

# EUROPAN 15 ENKÖPING

PRODUCTIVE CITIES - SWEDEN

"A modern urban habitat for the connected  
human being – how is it designed?"

European is a biennial  
competition for young  
architects under 40  
years of age.



**European SE**

A map of Sweden with its county boundaries outlined in white. The county of Västmanland is highlighted in a darker shade of blue. Within this county, the location of Enköping is marked with a small blue square and labeled.

■ ENKÖPING







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EUROPAN 15  
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## GENERAL INFORMATION

### Site Representative

Domagoj Lovas, acting city architect  
Municipality of Enköping

### Actor involved

Municipality of Enköping

### "Team representative"

Architect, urban planner or  
landscaper

### Expected skills regarding the site's issues and characteristics

Architecture, landscape  
architecture, urban planning

### Communication

Anonymous local exhibition after  
the 1st jury round.

After the competition there will  
be a public prize ceremony,  
a catalogue of results will be  
printed, and the winners will  
be published on the website of  
Architects Sweden.

### Jury evaluation

With the participation of the site  
representative.

### Post-competition intermediate procedure

Meeting and workshop with the  
municipality and the prize winning  
team(s).

The ambition of the municipality  
is to involve the prize winning  
team(s) in an implementation  
process.

# PARTICIPATE IN EUROPAN 15!



Drömparken, Enköping

The Municipality of Enköping and European Sweden would like to thank you for choosing to participate in European 15. The competition brief provides information about the character of the site and plot, and includes a list of references with links to supplementary information. In addition to this material, you can download high-resolution images and drawings from the project database. Please read the condensed "Short Site File" brief parallel to this unabridged competition brief. The theme of European 15 is "The Productive City". As an extension of the theme of European 14, this edition of the competition applies a broader perspective in exploring a city with natural modes of production. Central thematic concepts are: resources, mobility and equity. For questions and answers regarding the brief or competition rules, please consult the forum on European Europe's official website.

[www.euopan-europe.com](http://www.euopan-europe.com)  
[www.euopan.se](http://www.euopan.se)



**ENKÖPINGS  
KOMMUN**

## ENKÖPING

How should we design future climate-friendly urban environments in an increasingly technically oriented society, with the productive human being as an interface between the two? Never before has development progressed as fast as today, and never before has it been so

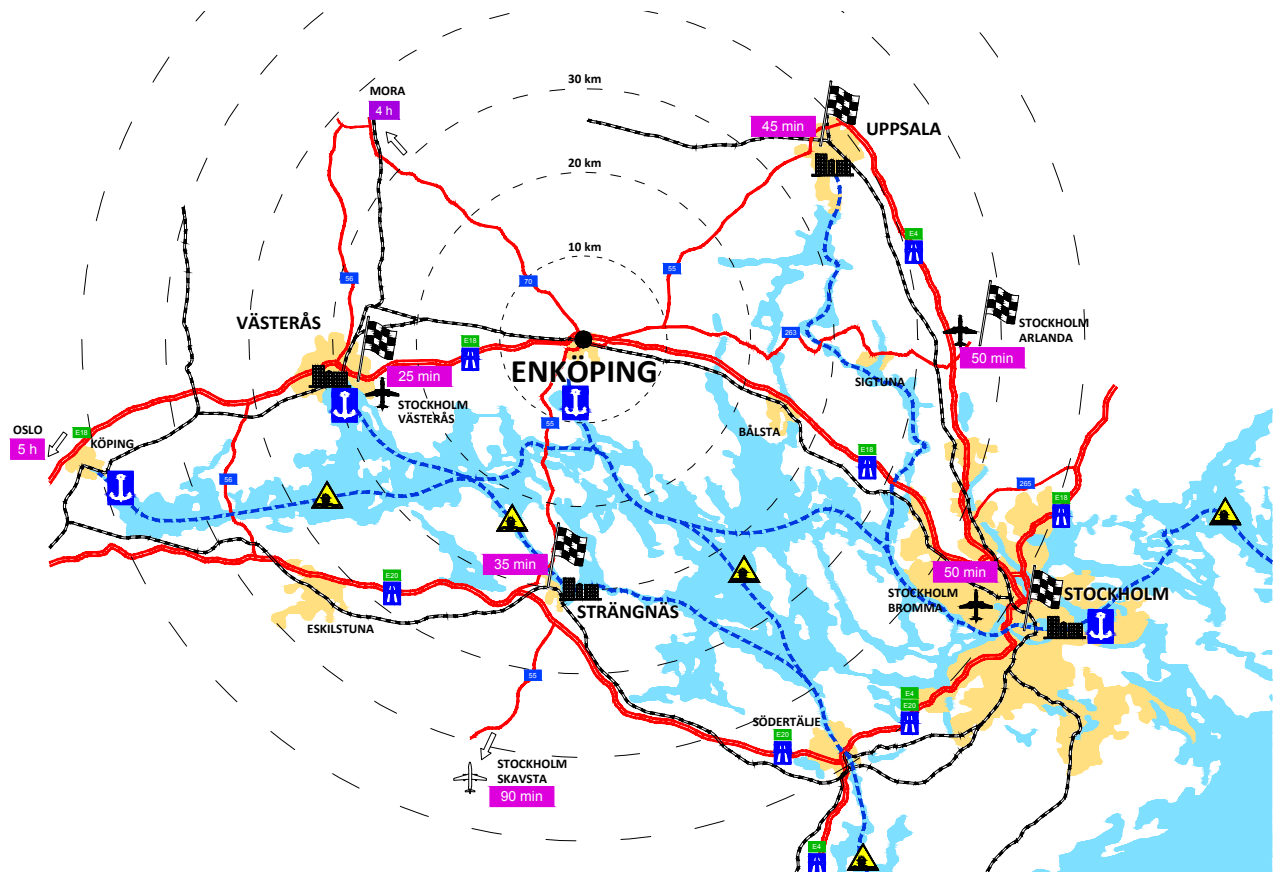
difficult to develop a clear picture of how future urban environments should look and work. How can we design a physical environment to cater for products and services that are created in a society that is both increasingly environmentally-aware, and information-based? How are new economic models being designed? What does a physical environment look like when it successfully uses communicational infrastructures and public space to connect businesses and services of various kinds, as well as maintaining a focus on the human being?

The task is to transform an existing retail park, Myran, to a well-functioning, mixed and attractive neighbourhood that can meet the long term needs of society. The backdrop to such a transformation includes a fast-growing e-economy, and ongoing climate change. The consequences of technological development, including its ever-increasing demands and alterations to service, are constantly forming new behaviours, opportunities and needs to facilitate. With this in mind, Myran will develop as a retail park featuring residential and business elements and other services in combination with a distributed network of functional public and green spaces of various kinds.



# Competition brief

## Enköping



### URBAN CONTEXT

#### Regional Description

Enköping is located in central Sweden, in the Mälardalen region, which contains a network of cities around the Lake Mälaren. Almost one third of Sweden's population lives in this region. Lake Mälaren is used for shipping to the larger cities and the port-city of Enköping is located on the lake's northern shore. Surrounding Lake Mälaren are two motorways connecting the cities with the rest of the world, the E18 along the northern shore and E20 to the south.

The E18 motorway connects Stockholm, Oslo and Helsinki via ferry. A railway link, the so-called Mälarbanan, connects Stockholm with Oslo and Gothenburg. Also running through Enköping is highway 55, which connects Uppsala with Norrköping, as well as highway 70 which heads northwest towards Norway.

Overall, Enköping is well-connected with a population of 3 million people living within a 100 kilometre radius from the city. The area within this radius includes the Swedish capital Stockholm, Sweden's fourth largest city, Uppsala, the sixth largest city, Västerås, as well as 4 international airports. From Enköping, this entire region is accessible within one hour of travel.

The competition site Myran is located in the northern part of Enköping. Myran is a commercial-industrial area positioned between Enköping central station, approximately one kilometre north of the historic city centre, and the E18 motorway on the outskirts of the city.

## Description of the city

### HISTORY

Enköping is one of Sweden's oldest cities, with its roots dating back to the second half of the 11th century. The medieval Enköping developed from the crossing of routes on Lake Mälaren and the esker Enköpingsåsen. The shores of Lake Mälaren have gradually retreated due to land uplift. At the beginning of the Middle Ages, Stadsviken bay reached all the way to the current main square, but by the 17th century had become so shallow that Enköping was barely reachable by the larger ships. During the 19th century, Stadsviken bay and the river Enköpingsån were dredged and the current port area updated.

