



TAMPERE

Southern Comprehensive Plan 2025–2029

Participation and assessment scheme 25 March 2026

Update 31 August 2026: Expansion of the plan's boundaries to include Lakalaiva



Urban Environment and Infrastructure Services / Comprehensive Planning

Image source Laura Paronen, Visit Tampere

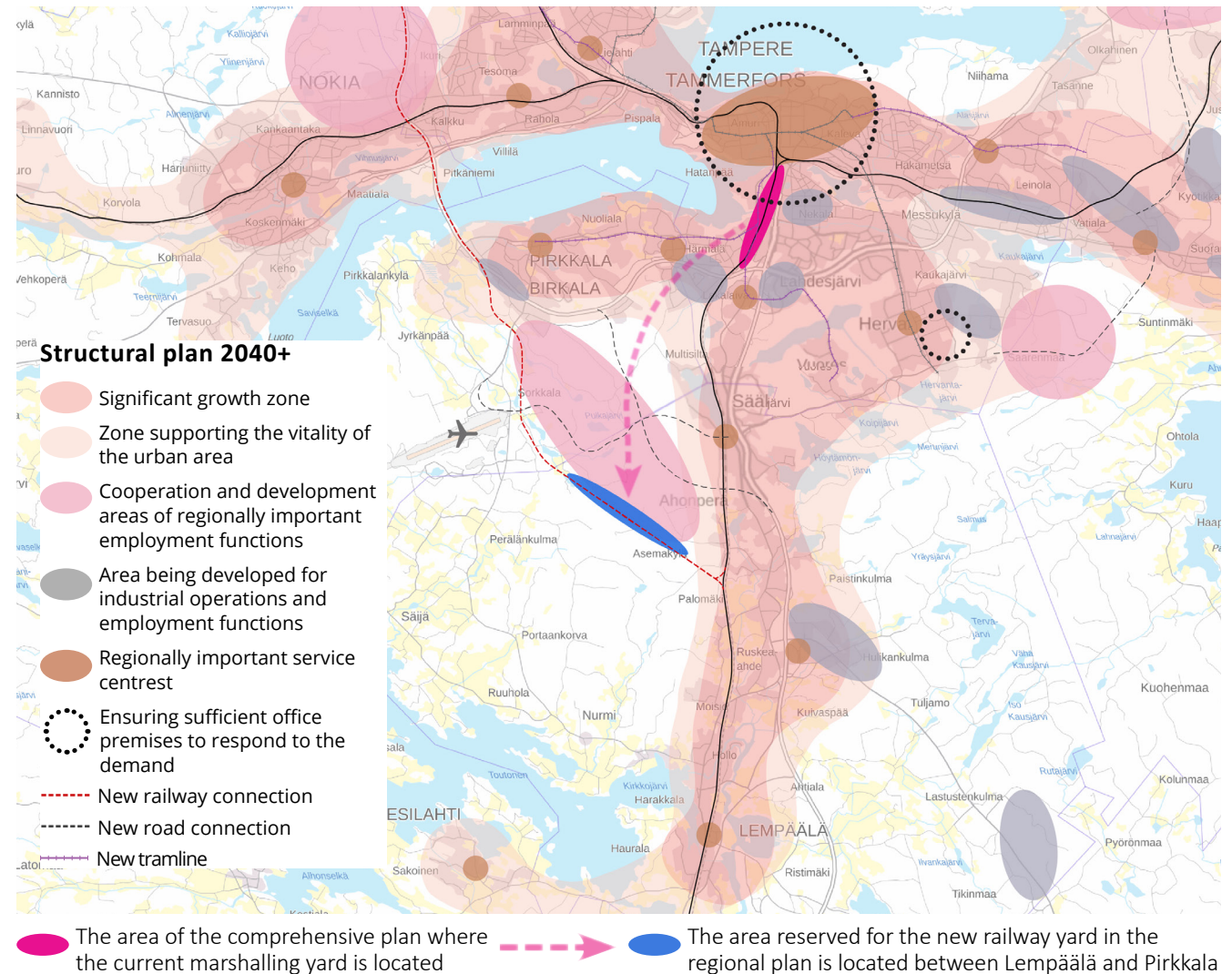
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Introduction

The comprehensive plan promotes the transformation of the area and environment around the marshalling yard into a dense, green, and diverse part of the city where moving between places is easy.

The comprehensive plan that will be prepared for the areas south of the city centre of Tampere support the goal of initiating the change in land use in the current marshalling yard and its environment. The objective of the plan is to create a dense and diverse urban area with sustainable transport connections where thousands of new residents, jobs, and services can be placed. The plan aims to respond to the city's inward expansion, development dependent on the railway, and the nationally significant development trends focused on southern Finland that are linked to new transportation connections, development of the railway network, and the Pirkkala and Vuores railways. For its part, the comprehensive plan will help manage the progression of the change, steer the preparation of future local detailed plans, and support the city's vitality, connections, and long-term strategic goals.

