

EUROPAN 15 TÄBY

PRODUCTIVE CITIES - SWEDEN

"The playful Arninge-Ullna – where innovative and creative solutions create a vibrant, flexible and safe neighbourhood. Would you like to be part of creating it?"

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



European SE

A map of Sweden with its administrative regions outlined in white. The region of Södermanland is highlighted in a darker shade of blue. Within this region, the location of Täby is marked with a small black square and the label 'TÄBY' in white capital letters.

■ TÄBY



CONTENT

EUROPAN 15
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Page:

- 04 INTRODUCTION
- 05 URBAN CONTEXT
- 07 E15 THEME
- 10 STUDY SITE (MARKED IN RED)
- 18 PROJECT SITE (MARKED IN YELLOW)
- 20 TASK
- 24 MISCELLANEOUS
- 25 JURY
- 26 REFERENCES
- 29 APPENDIX

GENERAL INFORMATION

Site Representative

Martin Edfelt, city architect
Municipality of Täby

Actor involved

Municipality of Täby

"Team representative"

Architect, urban planner or
landscaper

Expected skills regarding the site's issues and characteristics

Architecture, urban planning,
landscape architecture

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!



"Döden spelar schack" ('Death plays chess'), by Albertus Pictor, Täby Church

Täby municipality 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.european-europe.com
www.european.se



TÄBY

The project site of Arninge-Ullna is located in the northern part of Greater Stockholm. Arninge-Ullna is a large-scale business and trading area with vast natural zones. The area is to be developed into a vibrant district interweaving homes, workplaces and recreational spaces. Arninge-Ullna is a well-defined urban area, which along with central Täby, constitutes the core of Stockholm's fast-growing

northeastern region. In Arninge-Ullna, a sports and event area is planned with Ullnabacken as its prominent centre. Characteristic neighbourhood blocks are home to light industry and retail businesses. The area is under development and a commuter centre for public buses and the overground Roslagsbanan will open in 2021. In addition to housing developments, a new school and a larger park (Hägerneholmsparken) are also currently under construction. Arninge-Ullna is well situated to become a regional focal point for sports and events. Within a few years, Ullnabacken is expected to implement downhill skiing facilities. Along the water of lake Ullnasjön, there are plans for a pedestrian promenade, a bathing area, and a water sports facility. Additional plans for a local ice rink, track and field and football facilities are being evaluated. Currently, the competition site is primarily comprised of woodland.

The task is to design a so-called structure plan of the competition site so that it becomes an integral part of Arninge-Ullna, including proposed development of a variety of buildings for housing, work, public service, sports and recreation. The area will inspire and pave the way for the surrounding environment, forging interconnectivity between neighbouring districts and the study site.

All map material is available as a separate appendix to this programme.

Competition brief

Täby

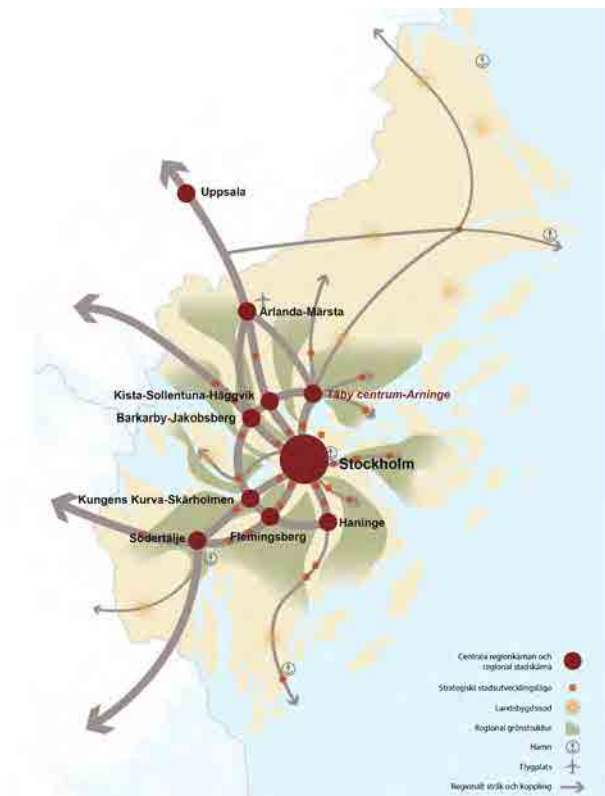
URBAN CONTEXT

An introduction to Täby Municipality

Täby is one of Sweden's fastest growing municipalities. Over the course of the next decade, its population is expected to increase from 70,000 to 90,000 residents. 20,000 job opportunities are expected to be created within the next twenty years. As a result, there exists a great demand for the creation of further housing opportunities, a consequent expansion of the surrounding infrastructure and an improvement of local transport systems. Täby is currently presiding over several major development projects, of which Arninge-Ullna is one. The Roslagsbanan overground is under refurbishment with a double-track extension. This railway line will be extended to central Stockholm with discussions underway concerning an extension

to Stockholm's international Arlanda Airport.

The recently adopted regional development plan for the Stockholm region, RUF 2050, identifies Arninge-Ullna along with Täby Centrum as one of eight regional city centres. The stated objectives of a regional city centre, include the aims "to utilise the high level of accessibility of the public transport system by investing in robust and dense milieus for innovative and contact-intensive functions"; "planning for a versatile, multi-purpose urban and residential community" featuring "variegated housing" with a "high level of architectural ambition". The aim is to develop the regional cities into important societal centres, and thereby relieve central Stockholm.



Spatial orientation for the Stockholm region 2050 [RUF 2050]



Strategic plan illustrating the regional city center: Täby Centrum-Arninge [Exhibition version of the Comprehensive masterplan Täby town center 2050]

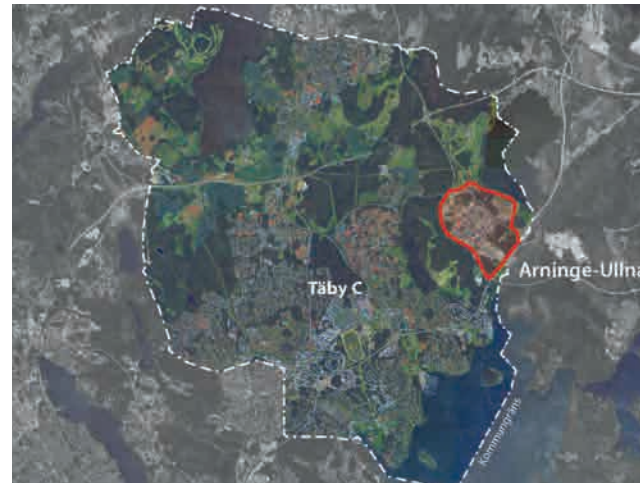


Location of Täby municipality and Arninge-Ullna and their position relative to other regional centres in metropolitan Stockholm.

Historical background

Large parts of Sweden were formed by a vast kilometre-thick layer of inland ice that, up until 10,000 years ago, covered the land. Following the Ice Age, a relatively flat, archipelago-like morainal landscape formed, with watercourses and upland forests. The rate of uplift, which is still about 3 mm per year, gradually gave rise to arable land on what had previously been seabed. People have farmed the land here since about 4,000 BC. The waterways have continuously provided the area with trade routes to the rest of Europe.

Täby was historically founded in Täby Kyrkby ('Täby parish village'). Traces of the first settlements date back to the dawn of the Common Era. Jarlabankes Bro is a 150-metre long road lined with rune stones, dating from the eleventh century. The medieval Täby Church dates from the 13th century and features prominent murals from the late 1400s by Albertus Pictor (see the image on page 4). When a local railway was constructed at the end of the nineteenth century, Roslags Näsby became the new regional centre where the municipal building was established. The Municipality of Täby was formed in 1971 in conjunction with a nationwide municipal reform. The adjacent Täby Centrum was founded in 1968 following the construction of a major shopping centre which is now the second largest in the Stockholm region. In 2017, the municipal administration relocated to a newly built municipal house in Täby Centrum in 2017 and the area is currently in an extensive and expansive urban redevelopment phase. The history of Arninge-Ullna dates back to the early Iron Age at the least. Even today, burial mounds and a small ancient castle are visible (in the property Skutmåttet 6). Excavations have uncovered a large number of graves from this time. In the Middle Ages, two farms were formed: Öster-Arninge, which still exists under the name Hägerneholms gård, and Väster-Arninge, which was demolished prior to the retail area being established. What was then called Arninge industriområde/'industrial area' (now known



Arninge-Ullna's location in Täby Municipality

as Arninge verksamhetsområde/'business area') began construction in 1982. A hypermarket, Bra Stormarknad, was established next to the adjoining European route E18. The area has expanded steadily since.

Regional Description

The project site of Arninge-Ullna is located in Täby Municipality, Sweden's 32nd largest municipality, with a population of about 70,000 residents. The municipality is part of Metropolitan Stockholm (Storstockholm in Swedish), with 2.3 million inhabitants. Arninge-Ullna is situated about 20 km from the metropolitan city centre.

Täby is in many ways strategically situated. The European route E18, which passes through the municipality, connects Oslo to Stockholm, and farther (through ferry connections across the Baltic Sea) to Helsinki and St. Petersburg. 'Norrortsleden' connects to the European long distance route E4, which extends, from north to south, through the continent. The Stockholm area features Airports and sea ports. Central Stockholm can be reached by car, via route E18, or by public transport, which includes the Roslagsbanan overground railway and bus options.

Residents of Täby earn higher income, have higher education and see less unemployment relative to the national average. The willingness to invest is also strong compared to many other municipalities in the Stockholm region. 10,000 companies are based in Täby, which is a considerable number given the size of the local population. Many of these are small businesses that, upon growth need larger premises. The largest employer is the Municipality of Täby which employs around 2,400 people. The largest private-sector employer is the transport contractor Arriva, with a staff of around 800. The second largest, FLIR Systems, employs around 500 in Arninge-Ullna. The company conducts research, development and the manufacturing of high-tech instruments for purposes such as thermal imaging, measuring and navigation.

THE PRODUCTIVE CITY

The preceding, European 14, competition edition was also themed "The Productive City". The central question posed how a multi-faceted city can connect productive elements — such as knowledge-based, cultural and commercial activities — beyond the housing sector to also include places of work and modes of production as important components. European 14 thus studied the connection between production, residential and urban life.