Fires have ravaged the city several times during its history, most recently in 1799. The first city plan from 1882 shows that large parts of the city had not yet been rebuilt after this fire. Kryddgården was established as a district in the 20th century, covering large industrial areas and the harbour. Along with the motorway, the Myran area was developed during the second half of the 20th century.

Throughout Enköping's history, the proximity to Lake Mälaren, as well as the country roads, have been crucial parameters. This is reflected in the city's name, from which "Ena" means knot or a hub between different areas. The possibility of traffic was crucial for the city's growth from a Viking society on Lake Mälaren to the commercial centre of the surrounding regions and northward areas. From its origins, the city has thus been an interface between assets (Lake Mälaren and the countryside), and development opportunities (the meeting between waterways and several country roads), which both are core factors of a productive society.

### INDUSTRIES

The geographical position of the Enköping municipality in the centre of the Stockholm–

Mälardalen growth region makes it an attractive municipality to stay, live and work in. This proves beneficial for both established companies and those who want to establish themselves in the area. Proximity to skilled competence, growing customer base and good transport routes are all attractive qualities for companies in logistics, industry, commerce, and service.

The desirable geographical location also contributes to a steady population growth in the municipality. Today, more than 44 000 people live in Enköping municipality, of which about 24 000 live in Enköping. Approximately 8 000 people commute outwards, and about 4 000 people commute into the municipality. Enköping has strong links to the Stockholm region's business sector, with logistics, construction and a growing service sector as foundations. Also notable is the growing green industry of agritourism that has sprung from the municipality's strong agricultural tradition, and the fact that nearly half of the population live in rural areas. Most businesses and employees in Enköping are in service sector, IT, building and construction, or retail of durable and fast-moving consumer goods. Enköping is seeing a steady growth of its IT-industry and digital manufacturing.

### TRANSPORTATION

Public transport consists of buses within the city and region. Since half of the municipality's population live in small communities, in the countryside, or in the city's many sparsely populated residential areas, a great number of inhabitants have more than one car per household, making the entirety of Enköping an automobile dominated area.

In Mälardalen the rail traffic on Mälar-rail connects three counties, and is important for commuting. The railway runs along the southern part of the competition site and bisects the city, creating a clear barrier effect.

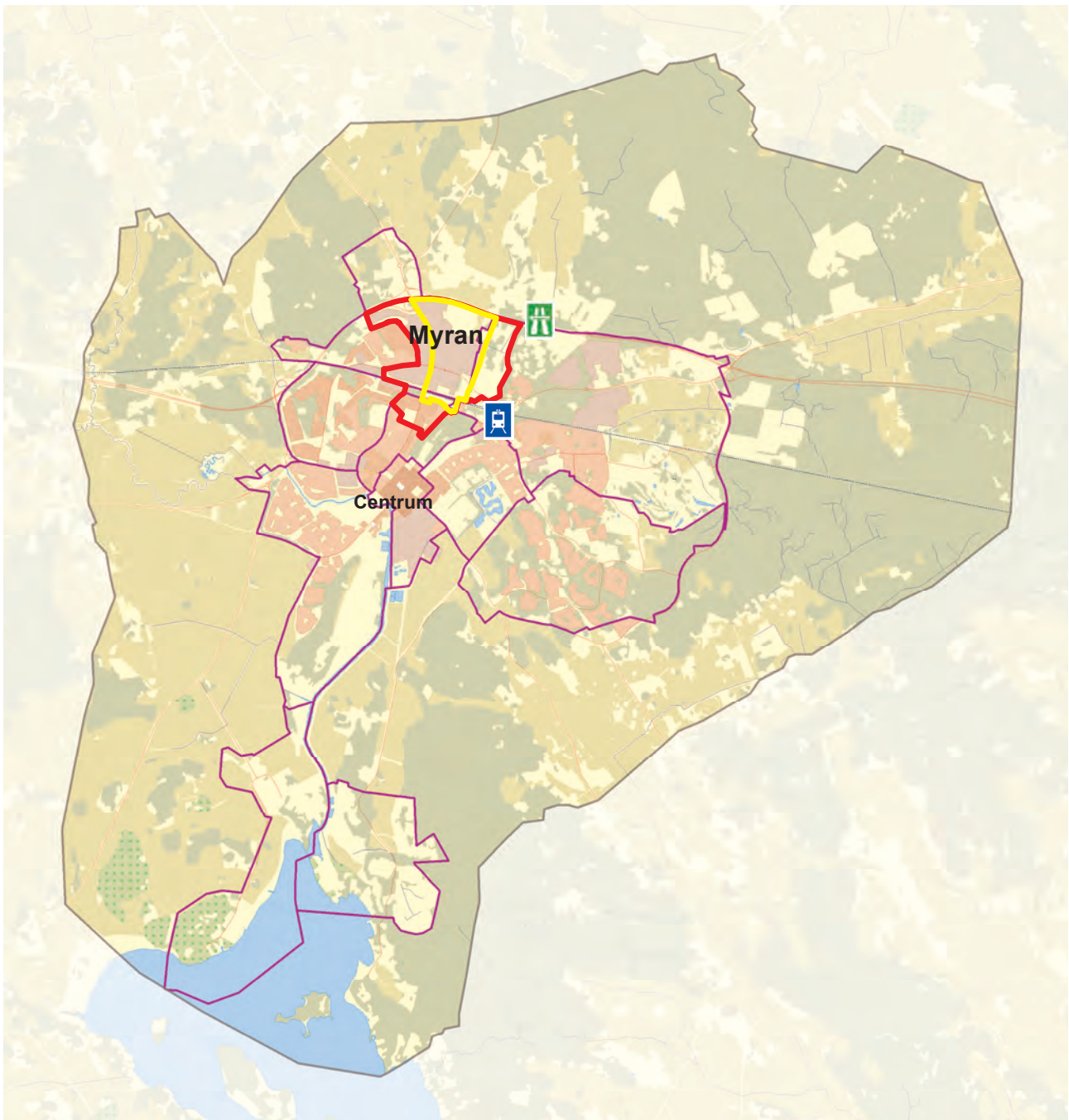


Stora Torget in 1909



Grid plan city structure, Kyrkogatan





Enköping's neighborhoods with study and project sites marked in red and yellow respectively