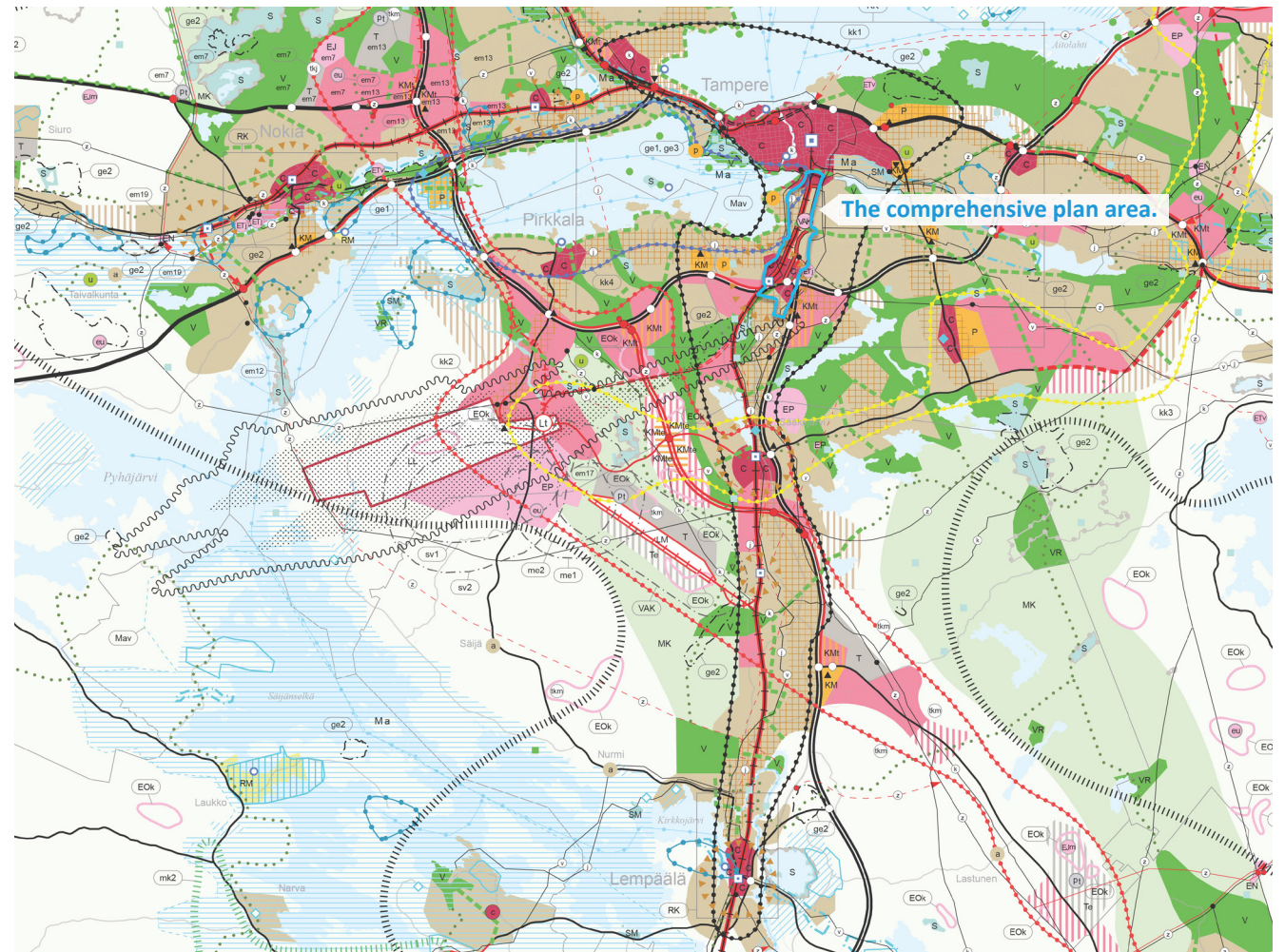


Need for a comprehensive plan

The comprehensive plan helps prepare for a long-term change which sees the relocation of the marshalling yard and the area's release for other use. The comprehensive plan concretizes the existing strategic comprehensive plan.

Development goal from the regional plan

The regional plan of Pirkanmaa and the Structural Plan of Tampere City Region aim at densifying the urban areas and regional centres and focus on the southern development of the region that follows the direction of the main railway line. The current marshalling yard, located in the immediate vicinity of the centre of Tampere and the Rautaharkko-Lakalaiva regional centre, is located in the heart of this development. It is one of the two main marshalling yards in Finland that also handles the transports of dangerous goods. In addition to the safety risk, the operation of the marshalling yard causes significant noise and vibration disturbance. The regional plan reserves an alternative location for the marshalling yard along the new Western railway connection in Lempäälä. The change enables the expansion of operations related to transport and handling of goods in Pirkanmaa as well as the development of the current area into a part of the urban environment.



Extract from the currently valid regional plan of Pirkanmaa.

