown on the planning area map.
- h) From the public street on the north side (Sporgata), two entrances are permitted per quadrangle/block, allowing access to parking facilities.
- i) Open passages between the quadrangles/blocks must be provided for pedestrians in the directions shown by arrows on the planning area map.
- j) At least 20% of the permitted utilization area in building zones B10-B13 must consist of dwellings, provided that the environmental regulations stipulated in §9 above are complied with. Efforts must be made to concentrate the dwellings in zone B11 and B12 so that at least 40% of the permitted utilization area in each zone consists of dwellings. Any dwellings within zone B10 must not be situated within the area defined by a theoretical cylinder with a radius of 30 metres whose axis lies along the centre line of track 19.
- k) The maximum permitted utilization area (PUA) is as follows:
 - Felt B10: 51 000 m² PUA plus covered glass courtyard 36 000m² PUA
 - Felt B11: 51 000 m² PUA plus covered glass courtyard 21 000m² PUA
 - Felt B12: 50 000 m² PUA plus covered glass courtyard 23 000m² PUA
 - Felt B13: 44 000 m² PUA plus covered glass courtyard 20 000m² PUA

13.3 Building zones B5, B14, B15 and B27

- a) Building zone B5 can be utilized for cultural purposes if it cannot be used for an aquarium.
- b) The following can be built in zone B14: buildings/installations for presenting information on marine life and activities related to the aquarium; alternatively buildings/installations for cultural purposes and connected to possible cultural activities in zone B5.
- c) In zone B15, floating installations and the required pedestrian bridges can be built for the presentation of marine life and for activities related to the aquarium; alternatively marine installations for cultural purposes related to possible cultural activities in zone B5.
- d) In zone B27, underground buildings/installations for presenting information on marine life and activities related to the aquarium can be built. Above ground level, this zone must constitute the end section of the public pedestrian area along the river Akerselva, possibly including artistic installations.

13.4 Public traffic areas – Østre tangent (Eastern Tangent)

Access for pedestrians must be provided for from the Østre tangent and down to Sporgata. The clearance height between the top edge (rail head) of the railway tracks and the underside of the Østre tangent must be approved by The Norwegian National Rail Administration.

13.5 Public traffic areas – Stasjonsinngang øst (eastern station entrance)

In this area, a station entrance with a minimum width of 6 metres must be constructed. The overpass over the lines must be accessible to the general public round the clock.

Equipment/facilities for ticket sales and ticket information and related operations are permitted.

The clearance height between the top edge of the railway tracks and the underside of the pedestrian bridge must be approved by The Norwegian National Rail Administration. The accesses between the pedestrian bridge and the ramps from the platforms at Oslo Central Station must be able to be physically closed, in compliance with the operational, maintenance and security requirements of The Norwegian National Rail Administration.

There must be an access for pedestrians from the end of the station entrance on the Bjørvika side to Sporgata.

If the Stasjonsinngang øst (eastern station entrance) is built before the public space Stasjonsallmenningen and the access square on the north side towards Schweigaardsgate are developed, a satisfactory, temporary access must be provided for to Nyland allé and Schweigaardsgate respectively.

13.6 Public traffic areas – Bispekilen

Together with parts of Bispekilen (E17), a walkway/cycle track must lead under Sørenggata and connect up with Bispegata.

13.7 Special areas for conservation (sundry sub-uses)

Conservation use within the cultural/historical monuments area applies to cultural monuments protected by an automatic conservation order and that belong to Oslo's Medieval Town and can be conserved either in whole or in part in connection with the building proposals authorized by the development plan. The duty to investigate the presence of historical/archaeological remains according to §9 of The Historical and Cultural Monuments Act is deemed fulfilled, and exemption according to the terms of §8, subsection 4, of the same Act has been given. Conditions governing the archaeological investigation of cultural monuments affected by the development plan will be laid down when the plan is implemented, and the costs incurred must be covered by the developer, ref. §10 of The Historical and Cultural Monuments Act.

In all regulated sites outside the cultural/historical monuments area, the terms of §9 of the Act are not complied with. This applies particularly to monuments protected by an automatic conservation order and related to finds of ships, ref. §14 of the Act and § 3.4 above of the regulation plan resolutions.

13.8 Special area for the funicular railway, including the terminus stations (no zone number)

The funicular railway can be constructed in this area. At each end of the line, towers for the terminus stations and necessary machinery etc. can be built. The gondola line station by the river Akerselva must be constructed such that its design and height block or impede the view between Akershus castle and the Medieval Town to the least possible degree. The railway's installations on Ekeberg Hill must infringe as little as possible on the outdoor recreational area. The minimum clearance under the cable in zone E0 in Bispevika must be 18 metres. See also §8.2 above.