Centralstationen, Enköping's central station,  
picture: Thomas Henrikson



Hamnområde, the harbour area



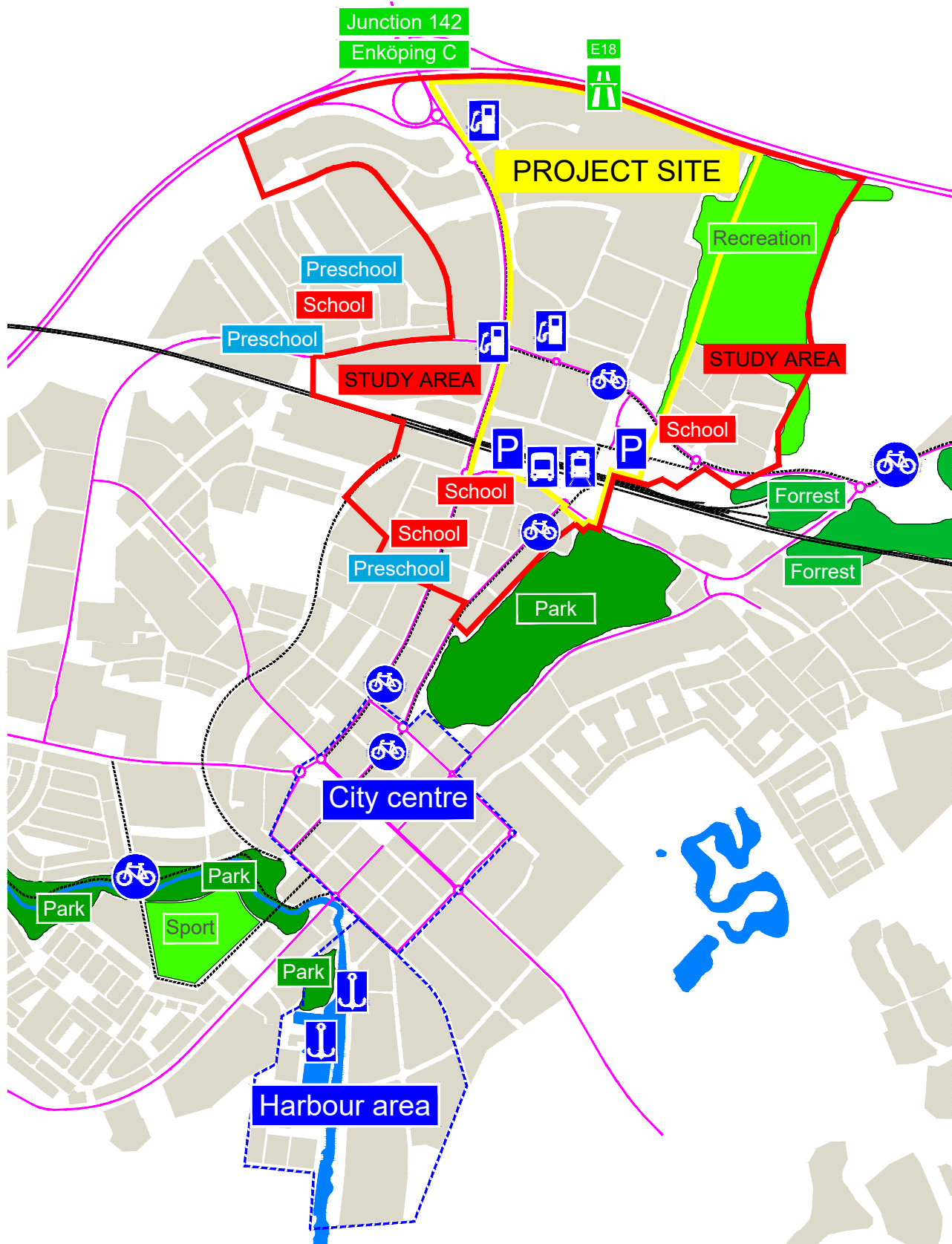


Aerial view of Enköping's city centre, seen from the northeast



Aerial view of the station area





## City development

Avoiding cultural neglect, the municipality of Enköping aims to vitalise and adapt its rich history toward future conditions. This ambition includes using heritage as a tool in reclaiming natural environments, promoting security and inducing heterogeneous experiences, while still maintaining its forward momentum. The city should become a place that attracts visitors and is apparent as a destination. This vision can be summed up in three fundamental thoughts on habitat, future and wholeness.

### 1. NEW PERSPECTIVES FOR A NEW HUMAN "URBAN HABITAT"

To embrace human needs in a more pronounced way, a comprehensive redefinition of the Myran area is required, rebuilding the balance of the urban habitat. To adapt the city to drastically changing conditions including digitised living, work, trade, service and sustainability, a new perspective is required in urban planning. From the project site will stem a more long-term process towards the city's transformative return to working as a habitat. Functions and urban forms should foster permeable borders, with natural environments reinstated and reconfigured in order to harmonise with the constant presence of invisible multifunctional technology.

### 2. A CITY THAT TAKES US "BACK TO THE FUTURE"

Enköping's urban history has been characterized by both unspoiled and cultivated green spaces, woven in harmony with the built environment. In the global situation that prevails, it is clear that it is this very balance that we have lost over the last 50 years. In striving to regain this balance, all progression towards the future should forge an accord between cultivated nature and the built city, while at the same time its individual districts should be subordinated to the city's entirety. The city, whose image is still characterised by the historic manufacturing industry, has today been converted to a place of advanced digitized manufacturing. This is completely invisible to the viewer, and therefore the municipality wants to encourage a praxis of uniting history and the future in new, distinctive ways, both in function and design.

### 3. AN ATTRACTIVE ENTRANCE MAKES A SHARED CITY A HEALED CITY

Originality, innovation, and architectural courage together form an optimal toolkit for Enköping that could, when combined in a thoughtful way, begin to dissolve the barriers that today divide it. Enköping's urban metabolism must be enhanced to create a well-functioning city that stimulates the citizen and broadens the perspective of the visitor as early as by the city entrance.

## CORE VALUES

The successes and repercussions of modern civilisation continually pose new challenges to communities in general. In response, Enköping has developed an inventive, entrepreneurial spirit, which today runs through the city's DNA. Innovation, human contact, and a comfortable and healthy life in the vicinity of nature are three core values for the future development of the city.

## INNOVATION

Enköping's inventive spirit has been most evident historically in the steel and machine industry Bahco, and with Johan Petter Johansson who in 1892 patented the adjustable wrench, which is today in tool boxes around the world.

## CONTACT, SIMPLICITY, PROXIMITY

Proximity to workplaces, service, travel connections and nature have shaped and benefitted Enköping. A vibrant urban environment in which people thrive and develop is marked by some features in addition to proximity, including a well-functioning circulation network, functional public spaces, and varied green spaces that cater to diverse meetings and activities.

## GREENERY AND HEALTH

Enköping is also known for the notable achievements of Dr. Ernst Westerlund, "The doctor of Enköping", and his ground-breaking work on pulmonary diseases and advocacy of exercise in nature or the city's parks, findings which are now, 100 years later, a part of general knowledge. This narrative, intertwined with Enköping's identity as an historic small town with carefully designed parks, forms a foundation for exciting, innovative and relevant environments.

## GOAL

The goal is to create an attractive, climate-adapted and climate-friendly area which is integrated with the rest of the city. In order to achieve this, the auto-centric externally located trade and business area must be updated to meet environmental requirements, embrace technological development in combination with human needs, and respond to the necessary urban integration. Since the Myran area is a gateway to Enköping, it must attract customers and visitors through its design and functionality. Changes should accommodate new functions and new opportunities with the aim of initiating changes in behaviour of residents, visitors and employees who are in turn a prerequisite for a successful and necessary urban transformation.



## FUNCTION

To further progress this vision with its high objectives and to obtain an overall picture of the area's future renewal, a development program was produced during the year 2016, in dialogue with operators, property owners and other stakeholders in the area. The program sorted Myran into six distinct sub-areas, in which different types of businesses and development are recommended, based on physical and other conditions. In the southern part, residential development may also be an option. This development program points out a direction

for development, but not how the area should be designed. Given the character and location of this site, its transformation is high-priority, and is an important part of business establishment in the city. New technology generates new types of consumption, services and workplaces with new features, even in public space, with new needs to be met. Therefore, the area's update should lead to a climate-adapted, productive and vibrant neighbourhood with a balanced and naturally inclusive mix of housing, service, manufacturing and trade.



Guidelines - Development program for Myran

<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Urban mixed area (residential, office, commerce, small scale production)	<span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Traffic related commerce
<span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> Central area - hub (office,commerce)	<span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span> Office or similar
<span style="display:inline-block; width:15px; height:15px; background-color:pink; border:1px solid black;"></span> Development area - commerce, production (for sale)	<span style="display:inline-block; width:15px; height:15px; background-color:darkgreen; border:1px solid black;"></span> Nature
<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Commerce or similar	<span style="display:inline-block; width:15px; height:15px; border:1px solid black;"></span> Property border/existing building

## THE PRODUCTIVE CITY

The preceding competition edition, European 14, was also themed “the productive city”. The central question was how a multi-faceted city could interweave productive elements — cultural, commercial and knowledge-based activities — beyond housing to include workplaces, industry and other places of production as important components. European 14 thus studied the link between production, housing and urban life.

A mixed city that provides job opportunities has many positive outcomes. Reducing the distance between housing, production and commercial opportunities thereby reduces transport requirements, as well as strengthening local conditions. When elements find their functional contexts in greater proximity to one other, it affects the urban life and culture. A mixed urban environment can potentialise a socially diverse city, counter-acting segregation.

The current competition edition of European 15 will continue to explore “the productive city” as an important feature of the city’s development, while seeking to delve deeper into the issue and broaden its perspective. What types of synergies can be created, or are deemed necessary, for a city featuring natural modes of production? Broadly speaking, what are the types of infrastructure or interfaces needed to facilitate and optimise the city’s productive features?

European has identified three core concepts: resources, mobility and equity. These constitute important aspects of holistic and sustainable thinking, and serve as an interface for the discussion and actualisation of productivity in the city. All three concepts can be divided into a variety of special cases and factors, which of course are not all relevant to each individual plot. Still, an overview of these can prove valuable in a thorough consideration of all possible opportunities within the project.

### Resources

How do we best utilise the city’s land? This may involve renewing or broadening the areas of use for plots that have been unilaterally developed, or for unused industrial land. This would include the re-purposing of older buildings, as well as the restoration of developments and places at the site. Another issue is the management and possible accentuation of stormwater, water and sewage issues; the activation of natural resources on the plot or nearby areas; as well as the realisation of energy production opportunities.

### Mobility

How do we best design city nexuses? Are there more, new or untapped forms of transport communications via which the city can be reached? How can communications be planned in networks? How can city communication systems become more ‘urban’ so that traffic routes and tracks facilitate transfers, decreased speeding, and become bridges rather than barriers, creating continuous areas? The design of street sections needs studying. Meeting points — such as stations, bus stops, commuter parking and parking lots — also need designing. The same thing applies on a different scale to pedestrian and park trails, passages and meeting points.