Extensive cooperation and shared perspective required for change

The comprehensive plan for the areas south of the city centre of Tampere will be prepared during the council term 2025–2029. Extensive change is only possible as a part of the implementation of a wider regional and national plan. Relocating the marshalling yard is an extensive project with an abnormally long implementation timeline. The planning and preparation must start decades before the actual implementation. This requires several parties to agree on a shared idea and commit to the same vision of the future. The project

offers business benefits on the national and urban area levels as well as on the local level in the City of Tampere. Tampere is initiating the City Development Programme for the Southern Areas to support the shared vision and goals of the City Region. Central parties to the cooperation are the municipalities of Lempäälä and Pirkkala as well as the Finnish Transport Infrastructure Agency (Väylävirasto), but the effects of the development also extend further into the City Region to Nokia, Ylöjärvi, and Kangasala.

Timeline and phases of change

In the long term, the plan aims at a comprehensive change, transforming the area into a more urban environment of services, jobs, and housing. The change becomes possible once the marshalling yard is relocated to Lempäälä along the new railway line in accordance with the regional plan. However, this is only predicted to take place in several decades; the planning work is tentatively aiming at the

year 2060. Due to the long timeline, the comprehensive plan is being drafted in stages to also look into opportunities for change in the interim and potential temporary uses which, in this case, might last for several decades. In some parts of the planning area, for example in Lakalaiva, the change can be possible even earlier. In other words, the work aims to determine the actions that can be taken before and after the relocation of the marshalling yard.



LOCAL LEVEL

Tampere has grown sustainably in the south of the city centre in regard to housing, jobs, and comfortable urban areas.



REGIONAL LEVEL

A regional cluster of livelihood, employment, and logistics has formed south of Tampere, the benefits of which reach far.



NATIONAL AND INTERNATIONAL LEVEL

The Tampere region is an inseparable part of the well-functioning chain of national passenger and freight traffic as well as security of supply.

The business benefits of the City Development Programme for the Southern Areas 2060.

The valid comprehensive plan is strategic

The valid, strategic comprehensive plan contains the long-term development of the railway yard area, its immediate surroundings, and the Lakalaiva regional centre. Purpose of use areas in the categories city centre functions, services, and living have been allocated to the area. A strategic comprehensive plan alone is not sufficient to steer detailed land use changes. A comprehensive plan that is drafted in more detailed stages is needed to ensure a manageable, goal-oriented, and sustainable change

process. In addition, the gradual change of the plan area and the long-term nature of the plan must be taken into account. A comprehensive plan drafted in stages steers the detailed planning process of the local detailed plan.

The comprehensive plan is reviewed every four years during each council term to ensure it is up-to-date and it is assessed from the perspective of the goals and focus of the city strategy to the extent necessary. The planning will target

issues that are relevant to the time and arising from the new strategy. The comprehensive plan is reviewed during the council term and prepared in stages (section 35 of the Land Use and Building Act), meaning that the valid comprehensive plan is supplemented. In practice, this means that up-to-date plan symbols and provisions will stay valid as they are. The stage-based work is aimed at the assessments, planning and interaction of only selected areas or themes.

Current comprehensive plans

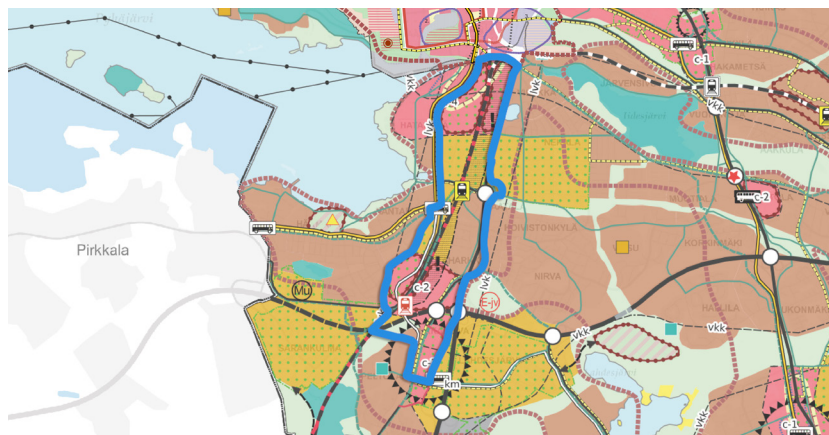
Three separate comprehensive plans are valid in the planning area: The comprehensive plan (master plan) for the inner city 2040 and supplementing it, the Inner City comprehensive plan for the council term 2017–2021 and the Inner City comprehensive plan for the council term 2021–2025.

The up-to-date comprehensive plans are available for review through the combined comprehensive plan. The combined comprehensive plan has been created in the map service to provide a better overview of the several currently valid comprehensive plans. The maps of the comprehensive plans depicting the inner city and city centre are categorised into several maps by theme. The objectives of the comprehensive plan are depicted on the four maps that form the combined comprehensive plan. The four maps on the following pages are extracts from the valid combined comprehensive plan.