13.9 Combined main uses

A harbour promenade towards Bispevika is to be built in part of the zones B6a, B6b, B9 and B30. The promenade must be a minimum of 10 metres wide and have an average width of 20 metres (in relation to its total length) within these zones. Bridges over canals must have a minimum width of 4 metres.

In building zone B6a and B6b, 10% of the area must be reserved for water.

In building zone B9, a minimum of 5% of the area must be reserved for water, as a direct extension of the fjord.

13.10 Regulation in chronological order

The development of zones B31 and B32 is prioritised as follows:

Priority 1: Rigging area for road construction

Priority 2: Public traffic area, sundry sub-uses

Priority 2 can be implemented when the Østre tangent installations have been completed.

§14 Special resolutions governing the partial zone the Medieval Park – "Haven" (zones marked C)

14.1 Clarification and final localisation of the University's Museum of Cultural History in the Medieval Park and "Haven" area (principally zone C8)

The final localisation of the Museum of Cultural History will be determined by a resolution on the building development plan and based on a consequence assessment in compliance with the terms of §33 of the Planning and Building Act. The area encompassed by this assessment must be a minimum of zones C2, C3, C4, C6, C7, C8, C11, C23, C24, C26 and C27. The building development plan must encompass the same zones. If the time for the release of the priority zone C8 for urban development still has not been fixed, this zone can be exempted. Nevertheless, the suitability of this zone for building development at a later date, including accesses and infrastructure, must be documented and assured.

- a) The maximum permitted utilization area (PUA) is:
 - Zone C6: 48 000 m² PUA
 - Zone C7: 8 000 m² PUA
 - Zone C8: 60 000 m² PUABuilding volumes in zone C11 must be included in the permitted PUA framework for zone C8.
- b) The permitted utilization in zones C2, C3, C4, C23 and C24 south of Bispegata must be determined by a building development plan after a consequence assessment relating to the University's Museum of Cultural History has been carried out. However, the said building development plan must clarify which of the areas within zones C6, C7, C8 and C11 are to be used for the museum. The sections of these zones that will not be used for the museum can be assigned uses on the same terms as other building zones in accordance with resolutions governing combined use.
- c) In zone C2, an additional 550 m² PUA is permitted as an extension of the Locomotive Works C1 or as a pavilion directly connected to this. The height of this building must not exceed that of existing buildings, and the rehabilitation

and extension of the existing building must take the conservation value of the existing building into consideration.

- d) With regard to C6, C7, C8 and C11, if, within 10 years after the planning resolution, no agreement between the land/property owner and the developer has been reached which safeguards the development of the University's Museum of Cultural History on all or some parts of these zones, this use will no longer remain valid and the area can be developed in accordance with the other uses designated by the plan for these zones.
In these building zones, the distance between dwellings and the middle of the nearest railway track must be at least 30 metres, unless the tracks are enclosed.
- e) In zones C6, C7 and C8, the area apportioned to shops must not be more than a maximum of 20% of the utilization area of the first floor (ref. footnote 2).
- f) In zones C6 and C7, the façades of the buildings facing Bispegata must in the main follow the frontage line given. This frontage line must further develop the north-facing façades of Nyland allé and the west-facing façade of the Ladegården building. The non built-up areas of these zones facing Bispegata must be developed as a park area. Buildings at ground level and facing Bispegata other than the Museum of Cultural History must have facilities for the public.
- g) The building heights for the zones C6, C8 and C11 must be determined by the building development plan. The height of buildings in proximity to the Ladegård and its surrounding annexes and baroque garden must be reduced to take account of the dimensions of the Ladegård and its need for adequate light.
- h) The course of the Hovinbekken (brook), or an artificial/reconstructed course of this, must be led from a point near the northeastern corner of zone C8 and out into the northern part of the Medieval Town's lake (C22).
- i) Access to zones C7, C8 and C11 must be secured through zone C6.
- j) Potential buildings belonging to the University's Museum of Cultural History in zones C2, C3, C4, C23 and C24 south of Bispegata must be designed such that the Medieval Park and its attractions is still easily visible from Bispegata and such that the northern border of the Medieval Park as a landscaped, open area follows the stipulated building limit north of Bispegata. The north end of the lake must be in zone C2. There must be a main access to the Medieval Park by the side of the lake for use by pedestrians.
- k) The level of the terrain as it was in the Middle Ages can be reconstructed in whole or in part in zones C2, C4, C23 and C24. Buildings for use in compliance with points b) and c) above can be constructed under this reconstructed terrain.
- l) The railway lines called "Klypen" and the lines in "Nordre Tomtes spor" in zones C4, C7, C11, C23 and C24 must be maintained. Any buildings or reconstruction of terrain over these lines must be constructed on a culvert which satisfies the requirements of The Norwegian National Rail Administration.
- m) In Bispegata, zones C26 and C27, connecting buildings for the Museum of Cultural History can be constructed where the building volumes are spread on both sides of Bispegata.
- n) In zones C2, C3, C23 and C24, the remaining free areas must be developed as a park with recreation facilities and buildings/facilities related to a presentation of the history of the area. A few reconstructions of historical buildings and constructions are permitted. The reconstruction of the historical thoroughfares