### Equity

How can everyone participate in the city on equal terms, and how can this lead to positive benefits for all? The idea that spatial equity leads to social equity can be instrumental in counteracting segregation and furthering the city’s economic development. With regard to such spatial measures, revitalisation of peripheral or segregated areas could be considered, for example by facilitating new residents of a broader demographic, motivated by a range of workplaces, community services, production and transport options. It may involve opening up segregated areas to the surrounding city and other economies. Or it could involve promoting diversity in an area by expanding the range of businesses so as to provide proximity between housing and work, expanding such options to include a broader demographic. Another aspect to consider is how the function of public places become accessible for all and how such “micro-urban” places or environments can be generated.



Winning proposal “Water walk with me” by Cyril Pavlu and Katerina Vondrova, for Trelleborg, European 14, themed “The Productive City”



## THE PRODUCTIVE ENKÖPING

The city's history of invention, innovative thinking and competence is passed on to present and future technology. Enköping is characterised as undergoing a continuous process of change where the old mechanical industry gradually submits its place to a new industry whose tools and products belong to the digital sphere. The information technology industry is borderless, and because of this, its products, goods and knowledge may be transferred and electronically exported everywhere. This is a huge advantage over businesses whose products are rooted in the physical world. Another advantage is in the geographical condition of good connections between Enköping and the academic centres in Stockholm, Uppsala and Västerås, and close cooperation with the Swedish Armed Forces in Enköping. Just as the old industry is represented in the cityscape, the new industry also needs to be visible and distinctive, demonstrating itself as the resource and driving force for leading society ahead.

Work and retail over electronic networks affect our human behaviour on several levels, as can be observed in today's Enköping. As the size of this activity begins to be extensive, the physical, social and economic aspects of society are affected. The consequences of this is new consumption patterns and consumer needs that lead to other patterns of goods deliveries, fewer car journeys, better environments for pedestrians, cyclists and visitors, as well as buildings and public places designed to cater to these new systems. The effect of this is the formation of a new small-town character wherein people can continue to thrive and develop alongside the attractive companies whose architecture will add new values to the urban environment.



Bahco Industries, Photography: Gullers. KW, Nordiska museet



IT-industry, source: Stock Foto



IT and digital tools, source: Stock Foto

## STUDY SITE (MARKED IN RED)

### Site description

The study site comprises approximately 155 hectares in the northern part of Enköping. It covers both the project site Myran, adjacent business area Romberga in the west, residential area Saint Ilian in the south and residential area Älvdansen in the east with a natural environment in its northern part.

### ROMBERGA

Romberga is characterized by bulky buildings housing automobile service businesses, car trade, production, other trade and some casual restaurants. In terms of design, the area is diversified in building size and style. There is a primary school and a pre-school in Romberga, west of the study site.

### SANKT ILIAN

The residential area of Sankt Ilian has a harmonised cityscape with a few apartment blocks and some older detached houses. Drottninggatan connects the railway station with the historical centre. The building style and scale create a calm and airy feeling in the outskirts of the small-town centre that ends at the railroad. The barrier effect created depends on the railway itself, but also on the design of the area north of the railroad. In Sankt Ilian there are two primary schools and one pre-school.

### ÄLVDANSEN

Älvdansen is a new residential area currently awaiting construction, and consisting of approximately 800 new housings that emulate a garden city form, with a clear block structure and street network. Within the next two years, an elementary school, currently established in the Myran area next to the railway, will move to the area.

North of Älvdansen is a green area sporadically used for outdoor recreation and similar activities, as well as for unregulated, passive storm-water delay. Closer to the border between Myran and Älvdansen, storm-water and natural surface-runoff flows in ditches from large areas north of the E18 and other surrounding areas, and are then passed through a culvert under the railway. The culvert is a bottleneck in the system; there is an existing flood risk in the Älvdansen during the event of heavy rainfall and/or rapid snowmelt. In addition to the areas mentioned above, the Myran area has a small forest (west of the commuter car park, north of the travel centre) that is an important element in the green infrastructure of the study site, with various ecosystem services that must be preserved.

Apart from Sankt Ilian there is only a few landscaped parks or available green areas in the study site. Salavägen has the pleasant character of a boulevard, lined with trees, which simultaneously makes it challenging to establish a diverse neighbouring settlement. The other public spaces consist of industrial streets with lower standards of upkeep, and which lack convincing urban value. In the absence of public spaces, the most frequented meeting places on the study site are large grocery stores such as ICA, Willys, Lidl and fast food restaurants.

Public transport is concentrated to the southern part of the Myran area, where the bus terminal and the train station are adjacent to each other. There are also two commuter car parks. During peak hours the area is highly congested.

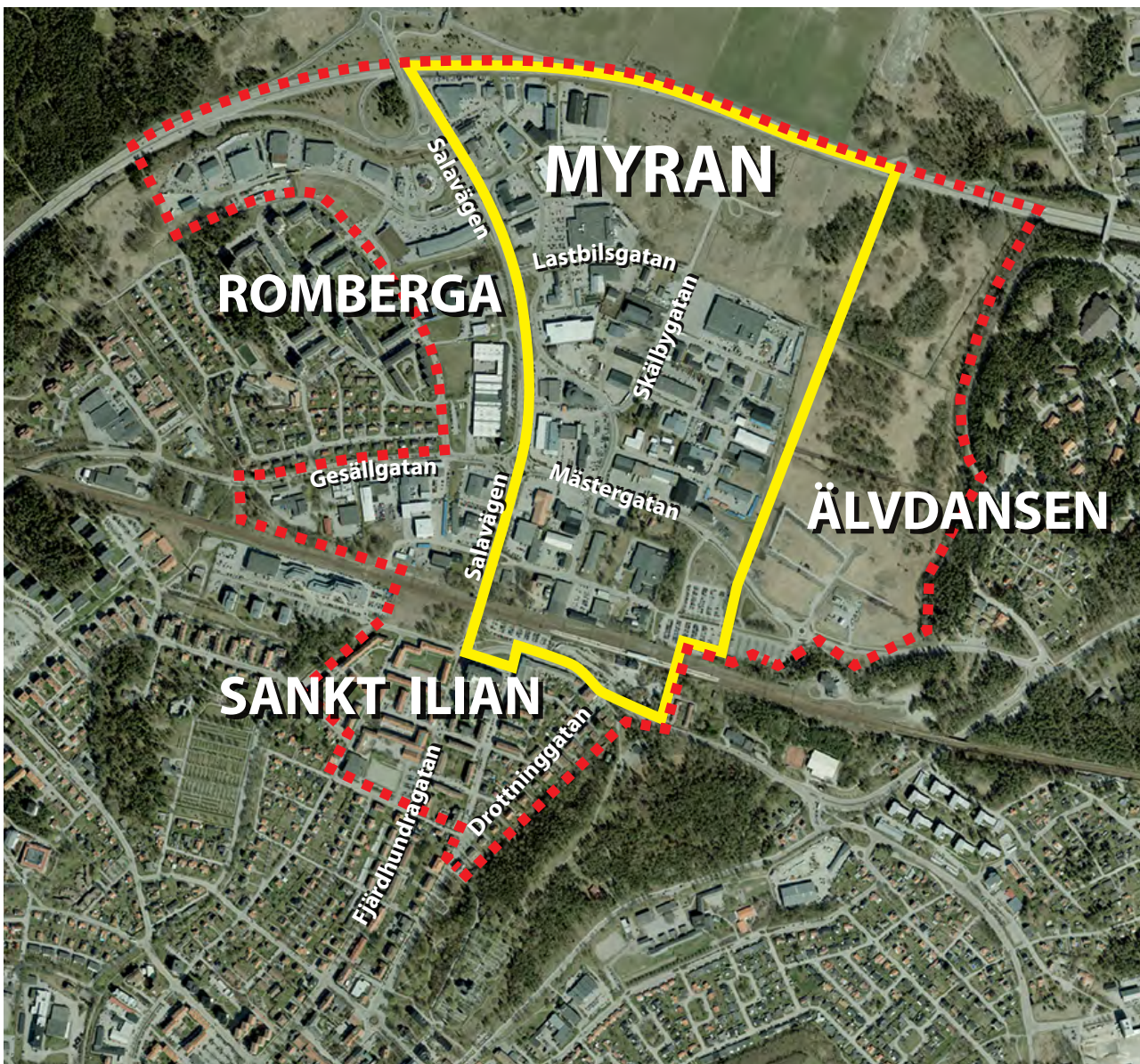
In Romberga and the Myran area, most workplaces are primarily in car service, car sales, light industry and trade, but also within IT industry. To a lesser extent, some premises with workplaces are situated in the residential area Saint Ilian.