A multi-faceted city that provides job opportunities yields many positive outcomes. Transport requirements decrease when housing, production and commercial opportunities converge. It also serves to strengthen local conditions. When elements find their functional contexts in greater proximity to one other, it affects the city's vibrancy and culture. A multi-purposed city can also become 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 in the city's development, but seeks to delve deeper into the issue and to broaden perspectives. 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 the city's productive features to a greater extent?

European has identified three core concepts: resources, mobility and equity. These constitute important aspects of a holistic and sustainable approach, and serve as an interface for discussing and achieving productivity in the city. All three concepts can be divided into a variety of special cases and factors. An overview of these can provide valuable to avoid neglecting important components of the project.



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

THE PRODUCTIVE TÄBY

Below are a set of questions to study under the theme of the productive Täby.

Resources

How do we best achieve effective use of the city's land? In Sweden, the possibility of three-dimensional property sub-divisions enable different functions to be vertically layered and thus coexist on the same plot. How can synergies be created between different businesses; new meetings arise between residents, companies, schools or other community services? The residential, professional and recreational can co-share spaces, for instance through co-working or co-living solutions. How can reuse be encouraged (of older buildings or materials for example); how can existing businesses be boosted and provided opportunities for development; how can the area be conditioned to facilitate reuse in the future? How can the management and highlighting of stormwater, water and sewage issues — as well as use of land or nearby natural resources — contribute to a sustainable city district? How can energy and food production benefit? How can businesses be provided good opportunities to develop through flexible and innovative solutions for the wider scope of social development?

In the project site, there is a repertoire of opportunities:

- Co-use, for example of premises, parking areas and public spaces.
- Co-working and co-living, to admix work life and housing.
- Effective land use, a resource-efficient, sustainable and climate-adapted use of the land.
- Innovative production, creation of what is not currently present and the innovative use of resources.
- Local production, utilisation of local resources and conditions for the local production of goods and products.

Mobility

How are city nexuses best designed? The issue aims to improve accessibility locally as well as to adjoining areas via various modes of transport, including walking, cycling, public transport and by car. Are there more, new or overlooked forms of communication via which the city centre can be reached? How can communications be planned in networks, and the city's communications systems become more "urban" so that traffic routes and tracks allow connectivity over immediate surroundings, inspiring a slower tempo, and becoming bridges rather than barriers? How can

street sections be designed to improve access, negotiability and attraction value? How can stations, stops, commuter car parks and parking spaces be designed as meeting points?

In the project site, mobility can refer to:

- Local life with proximity to various functions, and the creation of synergy effects, as well as an attractive environment for housing, work and services.
- Accessibility that facilitates getting around regardless of the mode of transport.
- Interconnecting functions within the area, and the area's interconnection to adjoining city districts within Arninge-Ullna.
- An active area, day and evening, to make a vibrant locus that appeals to the whole of Arninge-Ullna, Täby and its neighbouring municipalities.

Equity

How do we build a city where everyone participates on equal terms, generating a society of benefit for all? How can a distribution of spatial resources create a city that is attractive, accessible — and thereby furthers the city's economic development? In regards to spatial measures, this might involve revitalisation of peripheral areas, for example by facilitating new residents, workplaces, community services, production and transport options. Another approach could involve constructing housing options that range in size and design to attract residents of different age groups. It may involve opening up segregated areas to the surrounding city and other economies. Or, to promote diversity in an area by expanding the range of local activities and businesses to promote proximity to housing and work — and expand such options to include a broader demographic. How can different functions and public spaces become important focal points and meeting points that unite the people who live, work or visit the area? How can 'micro-urban' sites or environments be generated?

In the project site, cultivating equity could involve:

- Flexible and co-operative use of housing stock, local premises and other functions.
- Cultural milieus that contribute to building identity.
- Recreation and events, popular culture and sports.
- Security, to create a vibrant, pleasant and safe neighbourhood where people can live, work, or visit— at all stages in life.
- That the area is designed and experienced as inclusive.
- That the city's distinctiveness is reinforced by the architecture.
- Outdoor environments / parks that are designed for egalitarian use.



Aerial view of Arninge business area



Aerial view of Ullnabacken in Ullna park

STUDY SITE

STUDY SITE
(MARKED IN RED)



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

Description of the study site

Arninge-Ullna is a large-scale business and retail area with a lot of uncultivated land, some containing ancient remains. The area is now being developed into a vibrant neighbourhood interweaving homes with places of work and recreation. The Arninge-Ullna area covers about 300 hectares. East of the study site runs the E18 motorway and the local overground railway Roslagsbanan. Beyond it lies farmland, the nature reserve Skavlöten and a larger gravel pit. Roslagsbanan is a narrow-gauge railway with a maximum speed of 80 km per hour. The track has been revamped and the railway is an efficient and appreciated means of transport for commuting Täby residents among others. The overground has several branches and connects to the Stockholm subway at Danderyd as well as at Östra Station, which is the overground's end stop in the metropolitan city centre.

To the south and west, Arningevägen, regional road 264 and woodland extend towards lake Rönningesjön. To the north is a major local traffic route, past which lies the artificial hill Ullnabacken, in the direction of lake Ullnasjön. Ullnabacken has previously served as a ski slope and efforts are now underway to reopen it for downhill skiing, with an elevated vertical drop. The hill and its surrounding area is intended to serve as a recreational facility for

year-round activities. During the summer months, the site will offer a bathing area and activities such as mountain biking.

Arninge-Ullna offers a wide range of stores and businesses focusing on high volume retail, production and development of goods and products, including some grocery retail. The site as a whole can best be described as a number of sub-sites. This is a description of the present situation and ongoing plans.

All sub-areas in Arninge-Ullna have different conditions and needs, but they should be considered as constituents of a whole, collectively contributing to the area at large. A comprehensive masterplan was proposed for Arninge-Ullna as early as 2009. It describes the vision to create a dense and multi-faceted city where places of work, housing and retail are interwoven in regards to transport options, nature conservation values and sustainability. The vision remains current to this day. The plan describes the preconditions and provides general as well as tentative proposals for pathways, street sections and sub-areas. Several conditions have, however, changed over time and decisions have therefore been made to begin work on a revised masterplan for Arninge-Ullna in conjunction with the forthcoming structure plan.



Map pointing out the districts of Arninge-Ullna with important access points in the area



Arninge retail area



Arninge business area



Vision for Hägerneholm



Hägerneholmsparken

Arninge retail area (Arninge Centrum)

This is an external retail centre with seven major buildings, three of which are single-storey buildings, three two-storey buildings and a four-storey building surrounded by large parking areas. The area features retail, grocery and electronics stores as well as postal service agents. Located on the other side of the roundabout at Arningevägen are gas station Circle K and hamburger restaurant Max. For the undeveloped plot north-east of said roundabout, the municipality has recently adopted a detailed development plan that allows for the completion of, among other things, an ICA Maxi (a hypermarket with a large selection of groceries, clothes, shoes, home textiles, media etc.). Future development of the area may involve an increase in the number of offices, and housing: the comprehensive masterplan from 2009 estimates about 500 residential units within the retail area. Detailed development planning work is underway in the southern part of this area. Here, a new, larger retail building is under consideration, and access routes in the form of a new entrance road that can lead farther through Saluvägen towards Måttbandsvägen (see map: "Conditions for communications etc." on page 16).

Arninge business area

This area features a variety of businesses, primarily light industry, building material suppliers, and smaller offices. Here are prominent environmental technology companies that conduct research and product development, such as OrganoClick and Bioteria. The area is divided into blocks and a large number of properties owned by different proprietors. One of these blocks houses smaller office spaces in a terraced house-like structure. There is also a restaurant. The streets are of basic standard, with narrow or non-existent pavements, and the intersections generally lack pedestrian crossings and traffic lights. The main mode of transport in the area is by road. Heavy transport is common. Other businesses worth mentioning include family entertainment centre "Leos lekland", laser tag centre "Laser Dome" and a branch of the Swedish National Archives. According to the comprehensive master plan of 2009, the area may include residential development opportunities in the long term.

Hägerneholm

The area starts from the manorial Hägerneholms gård which, along with some neighbouring single detached dwellings from the twentieth century, constitutes the only remaining historic buildings. During the twentieth century, the farm was an equestrian facility. Currently, a residential area with approximately 1,300 homes is under construction, mainly in the western part of the area towards Arningevägen. Here you will find terraced, semi-detached houses and multi-family residential units arranged in blocks. In the northern part, a school is being built to provide a preschool to middle school for 600 pupils, a nursery school for 100 children, a

football field and a sports centre. Hägerneholm is set to be completed by the year 2022.

Central to the area is Hägerneholmsparken at 13 ha, a larger park providing space for activities and recreation, plantation, playgrounds, stormwater dams and more. It features arboreal and forest groves with preserved relics and valuable old trees. The park includes large surfaces equipped for recreation, and will serve as an important focal point for all of Arninge-Ullna. The street Hägerneholmsvägen extends through the residential areas and the park, connecting the neighbourhood structure to the business area via a small square.

Ullna strand (Ullna beach)

This is a residential area north of Hägerneholm, bordered to the north by the Ullna golf course and the lake Ullnasjön. The area consists of two neighbourhoods known as Skogskvarteren ('the forest quarters') and Kanalkvarteren ('the channel quarters'). Skogskvarteren were completed recently, consisting mainly of town houses with clearly defined street life. There is also a larger preschool purposed for around 100 children. Construction of Kanalkvarteren will commence in 2019. Within Kanalkvarteren, a smaller square formation is planned: "Kanaltorget", a stormwater system and a park, Strandskogen, which extend along the water. Also extending along the water is Strandskogen, a preserved alder carr forest area made accessible through duckboards and artistic lighting. Strandskogen was nominated for a Siena Prize in 2017, for best public outdoor environment of the year. In Kanalkvarteren, the buildings consist mainly of apartment blocks of up to five floors. This neighbourhood is distinctly connected to lake Ullnasjön. In total, the area will comprise about 700 homes.