Clemensallmenningen and Vestre strete must not be covered by buildings, but must be visible and accessible.

- o) Parking for buses to both the Museum of Cultural History and the Medieval Park and its attractions must be provided for on or below ground level in zones C2 (below ground only), C4, C6 and C7 in connection with Bispegata. Joint parking for cars must also be made available.
- p) Commercial transport/access for deliveries to the museum, Medieval Park and facilities in the park must be coordinated in the building development plan. The deliveries access to the Medieval Park and the Locomotive Works must run from Bispegata, Sporgata along Klypensporet (C11, C7, C27, C4) or from Bispegata to the east, as indicated by the access arrows on the planning map. The current access from Bispegata will be discontinued when a permanent new access with the same capacity and accessibility has been established.
- q) A pedestrian walkway/cycle track must, together with parts of Bispekilen (E17) run under Sørenggata and connect up with Bispegata.
- r) The access for deliveries to the Medieval Park and Locomotive Works (C1) must allow for necessary access for vehicles in connection with events in the park and the Works, and for an adequate number of parking spaces for the disabled in compliance with Oslo Municipality's parking regulations. In addition, a maximum of 5 spaces for emergency parking for businesses and operations connected with the Medieval Park and Locomotion Works must be made available.

14.2 Special area of conservation (sundry sub-uses)

In zones C6, C7, C8, C11 and C29, the following conservation use applies: automatically protected cultural monuments and finds of ships that it is possible to conserve in whole or in part in connection with the building measures stipulated by the plan. The duty to investigate the presence of historical/archaeological remains according to §9 of The Historical and Cultural Monuments Act is deemed fulfilled, and exemption according to the terms of §8, subsection 4, of the same Act has been given. Conditions governing the archaeological investigation of cultural monuments affected by the development plan will be laid down when the plan is implemented, and the costs incurred must be covered by the developer, ref. §10 of The Historical and Cultural Monuments Act.

In all regulated areas outside the historical/cultural monuments conservation area, the terms of §9 of The Historical and Cultural Monuments Act are not complied with. This particularly applies to cultural monuments and finds of ships automatically protected by a conservation order, ref. §14 of the Act and §3.4 above of the resolutions governing the regulation plan.

In the remaining sections of the C-zone, the conservation use governing automatically protected cultural monuments and ships finds applies as long as the cultural authorities do not approve an exemption from the Cultural Monuments Act. In these zones, the duty to investigate the presence of historical/archaeological remains according to §9 of The Historical and Cultural Monuments Act is not deemed fulfilled, and exemption according to the terms of §8, subsection 4, of the same Act has not been given.

The conservation use also applies to existing buildings in zones C1, C9 and C10. The conservation use does not apply to the Borgen building (Bispegata 12) in zone C2,

which will be demolished if it cannot be incorporated into the Museum of Cultural History.

14.3 Limitation on the right of use according to §7 of The Pollution Act

Building and excavation works in zones C1, C2, C21 or C22 cannot be carried out unless the pollution authorities have been warned and have given their approval.

14.4 Regulation in order of priority

Zone C8 is regulated in the following order of priority:

Priority 1: Public traffic area, railway

Priority 2: Combined uses for public buildings (museum), shops, offices, dwellings, premises serving food and drink, public utilities (culture, education, sport), garage/parking facilities.

Priority 2 cannot be implemented before The Norwegian National Rail Administration or other infrastructure owner can cease its railway operations in the area.

§15 Special resolutions governing the partial zone Lohavn (zones marked D)

15.1 The pier Sjørengutstikkeren, zones D1 and D22

The design of zones D1 and D22 and E10 must be governed by one overall building development plan and must blend in with buildings, the quay front, canals, park areas, streets and the harbour promenade.