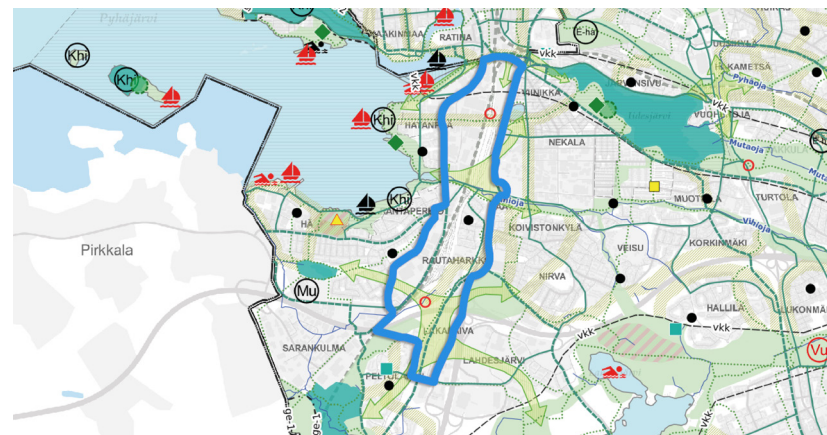
The easiest way to review the comprehensive plan maps is through the map service Oskari.

The valid combined comprehensive plans are available at kartat.tampere.fi under **Kantakaupungin lainvoimaiset yleiskaavayhdistelmät**.

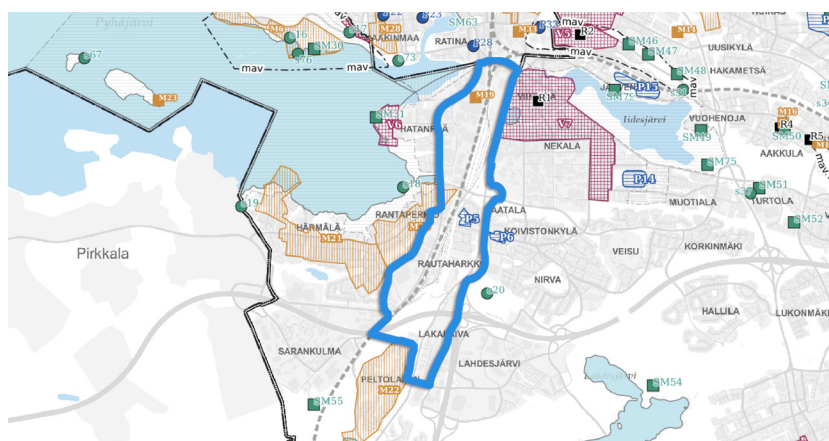
The extracts are from the valid combined comprehensive plan.



Map 1 Urban structure: City centre functions, services, employment, and housing have been allocated to the area. Most of this area is an urban green spaces development area. Traffic-related goals include three stops for public transportation, new stations for passenger traffic, and an area reservation for the tramway in Vuores. The land use change in the railway yard area is possible once activities that carry a disaster risk are relocated from the area.



Map 2 Green environment and recreational services: In order to ensure the connectivity of the blue-green infrastructure in the inner city, it is essential to develop the continuity, accessibility, and functioning of the green and recreational area network and the ecological network. Viinikanoja and Vihioja are important parts of the green and recreational area network which must be strengthened. In regard to the railway yard area, the objective is to develop the ecological and recreational east-west connection. The area around the railway yard and Lakalai-va should be prepared for the construction of new district parks.



Map 3 Cultural heritage: The area is delimited to the Viinikka-Nekala cultural heritage site of national significance. The area is also home to the Hyppönen shoe factory (Hatanpään teollisuustalo building) and the sites of regional importance in Lokomon hallit and Rantaperkiö and the locally important sites in Rautaharkko.



Map 4 Sustainable water economy, environmental health, and urban services: The area is located in the catchment areas of Vihioja, Viinikanoja, Pyhäjärvi and Härmälänoja. The area requires some development in regard to water resources management and electricity, some of which has already been carried out in regard to the Sulkavuori Central Wastewater Treatment Plant.

 The comprehensive plan area.

The location and starting points of the comprehensive plan

The comprehensive plan will be prepared for the area south of the city centre around the current marshalling yard, in the area between Viinikanoja and Lakalaiva.

Delimitation and description of current state

The size of the delimited plan area is 277 hectares. At the moment, the majority of the area is taken up by the marshalling yard which also handles the transports of dangerous goods. Two important entry roads into the city from the south are located in the area: Lempääläntie and Hatanpään valtatie. Both are also important public transportation routes. The construction of a tramway from the centre of Tampere to Partola is currently underway on Hatanpään valtatie. The area has a number of business premises, in particular functions and businesses in the car sales sector. The Rautaharkko residential area is also part of the plan area. The Lakalaiva business premises area is located in the southern part of the area. The expansive railway environment creates a significant obstacle effect in the southern city area. For this reason, the area is lacking east-to-west pedestrian and cyclist connections as well as connectivity between the green area and ecological network.