Ullna park

This area has served as a landfill since the 1950s. A total of three million cubic metres of rubble, primarily from construction, has been piled up, creating a hill about 95 metres high. Landfill operations are planned to be terminated within a year or so. A halt to further dumping has been in effect since 2016. Pending the closure plan to come into effect, sorting of recyclables and intermediate storage of loads currently occurs in connection to the landfill. The landfill consists of pure filling materials and does not pose a health hazard. South of the hill there is a minor district heating plant built in 2017, which will remain in use. The plan is to re-purpose the hill as a year-round recreational facility for activities such as slalom skiing, mountain biking and paragliding. A bathing area and water skiing facility are planned at the lakefront of Ullnasjön. In the western part of the area, there are plans for developments that connect to Ullna Strand's Kanalkvarter district. This could include a potential 400 homes, preschool and space for hotels, conferences, offices and physical recreation.



Aerial view of Ullna strand, Skogskvarteren



Ullna strand



Strandskogen in Arninge-Ullna



Ullnabacken, Ullna park

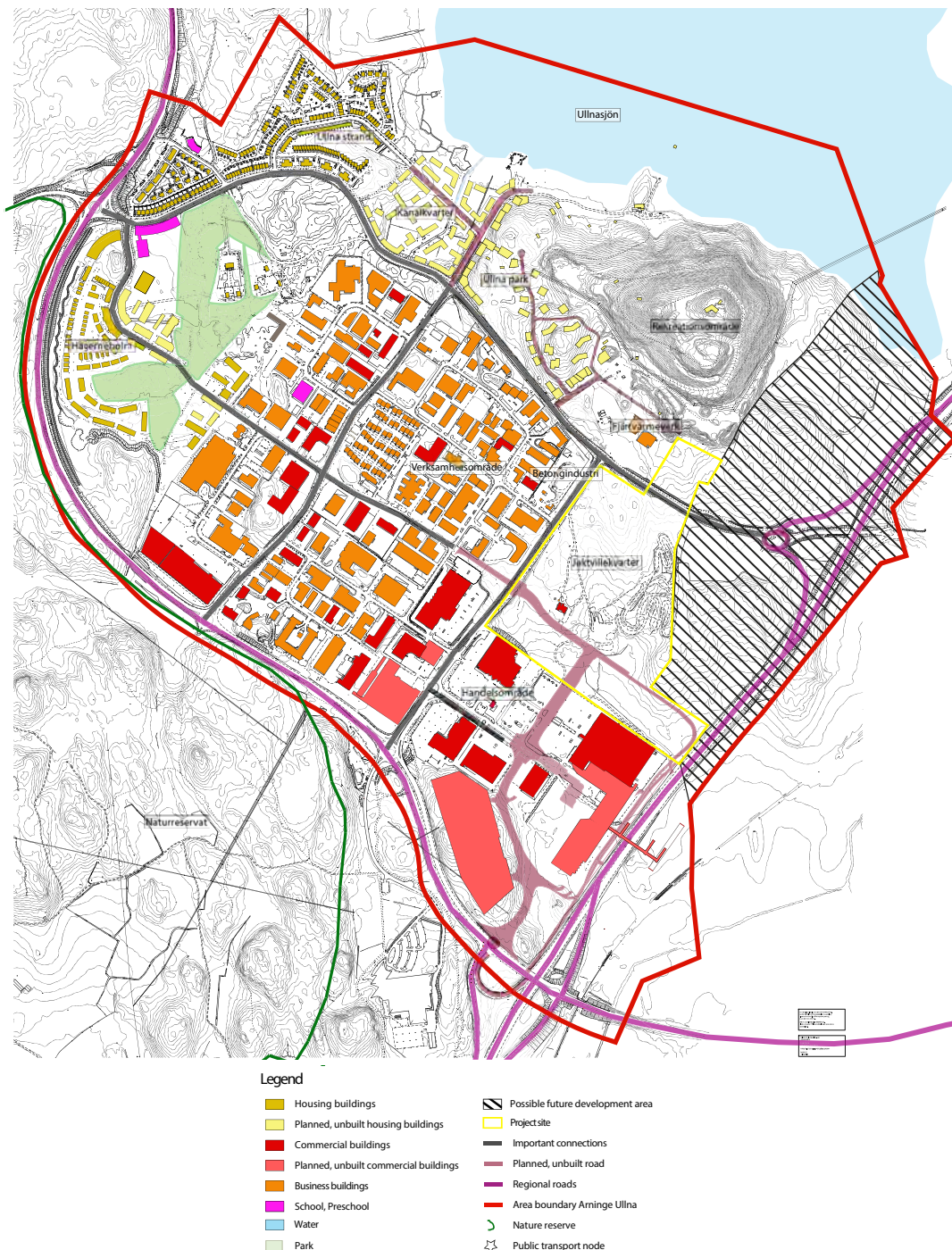
Sustainability Programme

The municipality has established a sustainability programme that aims to create a common platform for all stakeholders to attain a high social and environmental standard, and an economically sustainable development of the entire area.

Structure plan

In order for Täby municipality to be able to work to target, maintaining transparency and mandate, there is a need to collate the current conditions, demands and aspirations to a singular accord

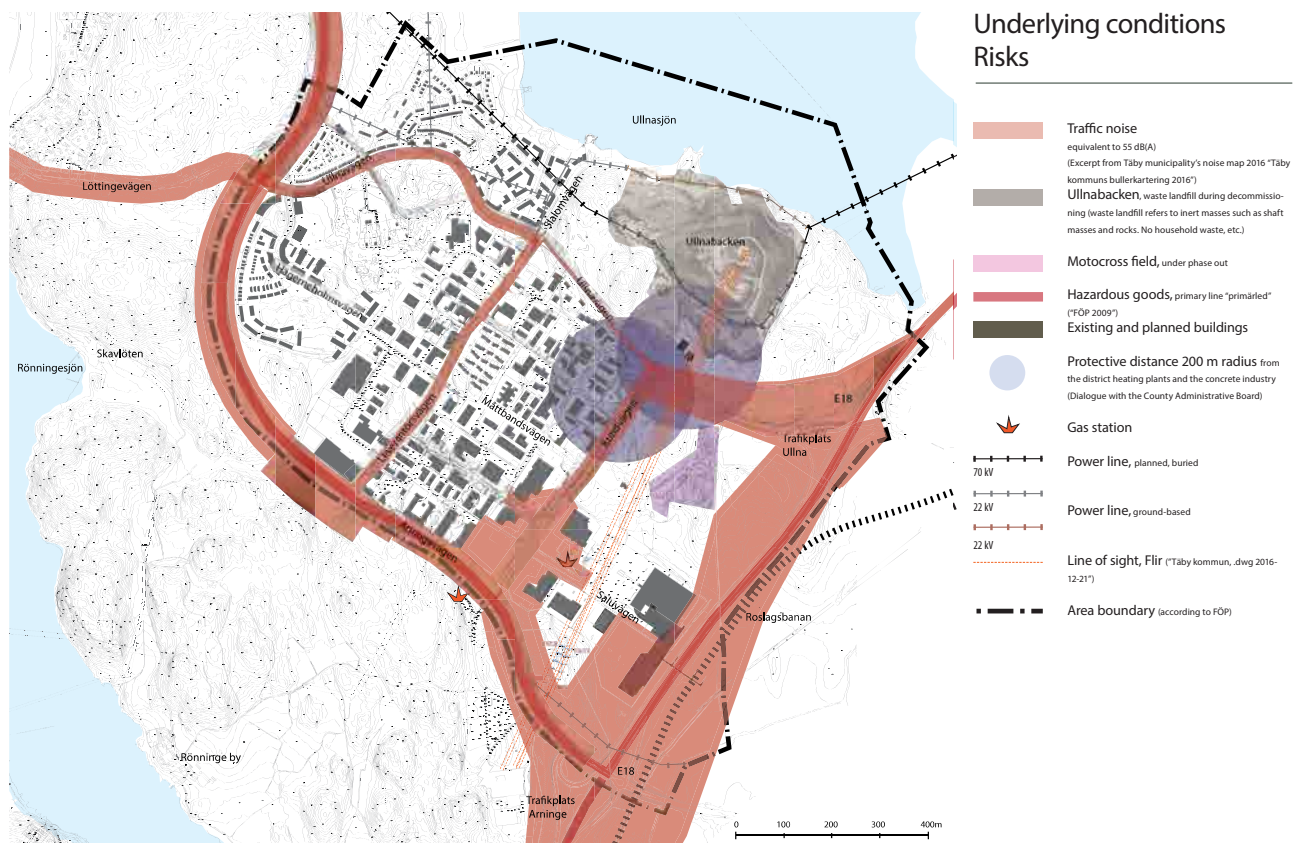
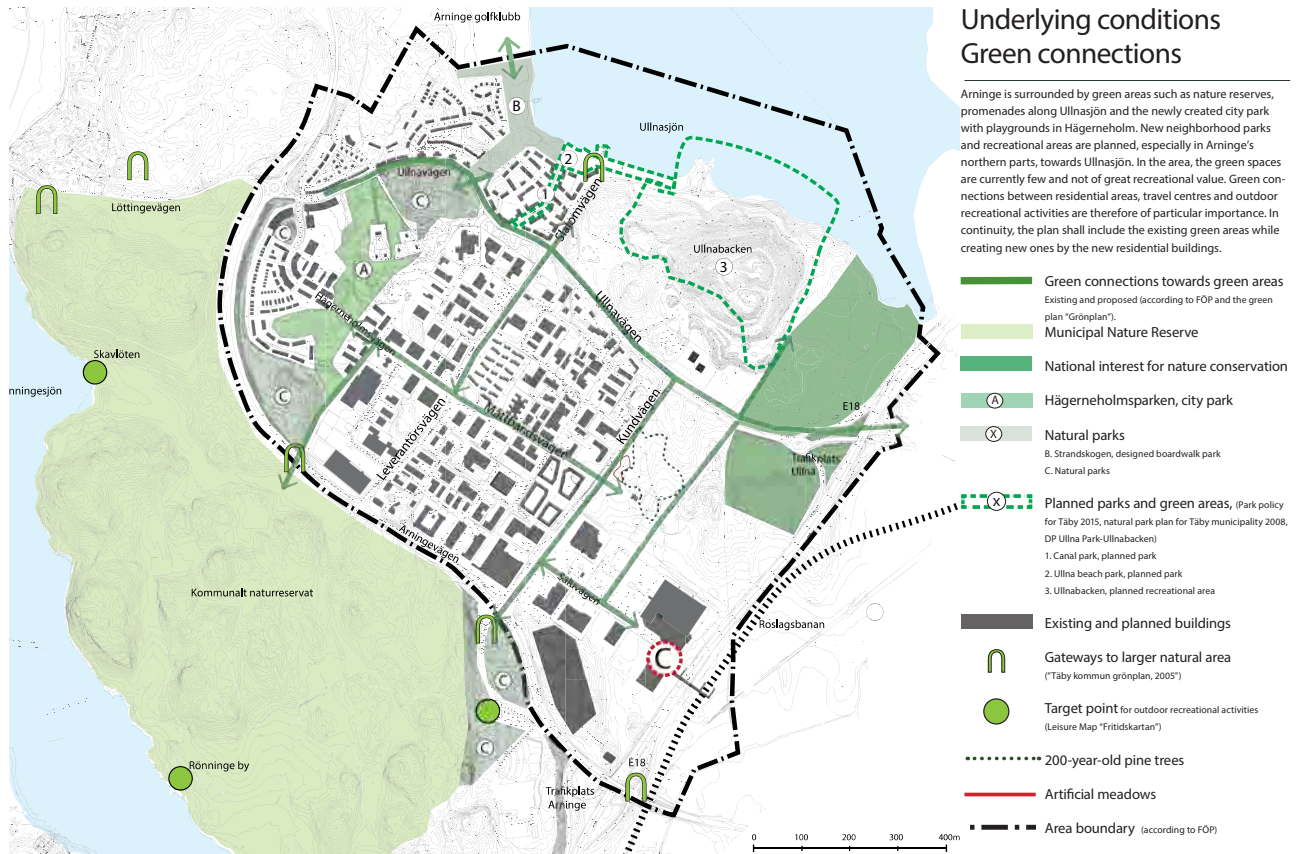
that can serve as guidance for the development of individual sub-areas. The municipality has therefore started work on a structure plan for Arninge-Ullna, to show how the various parts relate to each other. The structure plan will, at an overarching level, examine the structured zoning of buildings, traffic and green-space — to guide in any issues which the comprehensive master plan does not currently clarify. The results of the European competition are expected to form part of this plan.