The social image is more or less heterogeneous. This is mainly due to the diversified housing forms in the area, with rental apartments, housing co-operatives and condominiums.



Business premises along Salavägen





The red boundary denotes the study site, the yellow boundary denotes the project site



Drottninggatan, Sankt Iljan



Älvdansen



### PROJECT SITE (MARKED IN YELLOW)

#### Site description

The project site Myran is relatively large, about 72 hectares. The area is located in the northern part of Enköping town between three main circulation routes, the E18 motorway in the north, the railroad in the south and the road 70 in the west. The area is within walking distance from the historic centre.

The north-eastern border of the area is a green area and in the southeast (Älvdansen) a prospective residential area is being established. The area is partly settled with bulky buildings housing businesses of various kinds. In the northeast corner there is a large and still unexploited part that is visually exposed to the motorway.

Design-wise, Myran is characterised by large-scale warehouse buildings with rudimentary façade design, surrounded by paved surfaces used mainly for parking and delivery. The area's internal circulation consists of two low-standard industrial streets built mainly for motor vehicle traffic.

The area is largely divided into smaller properties with different private owners. The municipality of Enköping owns about 20 per cent of the land within the project site which consists of 13 hectares of undeveloped area in the northeast corner and an area around the main railway station (including two commuter car parks located west and north of the station, and the bus terminal and drop-off zone south of the station). Those 13 hectares of undeveloped land in the northeast corner are due for sale to businesses whose concept is consistent with the municipality's aims. Development of the area around main railway station has to take into consideration present functions as well as future needs and the general aims of the municipality regarding linking divided parts of the city and bridging the barrier effect that railway presents today. Future legal actions regarding land ownership in the latter is yet to be determined based on the accepted proposal.



Privately owned business premises



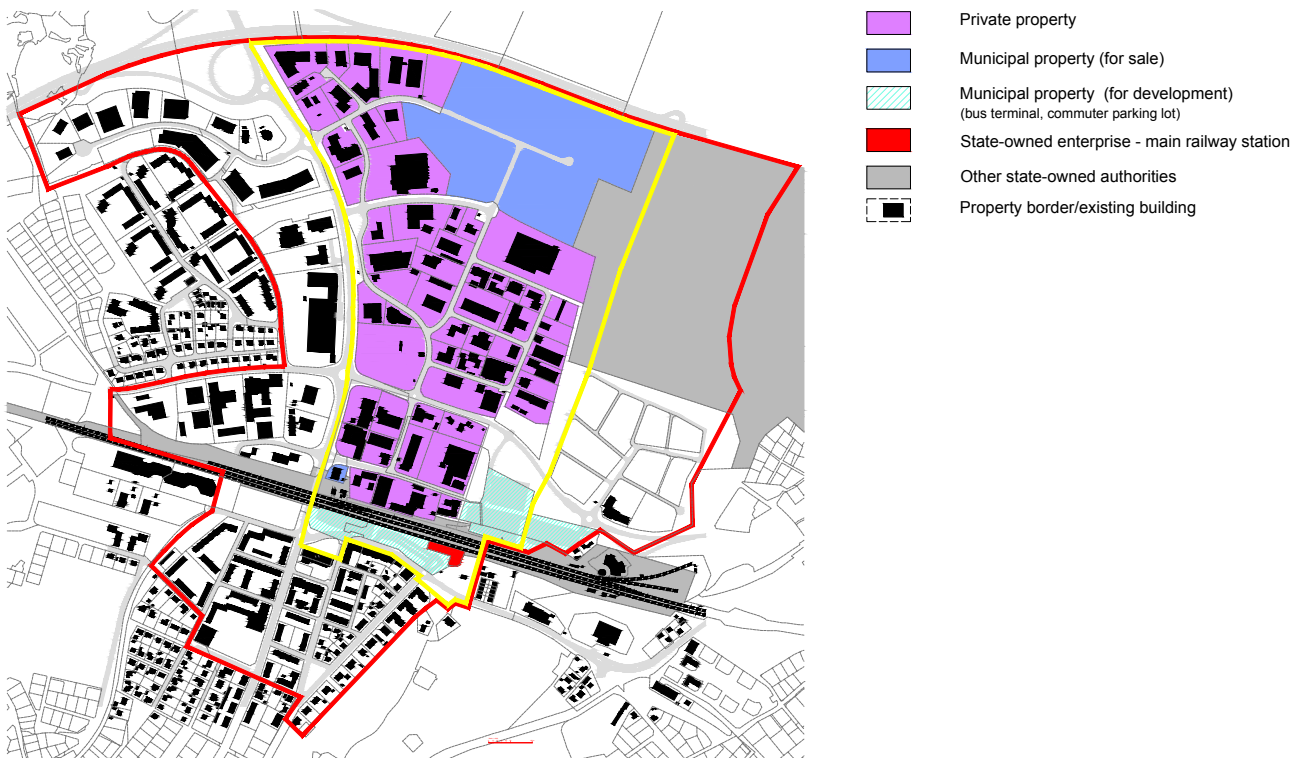
Municipal land in the northeast



Privately owned business premises



Station building and platform



Map illustrating land ownership divisions



Aerial view of the project site from the south



## COMPETITION TASK

Contestants should develop a comprehensive and forward-thinking proposal to transform the area into a well-functioning, mixed and attractive part of the city in the coming decades, observing these outlines:

- a thoughtful and visionary design and volumetric study for the area's future development as the city's main entrance,
- a proposal for a mix between commercial businesses within the trade and production field, housing and service, and
- a proposal for the development of a coherent network of public spaces, of various forms and functions, that together with the buildings can create attractive, navigable and safe cityscapes for people to thrive in.

The proposal should consider the impact of new technologies on societal development, including our behaviour, and provide answers to the question of how it is possible to locate trade, housing and businesses so that they contribute to attractive and well-planned common environments. The growing e-economy has an ever-increasing impact in physical environments. Human beings have become the interface between the digital and analogue spheres in an ever-changing world. We therefore call for innovative ideas on how to design future productive, functional, rational, aesthetically pleasing, safe and climate-friendly urban environments.

What is crucial is an innovative concept aimed at the optimal utilization of the area, of buildings in relation to public spaces wherein function, scale, design and urbanity are important parameters. This also means smart flood prevention and energy strategies with the aim of meeting challenges and turning them into resources.

The proposal should allow a flexible and gradual implementation within 0 to 15 years, with "pieces of jigsaw" that fit together in the long term to create an overall picture. Ability to develop the area in an economical, socially and ecologically sustainable way based on the competition proposal is fundamental. Competition proposals should also take the Nordic climate and seasons into account, as well as their future changes, according to current research.

As Enköping is surrounded and characterised by nature and parks, it is important to include in the concept a well thought-out and interconnected network of varied public spaces, with function, location, and distribution together encouraging functions of meeting and staying, as well as ease of use for pedestrians and cyclists. The public spaces should prioritise circulation, multifunctionality,

adaptability towards different types of activity, and should exhibit variation while remaining unified (conceptually or functionally). Proposals for public spaces can be a mixture of outdoor and indoor environments, and can be either private or under municipal ownership. Welcome are suggestions as to how new technological developments can encourage meetings and activities in public space, with the aim of creating interaction both between people themselves and with the city/surroundings. Pre-existing and foreseeable barriers (of different types) should be removed or minimized as far as possible, but, at the same time, the steps taken must be economically feasible.

## CURRENT CONDITIONS

The important thing is that present conditions such as land ownership (which governs the municipality's ability to implement desirable transformation), guidelines for development (politically processed and agreed plan assignments marked with I, II, III, IV and V on Figure 1) and the need for improvement of traffic and storm-water management (Figure 4 And 5), shall all be taken into account.

## FUTURE CHALLENGES, PRIORITIZATION

The site is extensive. It has diverse conditions (for example land ownership, type of establishment, need for improvement of the general infrastructure), and therefore its goals are progressing at various velocities. Because of this, the project area is divided into two priority areas 1 and 2, whose precedence and expected timetable for implementation depends on the parameters mentioned above.

### Prioritised area 1

This area consists of three sub-areas: the north (1A), the south (1B) and the central sub-area (1C). The general task is to develop a detailed and innovative study of functions and volumes, applying the below conditions and suggested functions as drivers for design. The prospective implementation time to keep in mind is between 0-5 years.







An anticipated consequence will be new conditions that also pertain to priority area 2 and can initiate a positive chain reaction, leading to a gradual transformation of that surrounding area as well. This strategy would enable the phased transformation of the entire project site into a new neighbourhood that meets community needs into the following decades.