In the initial phase, the planning area was delimited to the north of Highway 3. The participation and assessment scheme was available for public display in April 2026. After the initial phase, it became apparent that the planning area needed to be expanded to also include the evolving Lakalaiva district center. In the local detailed planning programme, the Lakalaiva I local detailed plan and the preceding general planning had been scheduled for 2029–2030. The general plan will now be prepared as part of the comprehensive plan work. The plan will define the overall future transport network, examine the extent of environmental disturbances, determine the location of green spaces, and establish the principles for the block structure. The participation and assessment scheme will be made available for public review again.

The delimitation of the plan area may be specified later during the planning process.



The delimitation of the comprehensive plan on the map.

Objectives, assessments, and impact assessment

The objectives of the comprehensive plan consist of both regional and local goals. The plan is based on assessments supporting the plan preparation and its impacts are extensively assessed.

Objectives of the comprehensive plan

The regional objectives are related to a more far-reaching solution which determines the relocation of the new marshalling yard along the new direct West Railway line. If necessary, it can be developed more extensively to serve the whole Finland as a central hub for railway traffic. At the same time, this allows the development of the current main railway line area in the south of the city centre of Tampere into a denser urban area of services, employment, and housing.

Diverse land use

The objective of the City of Tampere is to achieve a change in land use that would enable the development of the area into an urbanised area with services and residential housing. The current division into blocks and public areas should be reviewed from the perspective of the

intended land use in order to enable the construction of housing as well as related services, such as schools, daycare centres, and parks, in the area. The change will affect the urban landscape of the area. All factors have an impact on the property values and the area's attractiveness and identity.

Implementation in stages

The comprehensive plan is prepared in stages (components) to enable manageable progress over a long time period. The stage-based planning aims to investigate the changes that can be implemented in the area both before and after the relocation of the railway yard. After their entries into force, the components of the comprehensive plan will steer the local detailed planning work in the area.

Connected blue-green infrastructure

The area plays a key role in the development of the connectivity of the blue-green infrastructure of the inner city. At the moment, there is an almost total lack of green area and ecological networks. The objective is to form a diverse green area network which connects the area to the surrounding green areas, promoting both ecological connectivity and the everyday well-being of residents. New residents will need diverse local recreational areas and recreation services; moreover, the area has a need to develop district parks that serve its residents more generally. Parks offer multi-functional opportunities for spending time, playing, and being outdoors, while serving as important junctions in the green area network.

Easy transport connections

The arrangements of vehicle, cyclist, and pedestrian traffic must be reassessed in order to improve their east-to-west connections. The assessments must take into account that the current routes are a key entryway into the city centre of Tampere from the southern direction. In addition, the locations of the new passenger traffic station and the city centre-Vuores tramway line that will be placed in the area will be specified. A more urbanising structure requires different infrastructure than the current land use in the area. The areas where the purpose of use will change may require decontamination of the soil, and new functions will be set stricter requirements in regard to noise, air quality, and safety, among other factors.

Building together

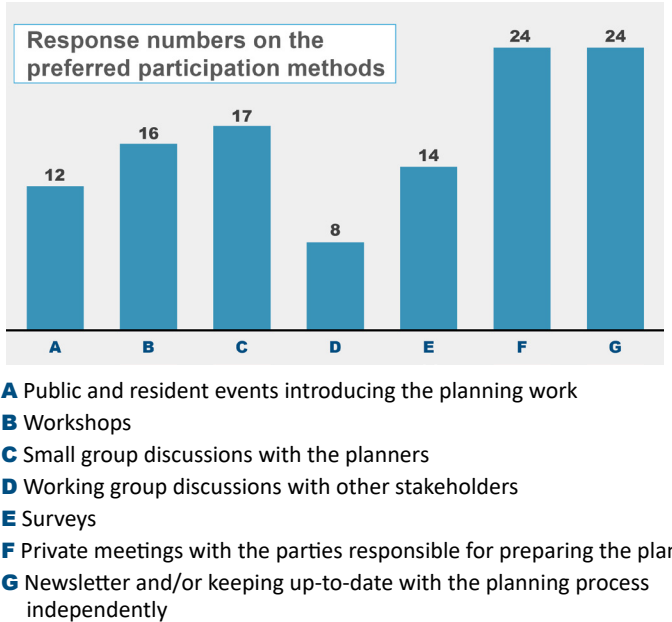
Multiple property owners and various businesses operate in the area, the continued operations of which should be safeguarded. A survey was conducted among local operators in the area even before the formal initiation of the planning process. The survey was used to inform local operators about the upcoming planning work. In addition, the operators were asked about their starting points and objectives for the development of the area and the coming changes so that they could be considered

in the planning. The survey was open from 2 to 22 February 2026 and received 55 responses. The survey responses will be supplemented in September 2026 with responses received from Lakalaiva operators. The preliminary results of the survey have been collected in the participation and assessment scheme. More detailed analyses of the survey will be published at a later stage of planning.