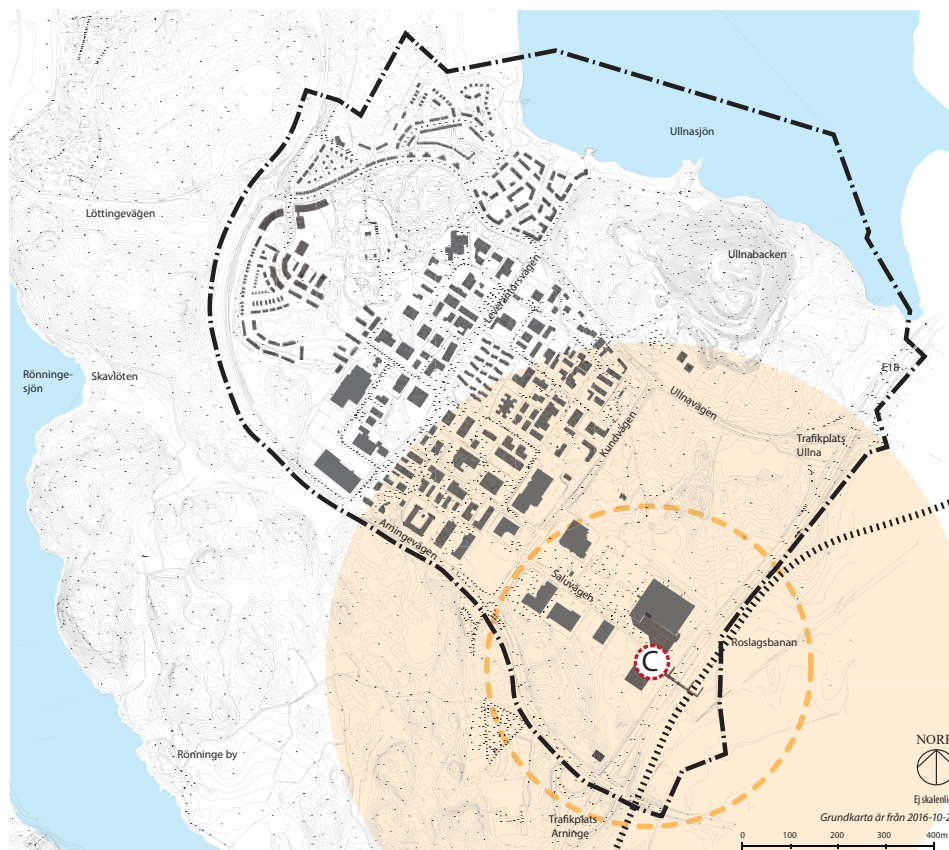


The fixed underlying conditions at this time. The map illustrates both existing functions as well as ongoing and designated plans

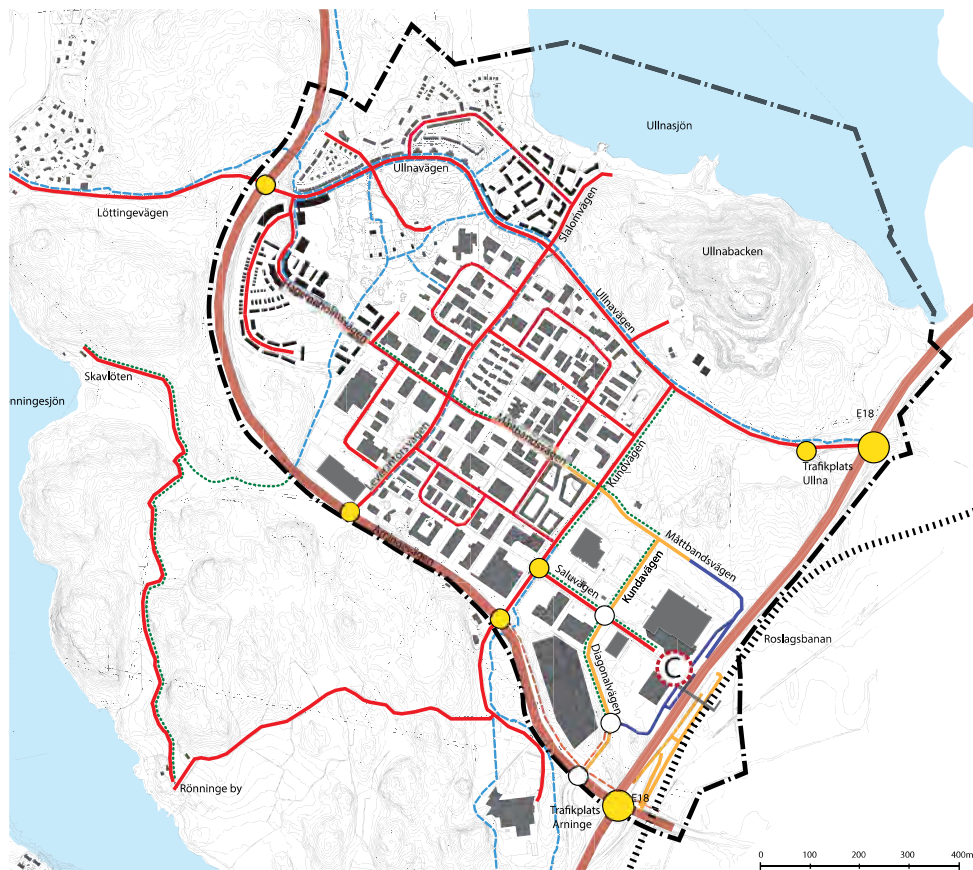
Underlying conditions

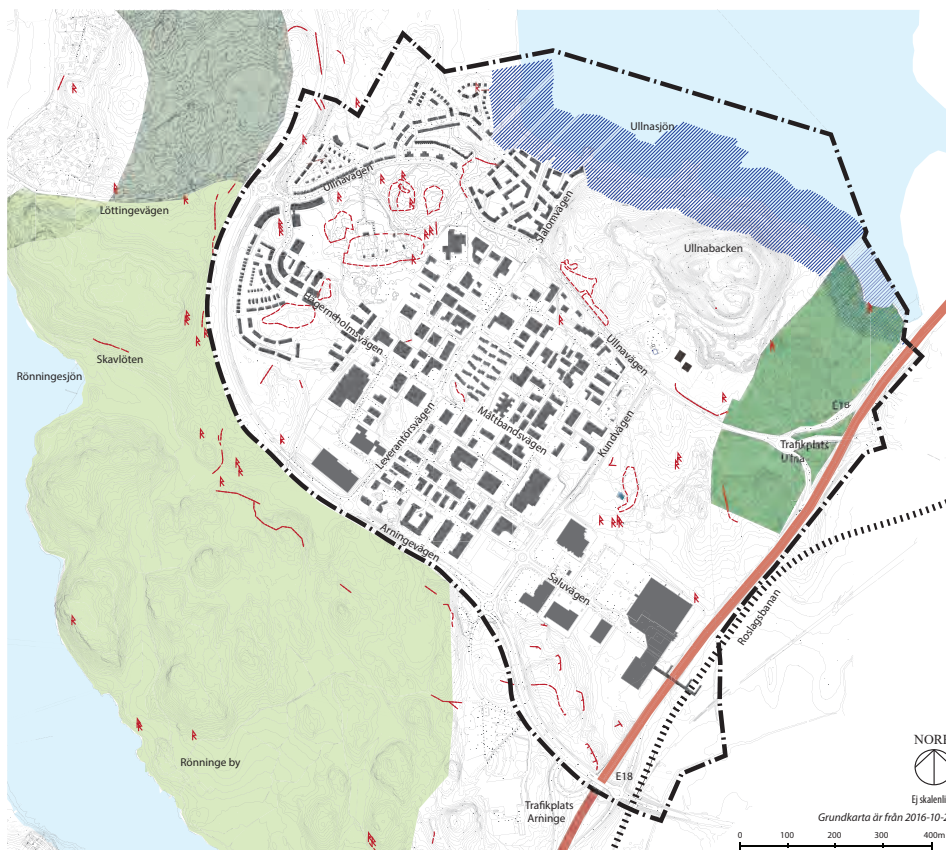
Below are a collection of maps illustrating underlying conditions of the study site of Arninge-Ullna. These maps are also available as attachments to the competition brief. For detailed versions, please see the material attached.