If the building development plan can show that a recreational area satisfying the area and quality criteria described in §15.5 below can be achieved by using either part or the whole of D22 (currently sea area), the combined zone D1b can be extended into D22 accordingly, as long as the view sectors indicated on the plan are not impeded. The maximum PUA for D1 can be increased in relation to the resulting increase in the area of D1. If recreational areas in the sea are assessed, only those parts of the area that can be described as areas of recreation should be included in the calculations.

See also §15.4 and 15.5 below.

15.2 Building zones D1 – D11

a) The maximum permitted utilization area (PUA) is as follows:

Zone D1a and D1b in total: 93 000 m² PUA,

Zone D2: 8 000 m² PUA,

Zone D5: 21 000 m² PUA,

Zone D6: 46 600 m² PUA,

Zone D7: 21 700 m² PUA,

Zone D8: 31 400 m² PUA,

Zone D9: 49 500 m² PUA,

Zone D10: 16 900 m² PUA,

Zone D11: 15 100 m² PUA,

Zone D12, D13 and D14 in total: 25 000 m² PUA

b) In zone D5, at least 20% of the PUA must be dwellings. In zones D1a and D1b, D7, D8 and D9, at least 90% of the PUA must be dwellings.

- c) In zones D5 and D6, the areas earmarked for shops must not exceed a maximum of 50% of the utilization area of the first floor (ref. footnote 2).
- d) In zone D7 and in zones D12, D13 and D14 in total, the areas earmarked for shops must not exceed a maximum of 20% of the utilization area of the first floor (ref. footnote 2).
- e) In zones D1a and D1b, D8 and D9, the areas earmarked for shops must not exceed a maximum of 10% of the utilization area of the first floor (ref. footnote 2). In zones D1-D9, shops and premises serving food and drink are permitted on the first floor (ref. footnote 2) and facing public streets, squares and recreational areas.
- f) In zones D10 and D11, buildings with quaysides for access and recreational areas must not cover more than 50% of the zone area, so that the remaining area consists of open water. In zone D14, the equivalent proportion must not exceed 70%.
- g) In the part of zones D8 and D9 where the permitted height for buildings is given as C+40, the part of the building volume that exceeds a topographic height of +28 metres must comprise up to 30% of the partial area and must be designed as point buildings. In the part of zone D8 where the permitted height for buildings is stipulated as C+31, up to 30% of this partial area can consist buildings higher than a topographic height of +28 metres.
- h) In zone D8, the buildings must be designed so that any future buildings situated behind them in Grønlia on the side of the Ekeberg hill will have a satisfactory view over a topographic height of +25 metres in a west-southwesterly direction.
- i) In zone D5, the requirements regarding the security distance between the gondola railway and new buildings take precedence over the stipulated maximum building height in the plan if the clearance under the gondola railway and the regulated building height come in conflict with one another.
- j) In zones D1, D7, D8 and D9, buildings must be designed and situated so that screened and sunny outdoor recreational areas can be established at ground level. The zones D8 and D9 must be designed in conjunction with zones D10 and D11 in such a way that there is a natural connection between the buildings on land and the buildings outside the quayside front. The zones D8 and D9 must comply with the requirements for recreational areas at ground level for zones D10 and D11. In zones D8 and D9, public local play areas must be established that comprise a minimum of 5% of the total zone area. In these zones, the buildings must be divided up so that their structure provides a continuous network of public passageways and outdoor spaces.
- k) Zones D10 and D11 must be designed in such a way that they provide zones D7-D9 with sun and views of the fjord to the greatest possible extent.
- l) In zone D6, parts of the tunnel mouth for south-bound traffic to Mosseveien may be constructed partly in the building zone so that the tunnel mouth is perpendicular to the road axis.
- m) In zone D13, the harbour promenade open to vehicles will lead through the building as a public traffic area.

15.3 Public traffic areas

The zones D21 and D25 in conjunction with Loallmenningen must be designed in such a way as to provide a functional and aesthetically pleasing connection between these two zones and so that the local street running through them does not separate zones 21 and 25 to any significant extent.

In zone D28, ventilation towers for the E18 tunnel up to a height of +45 metres can be constructed.

The area D26, Grønlikaia, is regulated as a pedestrian-orientated street and must be used as a harbour promenade with related recreational uses and access for cars.

15.4 Combined use of building zone for dwellings, shops, offices; public traffic area (road), public traffic area (harbour promenade); special area in the sea, zone for other installations

In D1a and D1b, a continuous, public harbour promenade must be built along the entire quayside, with an average width of 20 metres in relation to its total length along the western and southern quays, and an average width of 10 metres along Lohavn. The minimum width of the harbour promenade must be 10 metres on the south and west side, and 5 metres on the east side. A joint solution for the zone must be found as regards streets, accesses and parking facilities. A minimum of 5 000 m² belonging to zones D1a and D1b must be water. In the area covered by sea, permanent and floating installations for recreation and other activities can be constructed. The design of these installations must be of a high aesthetic standard and their height must not impede the view over the water.