The responses highlight the following current features of the area as ones that support their operations the most: close proximity to the city centre and main roads, easy transport connections for the personnel and clientele, opportunities for development in the area, and suitable and functional premises. In addition, 65 per cent of the respondents think that once completed, the tramway will have a positive impact on their operations in the area.

The operators were asked about their hopes and concerns in regard to area development and their operations in the area. Half of the respondents hoped for better transport connections for their customers, and 40 per cent for more nearby services. 35 per cent of the respondents wanted to see better transport connections for their employees and opportunities for expanding their operations.

20 per cent of the respondents were concerned that there might be more challenges for heavy vehicle traffic and freight transportations. The respondents expressed little concern over changes in the urban landscape. Otherwise the responses on concerns were divided rather equally between the following concerns: extensive restrictions on the production of environmental disturbances, rising costs of the area, the increased number of residents, pedestrians, and cyclists in the area, as well as the environment changing too much from the perspective of the business' operations. Two thirds of the respondents think that the location will continue to be ideal for their operations and that their operations have good opportunities for development.



Assessments and plans to be prepared

Several assessments will be conducted to support the planning work. They will provide an overview of the current situation, bring up factors that must be taken into consideration, and help determine various objectives for the planning work.

In addition to the assessments, various plans and visions on different themes will be prepared. These will enable the reconciliation of different themes and assess the impacts of the implementation of the plans. Updates on the assessments and plans will be published on the website of the comprehensive plan as they are completed.

Assessments will be conducted on the following themes:

- Basic assessments on the demographic and housing, jobs and livelihoods, services, plan status, and land ownership
- Built cultural environment
- Civil engineering maintenance
- Transport system
- Blue-green infrastructure and recreational area network
- Climate and hydrological conditions
- Flora and fauna
- Soil, buildability, and contaminated soil
- Environmental disturbances
- Black schist assessment
- Assessments on the railway yard handling the transport of dangerous goods

Plans to be prepared include:

- Land use and transportation system vision
- The objectives and vision of blue-green infrastructure and recreational area network
- The objectives of the service network and commercial services
- Land use planning economics
- Storm water plan
- The stages of plan implementation

Impact assessment of the implementation of the comprehensive plan

Under the law, the plan must be founded on preparations that include the assessment of the significant impacts of the plan. Assessments and reports will be conducted to support planning. When preparing the plan, the environmental impacts of the plan implementation

must be investigated, including its community, social, cultural and other impacts, to the necessary extent. The planning process must include assessments of the impacts that the implementation of the comprehensive plan will have on e.g. residents, natural environment, traffic, emissions, climate and business.

When preparing the components to the comprehensive plan, the impact assessment is used as a reconciliation tool supporting the planning process where possible. The aim is to identify the conflicts between the content and themes of the planning and the risks of plan implementation on different scales.

Documents and plans steering the comprehensive plan process

The comprehensive plan is guided by the Land Use and Building Act, the regional plan of Pirkanmaa, and the strategy of Tampere, among others.

Ilmari Nurminen's Mayor's Programme 2025–2029

The Mayor's Programme of Mayor Ilmari Nurminen, "Our Tampere – Creating a future together", was published in the autumn of 2025. The Mayor's Programme is valid until 2029 and brings together the views of the council groups of the Mayor's Coalition. The Mayor's Programme emphasises the city as a vital, equal, international, and healthy place that continues to be the most attractive and ambitious city in Finland in terms of its natural and environmental objectives.

The Tampere City Strategy 2035 - City of Action

The Tampere City Strategy is the foundation of city management. It is based on the identified future changes and includes the views on the development of the city by 2035. The strategy was approved in the City Council on 10 November 2025. The comprehensive plan of the inner city, which is updated each council term, makes the objectives of the strategy more concrete in terms of land use. The preparation of the comprehensive plan is, in particular, steered by the focus area "Sustainability" as laid down in the strategy. Its policies are: Responsible role in climate action, Leading the way in biodiversity, and Proud of its distinctive neighbourhoods.

Land Use and Building Act

The preparation of a comprehensive plan is guided by the Land Use and Building Act. Under section 9 of the Act, plans must be founded on assessments of material impact and sufficient studies and reports required for this. The objective and purpose of the plan are taken into account in the impact assessment. Section 39 of the Act provides the required content for the comprehensive plan. Under this section, the preparation of a comprehensive plan must consider, e.g., the functionality, economy, and ecological sustainability of the community structure and opportunities for a safe and healthy living environment which takes different population groups into equal consideration. The Land Use and Building Act is being reformed, and the Government is expected to deliver the proposed act to the Parliament in the spring term 2026.

National land use guidelines

The national land use guidelines are written guidelines that guide the preparation of regional and comprehensive plans. The guidelines are divided into five main categories: 1. Well-functioning communities and sustainable mobility, 2. Efficient transport system, 3. Safe and healthy living environment, 4. Vibrant natural and cultural environments and natural resources and 5. Energy supply capable of renewal. The last time the Government issued a decision on national land use guidelines was on 14 December 2017.