Remark:
Boundaries, etc. are interpreted from paper copies. For exact location see respective investigation in source reference. Basic map is from 2016-10-20





PROJECT SITE

PROJECT SITE
(MARKED IN YELLOW)



The project site, zoomed in

Description of the project site

The competition site (project site) is today called the Jaktville Quarter. It occupies an area of 23 hectares, or 230,000 square meters. It is owned entirely by Täby municipality. The area is bounded by Kundvägen to the west, Ullnavägen to the north and to the east is privately owned land whose plot boundary does not clearly follow any geographical delimitation in the landscape. In the south, the area adjoins the trading area. The area consists mainly of coniferous forest, with sparse construction. There are currently two businesses active, the restaurant Jaktvillan ('the hunting villa') and a motocross track, the latter is to be demolished. Jaktvillan was built in instalments during the 1940s as a guest residence in conjunction with equestrian activities around the manor of Hägerneholms gård. It is in poor condition and a demolition permit has been granted. In this competition, participating architects may re-evaluate the role of Jaktvillan in the future development of Jaktvillekvarteren — on the understanding that all or parts of the building may need to be replaced.

Directly north of Jaktvillan is a special-status biotope (so-called nyckelbiotop), containing 200-year-old pine trees and old meadow land with high natural conservation values (see map "Survey: Green connections" on p. 15). There is also an ancient burial place on this site. A few other archaeological finds exist at the project site (see map "Survey: National interests etc." on p. 17).

The area will have a central spot in the re-developed Arninge-Ullna and offer good connections, as it is situated only a few hundred metres from Arninge station.

There is at this time a proposed, partly commenced, road construction within the project site. It is an extension of Måttbandsvägen eastwards over Kundvägen to an intersection with Kundavägen (note the similar name) which is being extended northwards from the retail area. The extension of Måttbandsvägen then proceeds to connect to the future Arninge station at E18. This extension of the Måttbandsvägen will mainly be serviced by bus after intersecting with Kundavägen, (please see map "Survey: Communications etc." on p. 16 regarding these routes). Heavy vehicles do drive on Kundvägen; this is difficult to impact. Even if the intensity can be reduced by re-routing such traffic to other streets in the business area, Kundavägen will remain a main street in the area where heavy traffic is allowed. The municipality's goal is to increase the accessibility of all types of traffic.



Slanted view of project site with motocross track



Jaktvillan



Key biotope with 200-year-old pine trees



Ancient site within Jaktvillekvarteren

COMPETITION TASK

Purpose

The overall purpose of the competition is to establish a structure plan for this strategically important part of Arninge-Ullna.

Vision: The playful city

The vision for the study and project site is "The playful city of Arninge-Ullna, a unique area with a strong identity." Here, housing, places of work, community services and recreation are interwoven in an entirely new way, through solutions that encourage creativity and innovation.

Competition brief content

The competition proposal should show how the plot can be developed, built and further boost and integrate with Arninge-Ullna as a whole. The municipality owns all land within the project site, providing good opportunities for a clear and coherent planning and implementation process.

The proposal should be based on the surveys provided in previous chapters of this programme, as well as include a number of stipulated components. These are described in more detail on the following

page. In order for the competition proposal to be implementable, it is essential that it features all of the required components. The task of the competing entrant is to connect all functions in an innovative, creative and unique way, with particular focus on efficient land use. Entrants may also add other content. A fundamental challenge of the competition concerns how to localise all these components for purposes of co-use and the creation of a socially and logistically functioning whole for various groups of users, and at different times. The synergies between housing, education, greenery, sport, recreation and work should contribute to the site's unique character and advantages. The links to the rest of Arninge-Ullna are important.

Arninge-Ullna is a vibrant place during the daytime. The retail and business areas are highly productive and feature everything from grocery retailers to prominent environmental tech companies that conduct research and product development. Entrants are tasked with finding innovative ways to incorporate this to Jaktvillekvarteren and create links between the business area and the job opportunities created within the project site.



Skatepark in Tibble-Åva

Programme requirements

Housing

A target of at least 1,000 homes is given, but it is up to entrants to illustrate how many homes are practicable. This means a gross area (BTA) of approximately 100,000 square meters. The target group is current and future Täby residents of different ages. Residences should be varied and exhibit a high level of design. It is also up to entrants to specify the types of housing. The municipality is happy to see innovative housing forms such as co-living/co-working, condominiums or other types of residences that promote socially sustainable city life. The residences should feature vibrant ground floors with mixed premises, some adapted for commercial services, others for residents or in combination, with an atelier or something similar. High-rise construction is not an end in itself, but can be considered if it provides an important contribution to the city district and the area as a whole. The buildings should contain elements that enhance the relationship to the individual and his or her senses.

School

A school that will serve around 800 pupils from preschool ages to upper secondary level. The school can cover a total of about 24,000 square meters, encompassing building, open spaces and parking, of which 16,000 square meters for a fenced-off yard), a sports hall (20x40 meters playable area). The catchment area will include the entire Arninge-Ullna, which means that the property needs to be well situated with good communications. The school should offer flexible and accessible educational

environments. Parts of the school should be able to be used for cultural, educational and social/ community-organised purposes during evenings and weekends. Entrants should illustrate the educational environment of the future, and produce a system that facilitates smart use of the premises.

Preschools

Two preschools, each to serve about 100 children (3,000 square meters encompassing building, open spaces and parking, of which 2,000 square meters for a fenced-off yard). One of these preschools should adjoin to the school mentioned above, for co-use of the school yard.

Sports facility

A facility for athletics, ball sports and winter sports, featuring at least a 31,000 square meters of joint sporting area. The facility shall include the following:

- An outdoor sports ground ('friidrottssvall') which features a natural grass pitch of 11-a-side dimensions for football and track and field; an oval eight-lane running track; changing room and administrative facilities; and stands for 2,000 spectators.

- An additional football pitch (with artificial turf) of either 9-a-side (80x50m) or 11-a side dimensions (105x65m).

- Two co-located ice rinks. The facility should be able to cater to sports and recreational use during evenings and weekends. In the daytime on weekdays, the centre will serve as part of the school's teaching and extracurricular activities — and can therefore be co-located with the school.



Example of what a sports ground featuring a grass pitch and associated functions may look like. The orange hatching denotes the 22,000 sqm area occupied by the sports ground (including the grass field and associated functions).

Business

The structure plan should provide at least 1,000 new job opportunities (with an estimated office space of 22,000 square meters gross area) within the site. These should primarily be in service-intensive businesses in flexible and attractive environments that promote co-use of meeting rooms and open spaces. Ancillary retail should only be located in the ground floor of the residential / other developments. Täby aims to strengthen its identity as an entrepreneurial municipality and therefore considers innovation and entrepreneurship as an important part in community development.

Public outdoor environment

The street space should be wide enough to accommodate proprietor street furniture, tree plantings, bicycle parking, opportunities for public outdoor seating and places for local stormwater management.

Green spaces

A new park of at least 2.5 hectares should be planned within the site. The park should offer greenery and varied content for recreation, play and activities for both residents and visitors. The park should be a natural meeting place and focal point for the area, and ideally feature some form of communal venue / visitor's centre. The park is also important for Arninge's green structure. It would be desirable to see the park placed so that as much as possible of the area's natural heritage can be preserved within the park.

According to the municipality's guidelines, residents should have no farther than 250 metres to the nearest park and 500 metres to the nearest playground. At least one public playground should be planned on site.

Communications

The communications challenge primarily concerns linking the project site to the other neighbourhoods within Arninge-Ullna and the rest of Täby. Types of communication to address are: the extension of Måttbandsvägen eastwards towards Arninge station (described in the chapter on the project site); streets for vehicle traffic within the area; well-located walking and cycling paths that facilitate access to the travel hub ('resentrum'); natural trails or recreation paths. All communications are to connect to the rest of Arninge-Ullna or the surrounding landscape. Due to expected density, it is undesirable for transit traffic from the retail area / Kundavägen to pass through the project site towards Ullnavägen. Apart from that, such routing extension is, of course, possible.

The area should be designed in such a way that it generates good conditions that allow for leading a car-free life. The competition assignment includes presenting an effective overall solution for pedestrian

and bicycle connections within the project site and to other parts of Arninge-Ullna. One challenge is to break the mental and physical barriers between the different neighbourhoods of Arninge-Ullna and create inviting and safe connections.

Parking

A target of 1,600 parking spaces is given: 1,000 residential and 600 for places of work and sport. These should function for joint use over the course of a day. For residences, a parking space quota applies of 1.0 seats per apartment (including visitor parking); the quota for workplaces and sports is 0.6 spaces per employee/person. Cars and bicycle parking should utilise innovative and safe solutions. Parking spaces should, to a high degree, be allocated so as to achieve co-use for efficient resource and land use. For example, parking could take place in mobility hubs in proximity to station locations. Such hubs could also include bicycle and car pools. Car parks that are more adaptable to changing needs of the future can also be considered. Underground parking solutions may be possible in certain cases, but would then need to allow for flexible use over time with regards to potential change in future demands.

Special considerations

Certain circumstances must be observed as risks during a development of the area. Two such risks are a concrete factory and a district heating plant (see the map "Risks" on p. 15 for exact locations). These facilities have a general safeguarding distance of 200 metres. This means that residential buildings cannot be built within 200 meters of these facilities. However, other facilities such as for track and field, ice rink, parking etc. can be built within the specified safeguarding distance. Also, the noise value in the surface area within up to 30 meter vicinity of Kundvägen exceeds the limit value of 55dB (equivalent level). Here, deviations within the national Building Rules (BBR) — issued by the Swedish National Board of Housing, Building and Planning — must be applied to residential development; this means that housing within the area requires a so-called 'tyst sida mot gård' (literally, a yard-facing quiet side) — for detailed description, see Chapter 8 of this competition brief). Apart from this area, the rest of the competition site does not exceed the limit value and can thus serve for residential purposes without any particular deviations from the BBR. Entrants should consider how natural and cultural values in the form of key biotopes and ancient monuments should be treated. It is desirable that some of these values be preserved. The park might for instance be placed in the area of ancient monuments or, if possible, be integrated in the development of school yards or residential courtyards. Note that it is the County Administrative Board that determines on the survey and potential removal of ancient monuments.