### SUB-AREA 1A


This zone consists of approximately 13 hectares of land owned by the municipality itself, visible from the E18 motorway, and perceived as Enköping's main entrance. Because of the area's location and



## Design guideline - Current development proposals (private initiative)

- |                                                                                     |                                                                              |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
|  | Residential - apartment blocks (300 - 400), office, shops                    |
|  | Office, hotel (10 000-15 000 m <sup>2</sup> GFA)                             |
|  | Office, hotel (landmark building?)                                           |
|  | Sale, groceries, whole sale (7 000- 8 000 m <sup>2</sup> GFA)                |
|  | Sale, whole sale, small scale production, (25 000-40 000 m <sup>2</sup> GFA) |
|  | Big groceries stores (remain in the area)                                    |

### Design guideline - Priority/development timeline

- 
- Priority area 1 - 1A, 1B, 1C
- Priority area 2

importance for the city in general, the municipality intends to unlock its developmental potential by selling land to private actors whose businesses are in accordance with consumer attraction and functionally suited to appealing, designed spaces. New homes are not planned in this area, but there are plans for new street networks.

In the area there is projected establishment of businesses in commerce, durable goods trade, and offices, as well as other appropriate industries and services, which would occupy approximately 25 000 to 40 000 square meters gross floor area. Design and size of individual buildings should vary between a few hundred to a few thousand square meters in order to enable different types of companies to complement each other. The size of the buildings, the number of floors, the location, the relation to the motorway and each other should all be studied carefully. Considering that there will be a need for larger parking areas, innovative solutions that are also feasible and efficient are preferable.

The challenge is how this area can be used to best exhibit the city and attract visitors. The proposal should also take into account the disposal of storm-water. Innovative solutions where this technical function is merged with other functions in an appealing way (both as part of the building and as available public surface) is preferable. The proposal must provide good opportunities for further development and implementation.

## SUB-AREA 1B

This area is about 17 hectares of mostly privately owned land. The intention with this area is to connect Myran with the city. The municipality intends to develop the area together with the property owners. The buildings should contain housing (in less noise exposed zones), commerce, offices, hotels and small industries, as well as public space and meeting places featuring more urban characteristics (squares/parks).

The proposal should aim for a dense residential district, with about 150 to 180 inhabitants per hectare, which corresponds to 500 to 800 new homes, alongside new office premises and other operations. The proposal shall also include the three development ideas (I, II and III reported on Figure 1) and complement them with similar or new features including production of any kind. It should present a possible type of production in correspondence to the area and its character and potential.

In the public space, the priority should be pedestrians and cyclists, with vehicles as secondary.

It is important to reconcile the area's functions and structure of public spaces with movement patterns and availability. Complementary features such as the disposal of storm water in squares or parks is a bonus. Maintaining the existing street network and property division is recommended, but it is not a requirement.

The railway tracks and the immediate nearby buildings create a large barrier between Myran and central Enköping, both physical and visual, as well as psychological. The link between the southern and northern part must therefore be studied closer and the barrier effect should at least be reduced. Proposals that aim to reduce the existing barrier effect by using buildings or other facilities must take into account both the economy and feasibility of implementation (as a single project or as part of a major development project).

The sub area's visual exposure is another entry into Enköping, which should be designed with attention. Suitable functions (excluding housing due to noise) in buildings which could be considered as landmark buildings is to be studied further. The proposal should lead to good possibilities for further development and implementation.

## SUB-AREA 1C

This sub-area is centrally located, and suitable for conversion to an attractive zone for different types of commerce and complementary services that can form a hub for the whole of Myran. The proposal should study the design of a commercial centre and other suitable businesses with a total of approximately 7 000 to 8 000 square meters of gross floor area, which must be linked to surrounding buildings. Functions such as goods delivery should be possible to co-use. As in the sub-areas 1A and 1B, public places must include several functions with human beings in focus and should therefore be designed with care. The competition proposal shall form the basis for further development and implementation.

## Priority area 2

This area consists of a number of presently established businesses of various kinds and with different future plans, mainly in the form of business and retail premises. Land in this area is mainly private, which limits the municipality's influence and planning possibilities. The competition proposal must clearly present the benefits that the private properties and businesses could experience from the new proposal. The contest proposal must take into account that some parts of the proposal may be implemented, and others not. An inventory