Regional plan of Pirkanmaa

The plan currently valid in Pirkanmaa is the regional plan of Pirkanmaa 2040, which the Council of the Tampere Region approved on 27 March 2017. The regional plan came into force on 8 June 2017. In addition, in its meeting on 7 April 2025 the Council of the Tampere Region approved a regional plan "Elonkirjo ja energia" (biodiversity and energy) for the Pirkanmaa region. This regional plan has not yet entered legal force. At the moment, the preparation of a regional plan "Teollisuuden uudet sijaintipaikat" (new locations of industry) is underway,

the participation and assessment scheme of which was available for public review in 2025. The comprehensive plan must be based on the regional plan.

Urban structure plan

The 3rd structural plan of Tampere City Region, "Our Green Metropolis 2040", was approved by the regional board on 25 October 2023. The plan is the shared vision of the municipalities in the City Region regarding the future solutions of the region. The plan focuses on blue-green infrastructure, strong structure, and internationalisation.

The land use, housing and transport agreement 2024–2027 between the state and Tampere City Region was concluded on 13 December 2024 in Helsinki. Measure as stated in the agreement (40.) The municipalities and state together are responsible for the planning of the relocation of terminals that are in problematic locations in terms of sustainable urban development, safety (transport of dangerous goods), and security of supply and for updating the land use to correspond to what has been laid down

in the regional plans. During the agreement term, the City Region and the Finnish Transport Infrastructure Agency drive forward the relocation of the marshalling yard and promote the construction of a multimodal logistical hub in the new location. The municipality of Lempäälä is preparing a comprehensive plan to enable the relocation of the marshalling yard and the City of Tampere will continue planning land use in the current area of the marshalling yard and assess the community impacts of the change.

City Development Programme for the Southern Areas

Alongside the work on the comprehensive plan, the preparation of the City Development Programme for the Southern Areas is starting. The development programme is used to coordinate the long-term development work in the whole region and to achieve the related regional, national, and international benefits. The Tampere City Board will steer the development of the programme and set goals for it in spring 2026.

Phases and schedule of planning and participation

The comprehensive plan will be prepared during the council term 2025–2029. Various parties can participate in the different phases of planning by participating in public events and submitting feedback.

Phases of planning

The planning process of the comprehensive plan will take place during the council term 2025–2029. The phases of the process are the initial phase, preparation phase, proposal phase, and approval. The planning process began in March–April 2026 after the City Board approved the participation and assessment scheme. The planning area was expanded to include Lakalaiva, and the participation and assessment scheme was made available for public display again in the autumn 2026. The draft plan will be finalised in autumn 2027. The plan proposal and approval are scheduled to take place in 2028.

In the initial phase, the planners prepare a participation and assessment scheme that explains the plan's starting points, objectives, assessments to be prepared, methods of impact assessment, and the ways to participate in the planning process. Participants can submit an opinion on the participation and assessment scheme. In the initial phase, negotiations are held between authorities to discuss the objectives and required assessments of the plan.

In the preparation phase, materials for the draft plan are prepared: a draft of the comprehensive plan or draft options, description of plan, impact assessment, and various assessments and reviews. The Committee for City Planning and Infrastructure approves the materials that are set out for public review. You can give feedback on the prepared materials. Statements on the material are also requested from authorities and other necessary parties. This phase is important for participation since this early on, it is still possible to make even major changes. The received feedback is discussed in the City Board and further planning work is guided on this basis.

In the proposal phase, the draft materials are finalised into a proposal, i.e. a comprehensive plan submitted for approval. Alternative options can not exist in the proposal phase. The Committee for City Planning and Infrastructure approves the proposal for public review. You can submit a reminder on the plan proposal. Statements are requested from authorities and other parties. Responses are prepared for reminders and state-

ments. Minor changes to the map and description can be made on the basis of the feedback. Negotiations between authorities are organised after the feedback discussion. After this, the comprehensive plan can progress into approval discussions. If the changes required for the plan proposal are major, the plan proposal is set for public review again.

In the approval phase, the plan is processed first in the Committee for City Planning and Infrastructure and City Board and then in the City Council. The City Council approves the component of the comprehensive plan for the council term 2025–2029. The approval decision can be appealed to the Administrative Court of Hämeenlinna within 30 days of the decision.

In the first three phases, residents and other parties have the opportunity to participate in the preparation of the plan and submit feedback on the plans and materials that are open for public review. During these three phases, open public events are also organised to present the drafted plans and discuss them.