Other

Entrants should come up with innovative ideas and suggestions on how the site can be developed into a focal point through the above functions or via any additional function or activity, which serve to enhance the area's attraction value.

The task also includes the possibility of renaming the project area which now has the working name "Jaktvillekvarteren" (literally, "The Hunting Quarters"). Any new name should be striking, and no more than three words long. It should be based on the area's history, geographical location or proposed development.

Phases and processes

If the transformation of the area is to take place in stages, or if it needs or necessitate measures within other subregions, this should be specified in the material submitted. If entrants find there are further processes needed, such as dialogue processes, this can be stated.

The overarching impact of the competition proposal may be illustrated further by including transformations beyond the project site, yet within the study site. This may include the routing of roads and paths, the need for equipment or places, but also suggestions for the future transformation of areas or existing buildings. Please note that the municipality can only implement proposals for land which it presides over. Such land includes all public

areas of Aninge-Ullna, but not areas for building sites. Entrants are tasked with describing how their competition proposal relates to the theme of European "The productive city" — and develops the character of the area in this sense — as well as what features of the proposal that are unique or innovative.

Submitted material

The competition proposal should show overall design and details with relevant presentation techniques and in relevant scales. It is primarily the three submitted A1 panels that will be used in the assessment, both digitally and in print (to original size). It is important that the panels have a well-thought-out structure and that it is legible — so as to communicate its content quickly and clearly to the jury.

Suggested materials for the contest proposal:

- study site plan (marked out in red)
- project site plan (marked out in yellow)
- bird's eye view based on aerial photo
- ground-level perspective
- solutions for parking
- street sections
- specification of housing forms and sectioned plans
- façade or axonometric drawings of buildings
- a shorter presentational text to accompany the panels
- a separate, more in-depth explanatory text



Aerial view of the project site

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.

190411 Site visit with site representatives (pre-registration 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

Jury European 15

Members of the competition jury:



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



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



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



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



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



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



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

Substitutes:

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

REFERENCES

The website of European Europe featuring the competition rules:

– <http://www.european-europe.eu>

European Sweden:

– <http://european.se>

@european_europe — the official Instagram account of European Europe featuring previous winners and exemplary proposals:

– http://www.instagram.com/european_europe

@europansweden — the official Instagram account for European Sweden:

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

About Täby

Wikipedia articles:

– https://en.wikipedia.org/wiki/Täby_Municipality (English)

– https://sv.wikipedia.org/wiki/Täby_kommun (Swedish)

The Municipality's official website:

– <http://www.taby.se>

Guide to Täby:

– <http://www.taby.se/kommun-och-politik/statistik-och-fakta/guide-till-taby/>

RUFS, Regional development plan for the Stockholm region:

– <http://www.rufs.se>

Vision Stockholm Nordost (in Swedish):

– https://www.taby.se/globalassets/3.-dokument-per-dokumenttyp/riktlinjer-planer-och-policys/ks-kf/19_stockhommordost_lowres_f3.pdf

Information on development projects in Täby:

– <https://www.taby.se/taby-vaxer>

Täby bicycle plan:

– https://www.taby.se/globalassets/3.-dokument-per-dokumenttyp/riktlinjer-planer-och-policys/ks-kf/18_cykelplan_2014-06-24.pdf

Local news:

– <https://mitti.se/omrade/taby>

About Arninge-Ullna

Information about developments in Arninge-Ullna from Täby Municipality

Detailed descriptions about the area, public surveys and plans for sub-areas:

– <https://www.taby.se/taby-vaxer/arninge-ullna/>

Comprehensive master plan for Arninge-Ullna:

– <https://www.taby.se/globalassets/3.-dokument-per-dokumenttyp/information/trafik--stadsplanering/fop-arninge-ullna-inledning.pdf>

– https://www.taby.se/globalassets/3.-dokument-per-dokumenttyp/detaljplaner-och-programhandlingar-taby-vaxer/arninge-ullna/fop-arninge-ullna_forutsattningar.pdf

– https://www.taby.se/globalassets/3.-dokument-per-dokumenttyp/detaljplaner-och-programhandlingar-taby-vaxer/arninge-ullna/fop-arninge-ullna_forslaget.pdf

Environmental impact assessment concerning the comprehensive master plan for Arninge-Ullna [2009]. Some information is out of date, but the document generally provides

useful facts for informing a transformation of the project site.

– <https://www.taby.se/globalassets/3.-dokument-per-dokumenttyp/detaljplaner-och-programhandlingar-taby-vaxer/arninge-ullna/mkb-fop-arninge-090128.pdf>

Overall sustainability program for sustainable urban development within Arninge-Ullna:

– <https://doc.taby.se/handlingar/Stadsbyggnadsnämnden/2018/2018-05-15/Handlingar/7.2%20Hållbarhetsprogram%20Arninge-Ullna%20övergripande.pdf>

Arninge retail and business area:

– <https://www.arninge.com>

The map function "Find" provides information about property classification and the companies on site:

– <https://www.hitta.se/kartan!~59.46650,18.13364,14.541937481161796z/tr!i=Xl2Ah7qH/tileLayer!l=1/realestate!a=1/search!hq=moettbandsvaegen12taeby,moettbandsvaegen12ataeby,moettbandsvaegen12btaeby!st=cmp!t=at>

The Swedish Transport Administration's information about Arninge travel hub ('resacentrum'):

– <https://www.trafikverket.se/nara-dig/Stockholm/projekt-i-stockholms-lan/e18-arninge-bytespunktresacentrum>

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

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

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E-mail: info@european.se

EUROPAN SWEDEN

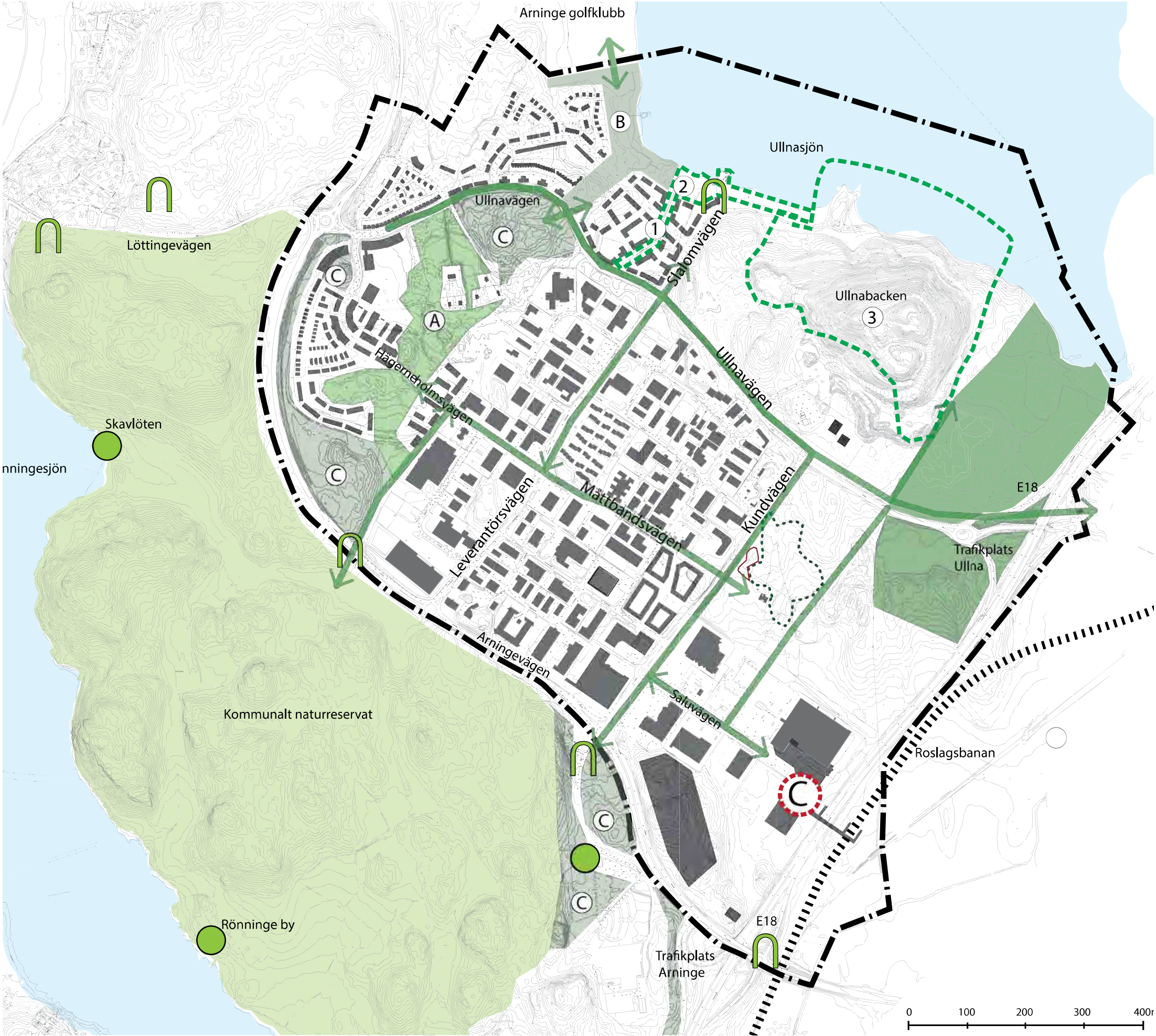
■
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Carolina Wikström and Frida Öster
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asante
ARCHITECTURE & DESIGN