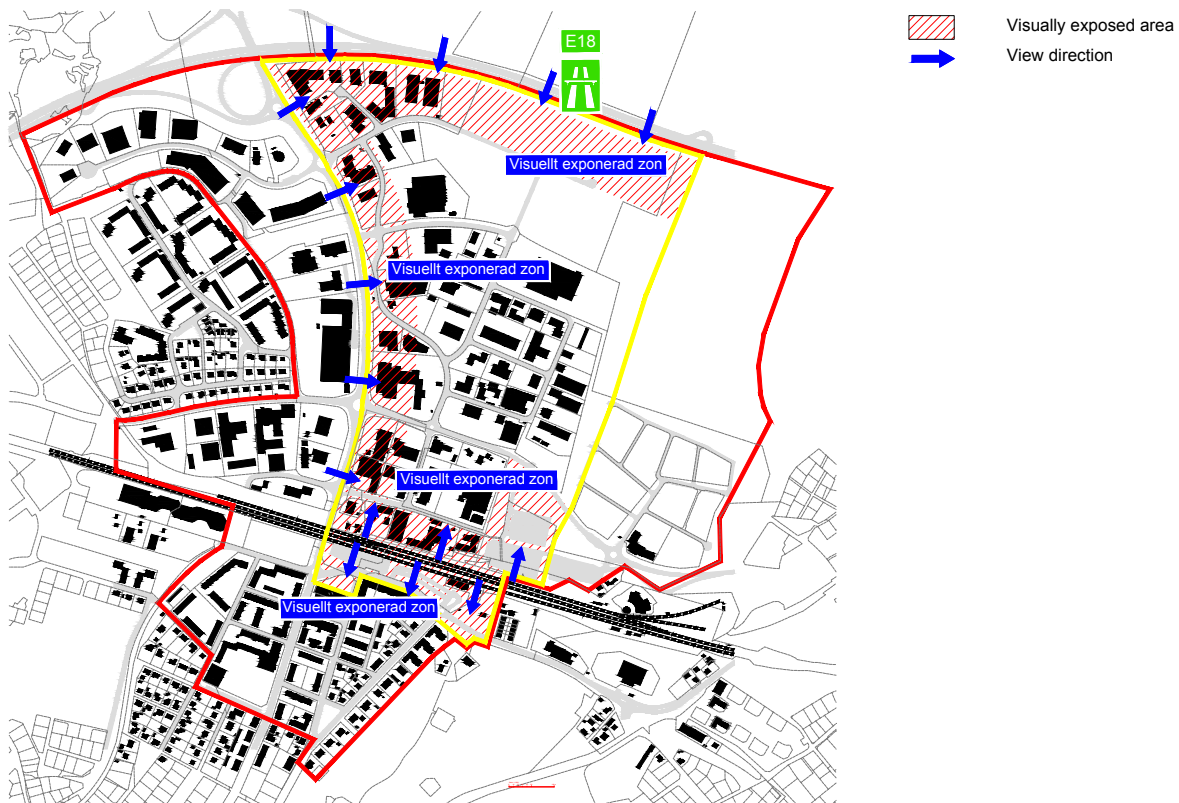


Figure 2 – Visually exposed areas and key view directions

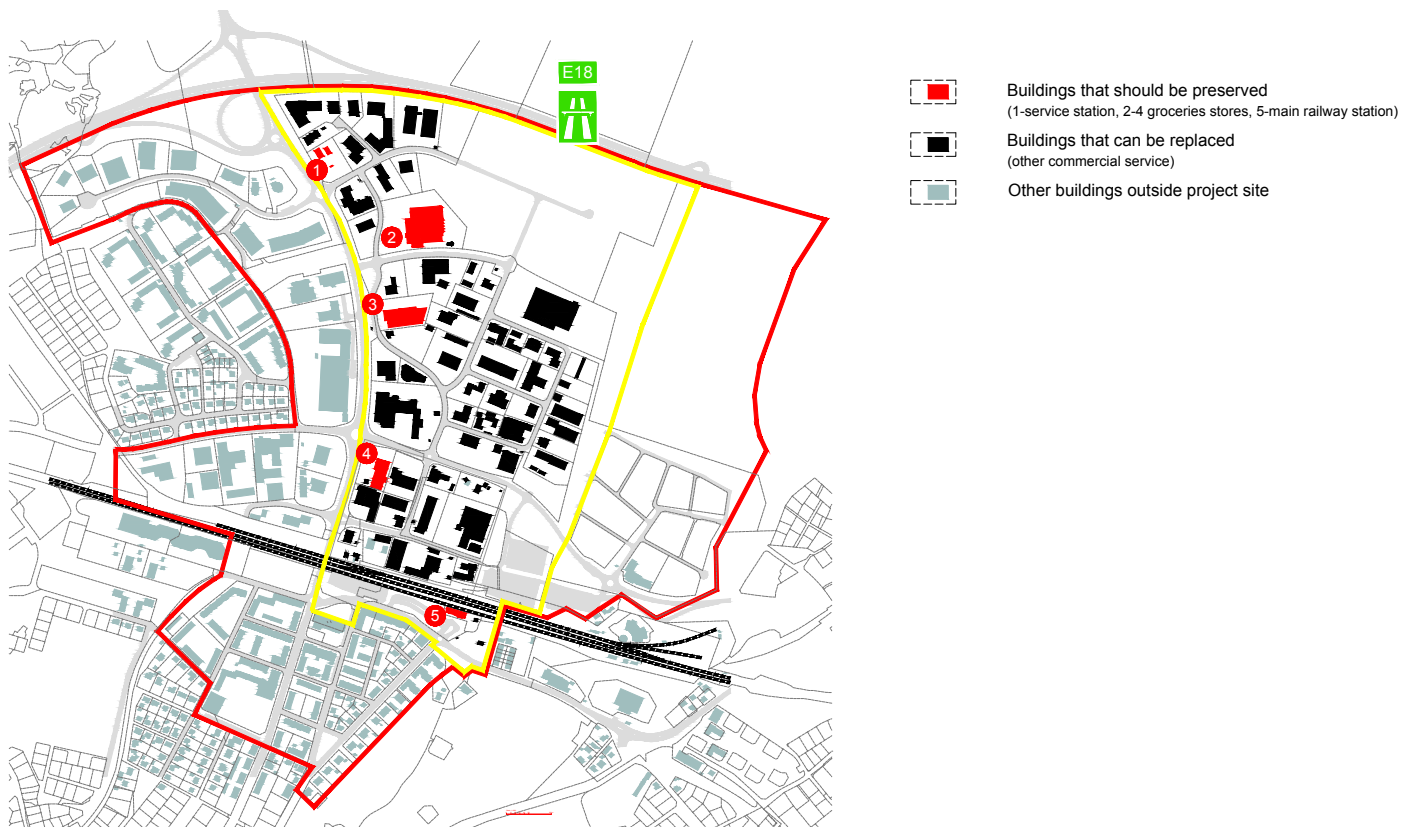


Figure 3 – Restrictions on building replacement

undertaken by the competition team may be beneficial. In accordance with the development programme, it is possible to add housings in the southern parts of the area; the proposal should also consider this possibility. The proposal should aim for a vibrant neighbourhood, with about 100 to 150 inhabitants per hectare, meaning about 400 to 800 new homes, new office premises and other businesses (hotels, restaurants, etc.).

Due to these conditions, the proposal may consist of a more visionary and less detailed study of functions and volumes, which acts as the starting position for further discussions and as a guide for future detailed development plans in 5 to 15 years. This study of volumes must be linked to the design proposal for other sub-areas, especially in the visually exposed sections along Salavägen, the motorway and the railways, and in zones that are in contact with the sub-areas 1A, 1B and 1C. Maintaining the existing street network and property division is recommended in this area but it is not a requirement.

## **Traffic, movement and subsistence**

The motorway E18, Salavägen (A) and Mästergatan (B) are main routes channelling traffic through the area. A traffic study points out the need for a new roundabout (1) at the crossing of Salavägen (A) and Lastbilsgatan, an improvement of the crossing Åkerbygatan and Mästergatan (2) and a new walkway and cycle path (3) (see Figure 4), which must all be included in the proposal. Åkerbygatan and Skälbygatan (C) are highlighted as the main internal roads that distribute traffic in the area, and as such must also be included in the proposal.

Generally, the road structure in the area should be upgraded, with a primary focus on pedestrians, biking and public transports, and motor vehicles as secondary. It is very important to contemplate existing and future patterns of movement, and on that basis develop a coherent network of public places for staying and meeting within easy reach of each other. The proximity to the city centre should be emphasized. Other streets can be altered, and some existing businesses could be moved in the long run if proven to be reasonable and justified according to the competition proposal.

## **Green spaces, nature, disposal of storm-water**

The area north of Älvdansen, including the ditch along the eastern border of Myran, is intended for the disposal and drainage of storm-water and surface run-off coming from the north. The water runs south, through the culvert under the railway then out of the district. Through ongoing landscaping projects, the function of the trench will be extended, and the surroundings refined through

the quality of the outdoor life, walkways and cycle paths. It is important in the planning and siting of various functions and businesses to take this water protection area into consideration, with a priority of protecting drinking water, in the eastern part of sub-area 1A.

The competition proposal must take into account expected changes in precipitation and rainwater; this should be handled within the project area by delay, and possibly infiltration, at ground level or as part of the building design. Storm-water should be treated as a resource, and incorporated with other functions into the proposed design. The competition proposal must take into account the green structure of an urban environment, and include it as a design element.

The proposal should provide answers as to what types of green spaces are needed in the area (squares, meeting places, streets, etc.), how they can be linked to other green spaces outside the area, and how they can be used in correspondence to adjacent built structures.

## **Submitted material**

The competition proposal should show overall design and details with relevant presentation techniques, and in relevant scales. In particular, the three submitted A1 panels will be used in the assessment, both digitally and printed in the original size. It is important that the panels communicate their content quickly and clearly to the judging team, with a well thought-out structure and readable content.

The proposal may, as a suggestion, consist of a plan of northern Enköping, a plan of the study site (marked in yellow), a plan on a larger scale of a part of the area, an overhead perspective based on aerial photography, ground perspectives, street sections and presentation of buildings with data, plans, facades or axonometric representations of buildings, shorter explanatory text for the panels and a longer separately submitted text.

Proposals for phases in the conversion of the site, and any necessary interventions in other sub-areas, shall be presented in the material submitted. If the proposer sees the need for other processes, such as dialogue processes, this can be specified.

The competition proposal should also describe how it develops the European theme of The Productive City, how this is realised in the area in question, and what makes the proposal unique or innovative.