Schedule

2025 City strategy and work programme	2026 Initial phase	2026–2027 Preparation phase	2027–2028 Proposal phase	2028 Approval
Progress of planning, discussion in bodies, and cooperation with the authorities				
Approval of the City Strategy in the City Council on 10 November 2025 Preparation and approval of the work programme of the comprehensive plan in the City Council on 15 December 2025	Preparation of the participation and assessment scheme (PAS) The City Board approves the PAS and announces the initiation of the comprehensive plan Official statements on the PAS Negotiations between authorities in the initial phase The City Board approves the updated participation and assessment scheme and announces it for public review for opinions and statements.	Reviewing PAS feedback and the City Council policy for the next steps Drafting the preparation materials and draft plan The Committee for City Planning and Infrastructure makes the preparation materials and draft available for review Getting official statements on the preparation materials and draft plan	Reviewing the feedback received on the preparation materials and the City Council policy for the next steps Preparation of the plan proposal The Committee for City Planning and Infrastructure makes the plan proposal available for review Official statements on the plan proposal Negotiations between authorities in the proposal phase	Reviewing the feedback on the plan proposal Preparation of the comprehensive plan for approval The City Council approves the comprehensive plan
Participation dates and opportunities				
	Stakeholder survey for property owners and entrepreneurs before the planning process starts PAS made available for public review Public events You can give feedback on the PAS	The draft plan and other preparation materials available for review Public events Stakeholder meeting You can give feedback on the preparation materials and draft plan	Plan proposal made available for public review Public events Stakeholder meeting You can submit a reminder on the plan proposal	The approval decision may be appealed to the Administrative Court

Stakeholders and opportunities for participation

Parties can participate in planning work by submitting feedback on the initial phase or draft of the plan or by submitting a reminder on the plan proposal while the material is open for public review and by participating in events that are organised during the preparation of the plan.

Stakeholders that can participate in the preparation of the comprehensive plan:

- Residents of the city of Tampere
- Land and property owners
- Businesses, associations, and organisations operating in Tampere
- Neighbouring municipalities
- Different authorities
- City planning sectors
- City organisations

Why the feedback matters

Feedback can be used to comment on the content of the plan or share information and experiences regarding the plan area and its themes to the planners. Feedback can also highlight parts of the materials that the respondents consider to be good and positive. This ensures that the aspects of the plan that are considered positive will be taken into account also in the next phase of planning.

All received feedback is reviewed and responded to, and a feedback and response report is compiled. This report is given for information to the City Board which steers the comprehensive plan process on the basis of the received feedback.

Stakeholder group

A stakeholder group, which consists of business representatives and local property owners that operate in the area, is established to support the planning work. The group members act as representatives for their community and offer local knowledge for planning. The group meets to discuss the content of the plan and its impacts. The group shall, in particular, focus on the gradual change of the area and its impacts on those who operate in the area. The objectives also include improved communications between different parties.

An effort is made to gather a stakeholder group consisting of as many diverse backgrounds as possible. Approximately 20 persons are selected for the group among the candidates, and the group aims to meet 2-4 times during the planning work.

Communication channels and submitting feedback on the plan

Follow the development of the comprehensive plan online and on Instagram. You can also subscribe to the e-mail newsletter on the plan website.

Plan website

tampere.fi/vaiheyleiskaava2025-2029

Instagram

[Muuttuva Tampere](https://www.instagram.com/MuuttuvaTampere)

Map service Oskari

kartat.tampere.fi

Announcements

tampere.fi/ilmoitustaulu

If necessary, the participation and assessment scheme will be updated during the comprehensive plan process.

Guidelines on submitting feedback

Feedback is a free-form statement that allows you to state your opinion on the materials of the comprehensive plan that are open for public review and the related planning process. In other words, you can write out a short or long statement and share your thoughts in better detail. In the initial and preparation phases of the comprehensive plan process, an online survey might also be conducted in addition to providing the opportunity to submit feedback. Feedback submitted in the proposal phase is called a reminder.

The feedback can be delivered to the City's registry by email or post, or you can deliver it in person. Responses to the survey are directed automatically to the registry. Please include the case diary number of the comprehensive plan (TRE:200/10.02.03/2026) clearly in your feedback. Please keep in mind that the content of the feedback is public information. The personal details of the person submitting the feedback are not published.

Official feedback on the plan to the Registry office of the City of Tampere

kirjaamo@tampere.fi

Mailing address:

Registry office of the City of Tampere
P.O. Box 487, 33101 Tampere

Street address:

Aleksis Kiven katu 14–16 C

open Mon-Fri from 9 a.m. to 4 p.m.

Please include in your feedback the case diary number: **TRE:200/10.02.03/2026**

More information on city planning from the Tampere Service Point

tampereenpalvelupiste@tampere.fi

Phone 041 730 8168

Street address:

Aleksis Kiven katu 14–16 C

Open Mon-Fri from 9 a.m. to 4 p.m.



Contact details

More information on the new comprehensive plan

- Head Of Master Planning Pia Hastio, tel. 040 801 6917
- Project Architect Lotta Kauppila, tel. 040 800 7212

Further information on interaction

Senior Planning Specialist Maria Seppälä,
tel. 040 653 4915,
firstname.lastname1@tampere.fi

More information on the City Development Programme for the Southern Areas

Head of Development Heini Ruski,
tel. 041 730 0921

All email addresses are in format firstname.lastname@tampere.fi, unless otherwise indicated