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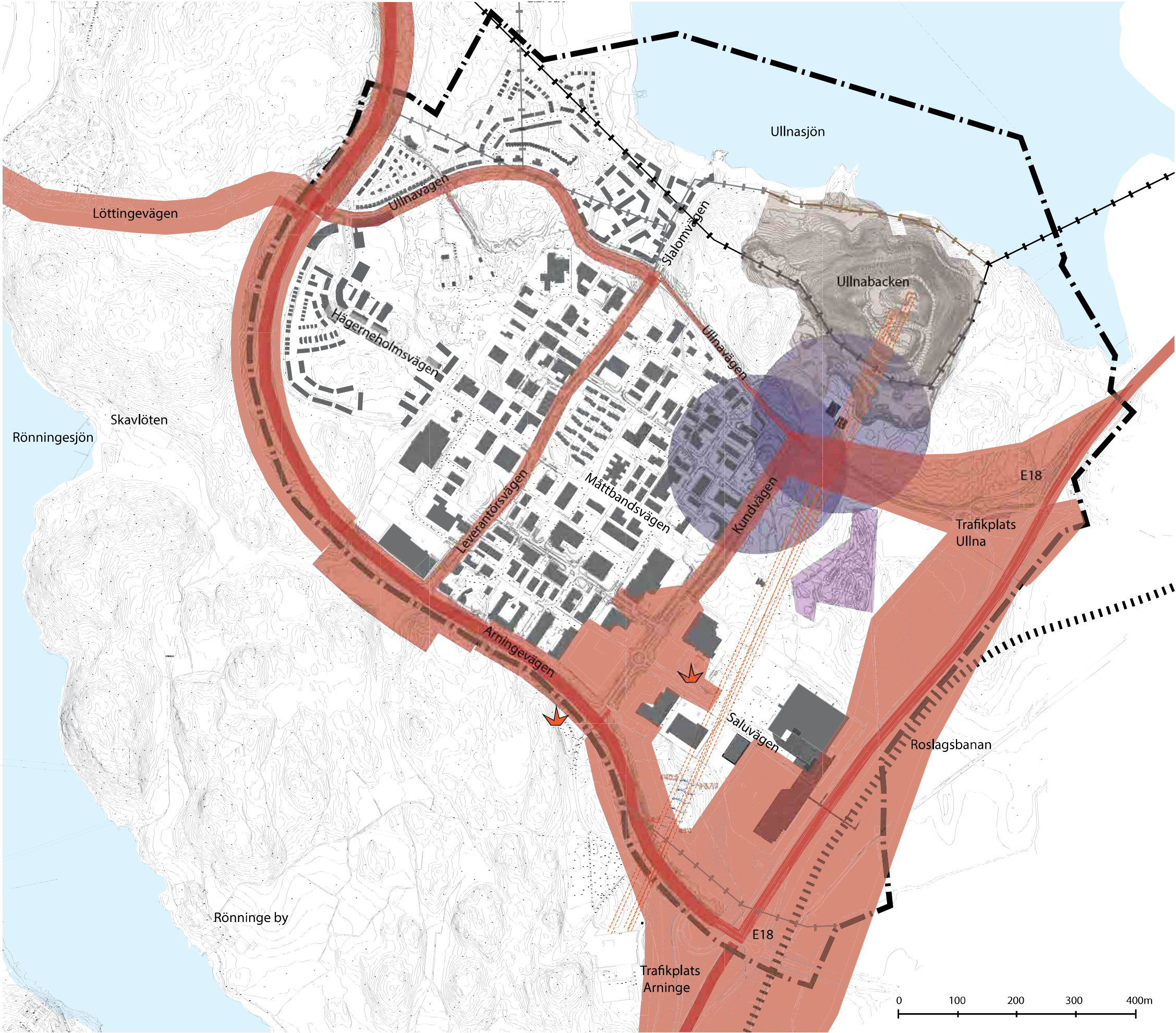
Underlying conditions

Green connections

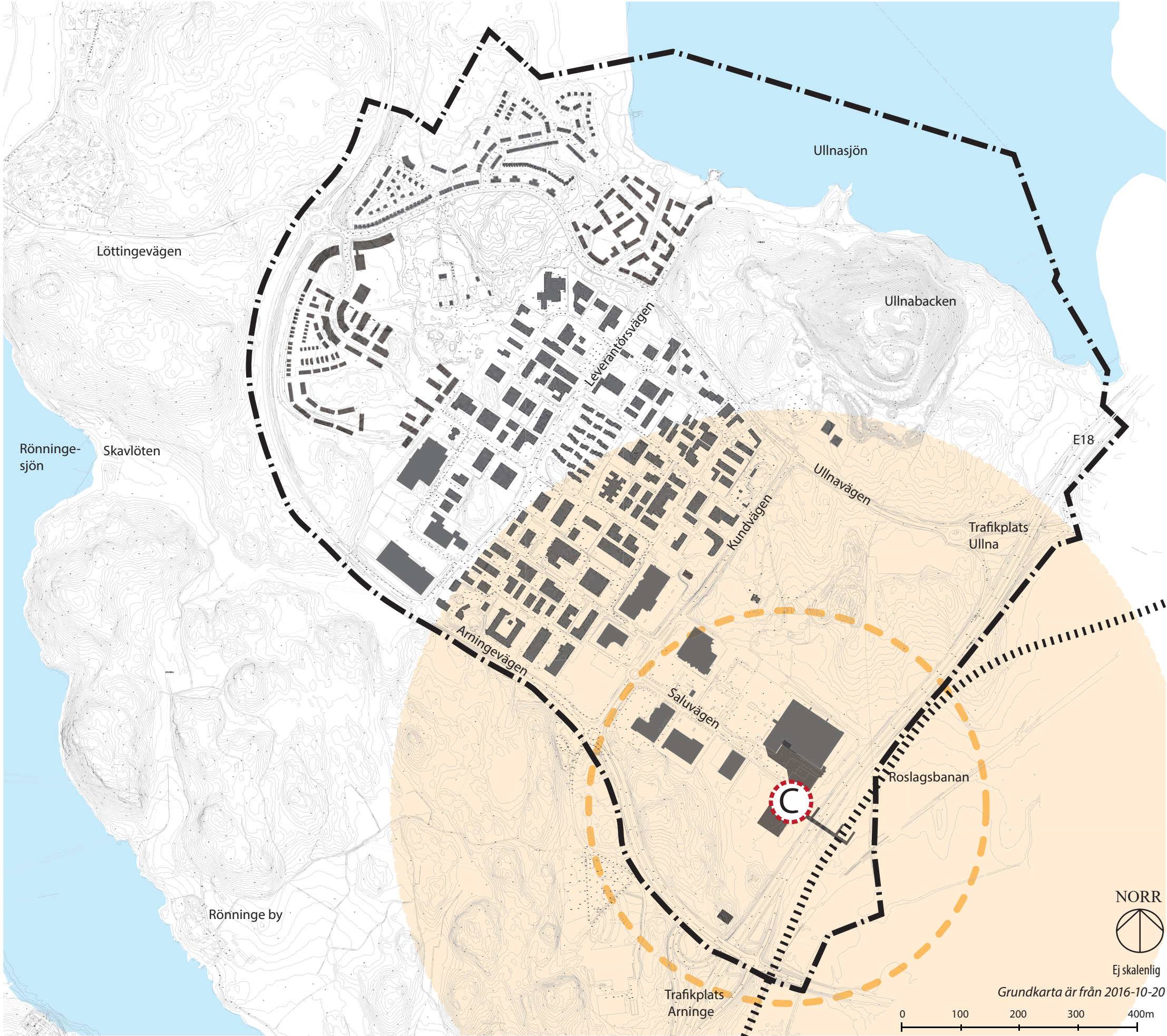
Arninge is surrounded by green areas such as nature reserves, promenades along Ullnasjön and the newly created city park with playgrounds in Hägerneholm. New neighborhood parks and recreational areas are planned, especially in Arninge's northern parts, towards Ullnasjön. In the area, the green spaces are currently few and not of great recreational value. Green connections between residential areas, travel centres and outdoor recreational activities are therefore of particular importance. In continuity, the plan shall include the existing green areas while creating new ones by the new residential buildings.

- Green connections towards green areas
Existing and proposed (according to FÖP and the green plan "Grönplan").
- Municipal Nature Reserve
- National interest for nature conservation
- Hägerneholmsparken, city park
- Natural parks
B. Strandskogen, designed boardwalk park
C. Natural parks
- Planned parks and green areas, (Park policy for Täby 2015, natural park plan for Täby municipality 2008, DP Ullna Park-Ullnabacken)
1. Canal park, planned park
2. Ullna beach park, planned park
3. Ullnabacken, planned recreational area
- Existing and planned buildings
- Gateways to larger natural area
("Täby kommun grönplan, 2005")
- Target point for outdoor recreational activities
(Leisure Map "Fritidskartan")
- 200-year-old pine trees
- Artificial meadows
- Area boundary (according to FÖP)

Underlying conditions Risks



- Traffic noise
equivalent to 55 dB(A)
(Excerpt from Täby municipality's noise map 2016 "Täby kommuns bullerkartering 2016")
- Ullnabacken, waste landfill during decommissioning (waste landfill refers to inert masses such as shaft masses and rocks. No household waste, etc.)
- Motocross field, under phase out
- Hazardous goods, primary line "primärled" ("FÖP 2009")
- Existing and planned buildings
- Protective distance 200 m radius from the district heating plants and the concrete industry (Dialogue with the County Administrative Board)
- Gas station
- Power line, planned, buried
70 kV
- Power line, ground-based
22 kV
- 22 kV
- Line of sight, Flir ("Täby kommun, .dwg 2016-12-21")
- Area boundary (according to FÖP)