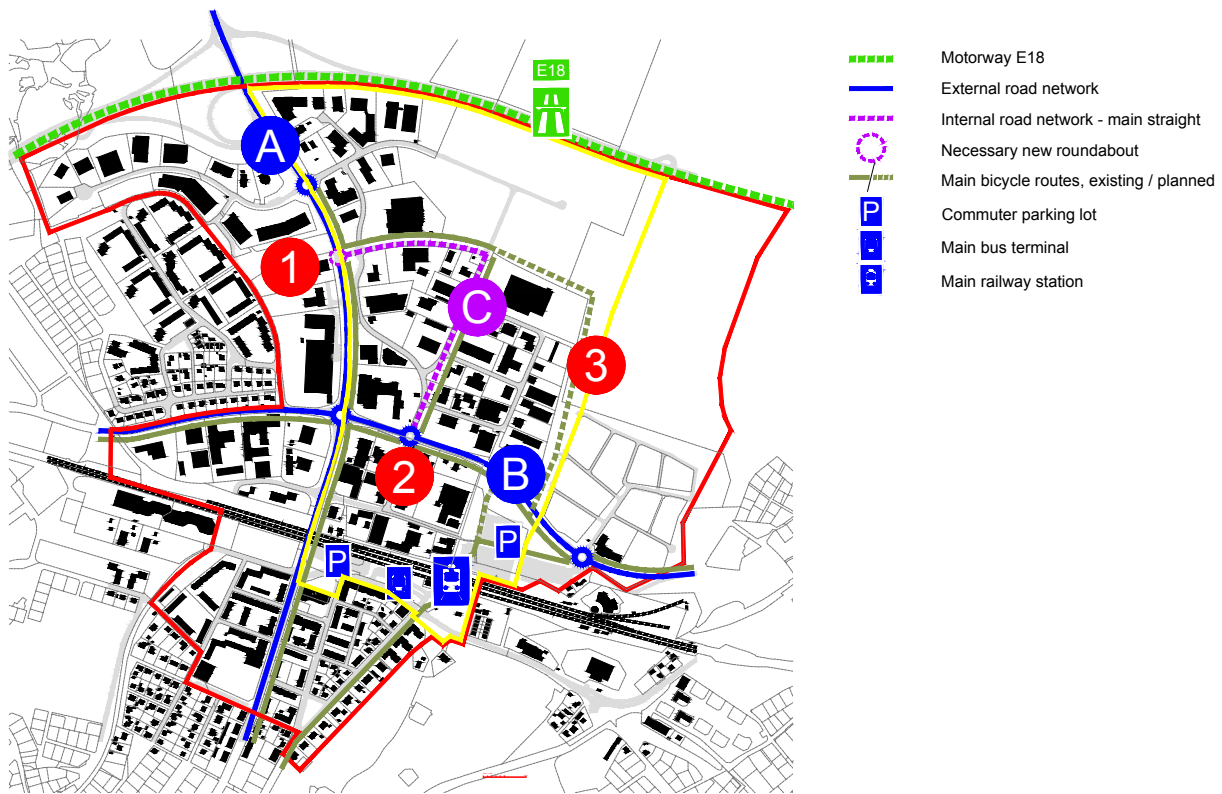


Figure 4 – Traffic

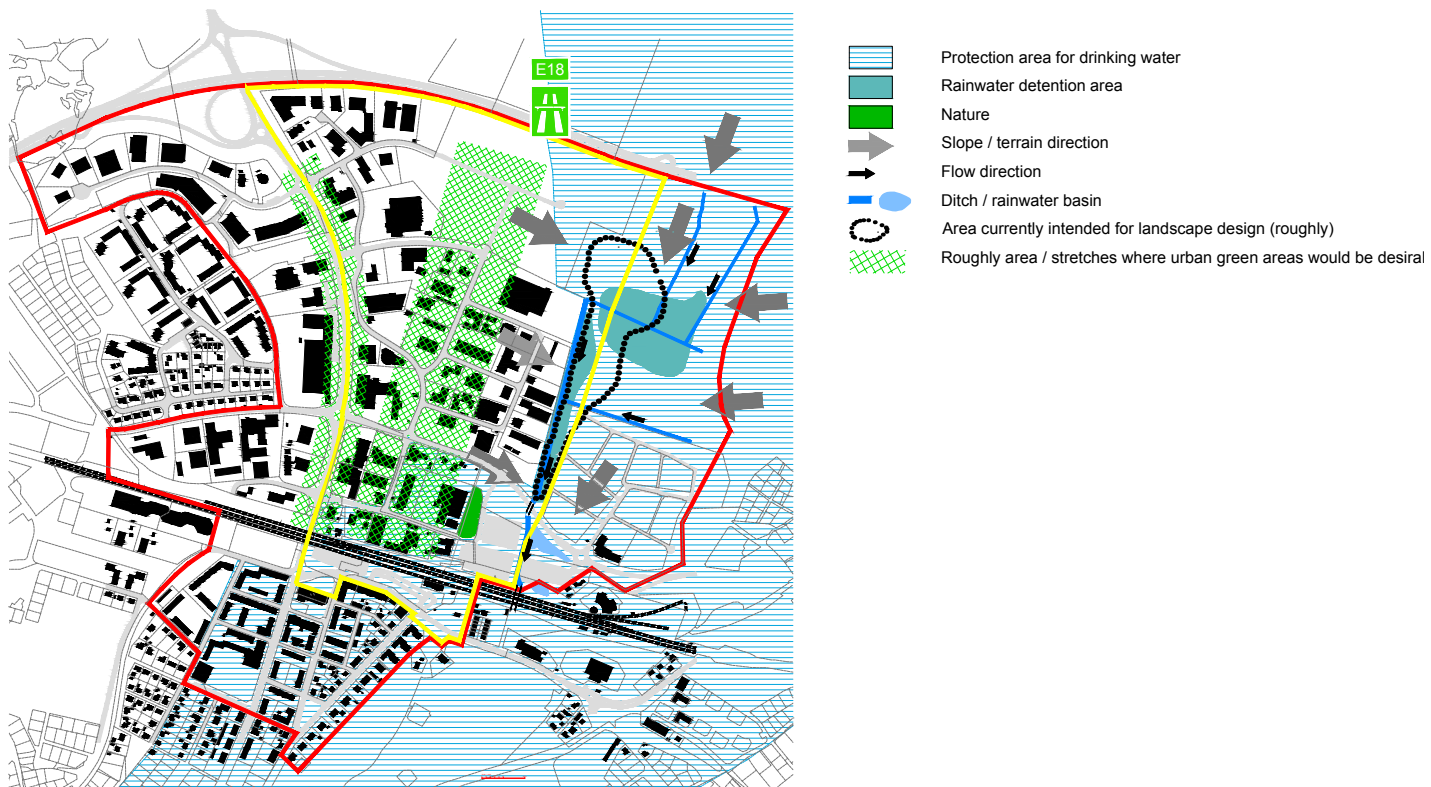


Figure 5 – Guidelines for water management

## GENERAL

### Submission requirements

Below are abridged submission guidelines — please visit European Europe's website to read the submission requirements and competition rules in their entirety.

Proposals should consist of panels and a text. The panels should be three in A1 (594 x 841 mm) portrait format. The content should — in drawings, images and text — explain how the proposal relates to the site's needs and to the theme of "The Productive City", and how the proposal's architectural values relate to context and surrounding environment. The content should include a three-dimensional representation of the proposal (for example in perspective, photo montage or model photography). The accompanying text should be a maximum of four A4 pages long and present the proposal ideas, as well as a suggested process of implementation (for example, transforming the plot in a certain order).

### Competition timeline and dates of importance:

**180318** The competition opens. All competition sites are presented. Registration and download of complete competition documents starts.

Launch event, with lectures and presentations. See European Sweden's website.

**190410** Site visit with site representatives (pre-registration to info@europan.se required).

**190614** Last date for competition questions.

**190628** Last date for answers to competition questions.

**190728** Last day for submitting competition entries.

**191202** Competition results and winners are published.

## JURY

### Europan 15 jury

Members of the competition jury:



- Karin Ahlzén, SE (chairman of jury)
- Project Director for "Fokus Skärholmen", City of Stockholm
- Stockholm, Sweden



- Christer Larsson, SE
- Director of City Planning, City of Malmö
- Malmö, Sweden



- Helena Tallius Myhrman, SE
- City architect of Gävle
- Gävle, Sweden



- Dagur Eggertsson, NO
- Founding architect of Rintala Eggertsson
- Oslo, Norway



- Jenni Reuter, FI
- Professor at Aalto-university
- Helsinki, Finland



- Mia Hägg, SE
- Founding architect of Habiter Autrement
- Ticino, Switzerland



- Erik Wingquist, SE
- 3rd year programme director at KTH
- Stockholm, Sweden

Substitutes:

- Per Kraft,
- Founding architect of 2BK (Earlier running the secretariat for European Sweden)
- Stockholm, Sweden
- Martin Berg
- Winner E14 in Narvik, NO
- Stockholm, Sweden



## REFERENCES

**About the European competition**

European Europe. This includes rules for the the competition:

– <https://www.european-europe.eu>

European Sweden:

– <http://european.se>

Instagram account for European Europe. Lots of previous winners and examples:

– [https://www.instagram.com/european\\_europe/](https://www.instagram.com/european_europe/)

Instagram account for European Sweden:

– <https://www.instagram.com/europansweden/>

**About Enköping**

Enköping municipality:

– <https://enkoping.se/>

Älvdansen - Kyrkoherdens fiskevatten:

– <https://foretagare.enkoping.se/download/18.78e453015e940fb8de12b8e/1505810280997/stadsplane-forslag-kyrkoherdens-fiskevatten.pdf>

**Relevant laws and regulations**

Accessibility:

– <https://www.boverket.se/sv/byggande/tillganglighet--bostadsutformning/tillganglighet/>

Noise:

– <https://www.boverket.se/sv/PBL-kunskapsbanken/planering/detaljplan/temadelar-detaljplan/buller-vid-detaljplanering/regler-och-riktvar-den-for-buller/>

BBR, the Swedish National Board of Housing, Building and Planning's building regulations:

– [https://www.boverket.se/contentassets/a9a584aa-0e564c8998d079d752f6b76d/konsoliderad\\_bbr\\_2011-6.pdf](https://www.boverket.se/contentassets/a9a584aa-0e564c8998d079d752f6b76d/konsoliderad_bbr_2011-6.pdf)

BBR in English:

(from 2016, not the latest version)

– <https://www.boverket.se/globalassets/publikationer/dokument/2016/boverkets-building-regulations--mandatory-provisions-and-general-recommendations-bbr-23.pdf>

**Swedish - English Glossary**

– <https://www.boverket.se/globalassets/publikationer/dokument/2016/ordlista-glossary-pbl-och-pbf.pdf>

# About European

■ WANT TO KNOW MORE?

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

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## EUROPAN SWEDEN



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