15.5 Combined use: recreational and special area – area in the sea, D22

In zone D22, a recreational area of a minimum of 8.7 dekar³ must be established. This area can be used for parks with pavilions and installations for sport, play, bathing/beach and other activities suited to recreation and to walkers/pedestrians. The recreational area can also be constructed in the area that is currently sea; equally, parts of the existing pier can be converted into sea area. The recreational area can include permanent installations in the sea and on land that fulfil the need for recreational activities. The area can also be used for a harbour for visiting leisure boats. Constructions and floating installations must be of a high aesthetic standard and their height must not impede the view over the water.

15.6 Combined use: public recreational area; public traffic area (road/pedestrian area) D24

In the building development plan, the design of D24 must be coordinated with zones D1a and D1b. In zone D24, a public road leading into D1 and D22 must be constructed as well as access to facilities for passenger boats in zone E7. A minimum area of 1000m² must be made into a park/playground within zone D24.

15.7 Special areas for conservation (sundry sub-uses)

Conservation use within the cultural/historical monuments area applies to cultural monuments protected by an automatic conservation order and that belong to Oslo's Medieval Town and can be conserved either in whole or in part in connection with the building proposals authorized by the development plan. The duty to investigate the presence of historical/archaeological remains according to §9 of The Historical and Cultural Monuments Act is deemed fulfilled, and exemption according to the terms of §8, subsection 4, of the same Act has been given. Conditions governing the archaeological investigation of cultural monuments affected by the development plan

³ I.e. 8700 m² (1 dekar = 1000m²)

will be laid down when the plan is implemented, and the costs incurred must be covered by the developer, ref. §10 of The Historical and Cultural Monuments Act.

§16 Special resolutions governing the sea area including Akerselva (zones marked E)

16.1 Public traffic areas – harbour area in the sea, quay for passenger boats

In zones E1, E7 and E16, harbour facilities for ferries operating in the Oslo fjord can be constructed.

16.2 Public traffic areas – harbour area in the sea, leisure boat harbour

In zone E14, facilities for a leisure boat harbour can be constructed.

16.3 Recreational area in water – the river Akerselva

When the building development plan for Akerselva in zones E4 and E5 is drawn up, the following points must be documented and used as a basis for the design of the proposed measures:

- Conditions relating to water currents and sedimentation
- Conditions relating to sailing
- The possibility of providing a pedestrian passageway through a culvert under Oslo Central Station.

The minimum clearance for boats under the bridges over Akerselva in Nyland allé and Operagata must be 2.0 metres. The pedestrian bridge from A34 to B26 must have minimum clearance for boats of 2.5 metres.

16.4 Recreational area in water – Bispevika and Lohavn

In the area covered by water, E0, in Bispevika in front of B6a, B6b and B9, boats serving food/drink or offering cultural activities can be moored. There must be a minimum distance of 5 metres between the boats. The boats serving food/drink must be of a high aesthetic standard. Boats serving food/drink alone must have a height that does not impede the view over the water.

The water areas E2, E17 and E18 must be formed as an extension of the fjord. At the eastern end of E17, the mouth of the brook Hovinbekken from the Medieval Lake C22 must be discernible.

16.5 Special area – marine zone for boats offering cultural activities/guest harbour

In zone E3, boats offering cultural activities can be moored. This area can also be used for a harbour for visiting leisure boats.

16.6 Special area – marine zone for shipping bulwark and related installations

In zones E13 and E15, a bulwark to protect adjacent buildings from possible collisions from shipping must be built. This bulwark can be designed as a jetty/breakwater with a harbour for small boats, but the jetty/breakwater must not block the outlets from zone E16. A risk analysis of shipping collisions must be drawn up as part of the building development plan for zones D10 and D11. The design of the shipping bulwarks in zones E13 and E15 will be based on this risk analysis.

16.7 Special area – marine zone for shipping bulwark

A shipping bulwark to protect the National Opera can be constructed in zone E19. The bulwark can have a topographic height of up to 2.0 metres (Oslo Municipality's map series).

16.8 Regulation in order of priority

The measures in zone E7 are regulated in the following order of priority:

Priority 1: Public traffic area in the sea with existing depths

Priority 2: Public traffic area in the sea with the seabed raised to a topographic height of -4 metres (Oslo Municipality's map series).

Priority 2 cannot be carried out before 01.01.2009, unless the harbour operations on the west side of the pier Sørengutstikkeren have ceased.