Analysis

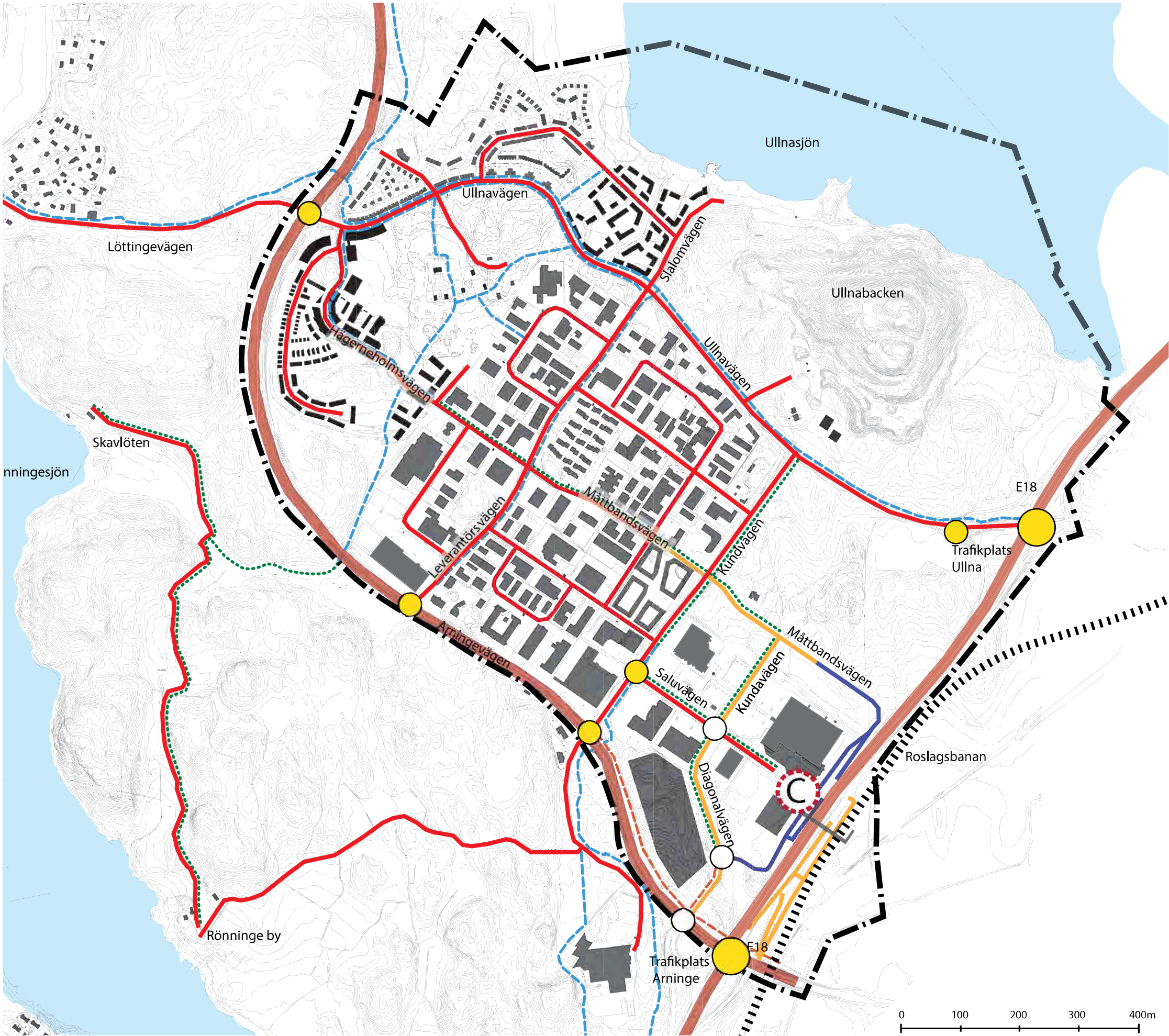
Distances from travel center

Täby municipality has signed an agreement (the Swedish negotiation agreement “Sverigeför- handlingen”) on financing and co-financing the expansion of the Roslagsbanan and increasing the housing development. Täby has undertaken to finance the expansion of the Roslagsbanan to Stockholm’s central station “T-Centralen” via Odenplan and to construct 16,200 new dwellings adjacent to Roslagsbanan’s stations (within 1000 meters). The dwellings must be completed by 2035. The future urban development and housing construction will largely take place within the regional city centre Täby centrum-Arninge, while the main green areas and recreational areas will be preserved. The development of housing is being investigated in the centre of Täby (at the stations Tibble, Roslags-Näsby, Galoppfältet and Täby center) in connection with the development of an in-depth overview plan for Täby city centre. Here, the majority of the 16,200 homes will be implemented. In order to fulfill the municipality’s commitment, housing should also be planned in connection with the Arninge travel center mainly within a radius of 1000 meters.

- Existing and planned buildings
- 1000m from the travel center
- 500m from the travel center
- Planned travel center
- Area boundary (according to FÖP)

Remark:
Boundaries, etc. are interpreted from paper copies. For exact location see respective investigation in source reference. Basic map is from 2016-10-20

Underlying conditions Communications



- Existing and planned buildings
- Major roads E18 resp. Arningevägen
- Existing roads and streets
- Bus and truck streets
- Planned roads and streets
- Existing bike path
- Planned bike path ("Täby kommun 2017")
- Planned regional bike path
- Roslagsbanan's future railway, national interest for railways ("mb5559-1530P.dwg, COWI 2016-06-01")
- Area boundary (according to FÖP)
- Interchange Ullna and Arninge
- Roundabout
- Planned roundabout
- Planned travel center



Underlying conditions




National interests

-  Roslagsbanan future railway, railway of national interest ("Trafikverket, riksintressen-kartor. tra kverket.se, 2017-01-09, mb5559-1530P.dwg, COWI 2016-06-01")
-  E18, road of national interest ("Trafikverket, riksintres-senkartor.tra kverket.se, 2017-01-09")
-  National interest for nature conserva-tion
as well as the area for De Geer-moräner, part of Angarn-kilen ("MKB for FÖP, 2009")
-  National interest for outdoor activities
-  Municipal nature reserve
Rönninge By and Skavlöten, part of Angarnkilen (Leisure Map "Fritidskartan, FÖP 2009")
-  Beach protection, around 50-100 m on land, 100 m in water ("MKB FÖP, 2009, DP för nordvästra delen av Arninge_Ullna 2011, Länsstyrelsen 20141118 ")
-  Existing and planned buildings
-  Hunting lodge
-  Ancient monuments
("Grundkarta, Fritidskartan, Fornl_ny_avgrSwe-ref991800. dwg, 2017, DP Hägerneholm 2015-05-28")
-  Area boundary (according to FÖP)

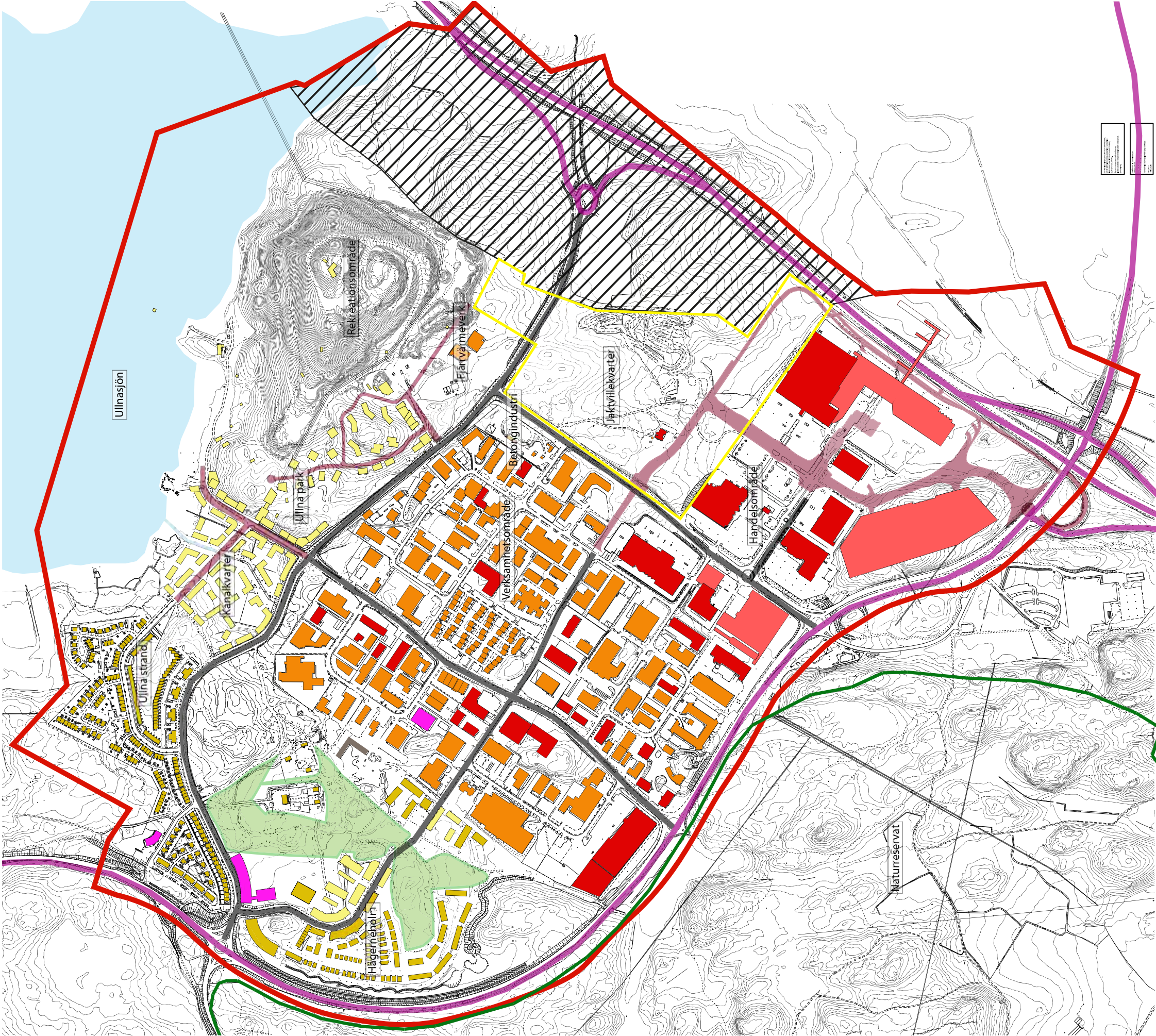
Underlying conditions

Land ownership

This map shows how much of the land is owned by the municipality. Land marked as TFAB (Täby's municipal real estate company, "Täbys kommunala fastighetsbolag") is also owned by the municipality. This means that both purple and orange land are owned by the municipality, though through different forms of organization. Täby municipality (incl. TFAB) owns 59% of the land in Arninge-Ullna.

-  Täby municipality
-  TFAB
-  Area boundary (according to FÖP)





- Legend**
- | | | | |
|--|---------------------------------------|--|----------------------------------|
| | Housing buildings | | Possible future development area |
| | Planned, unbuilt housing buildings | | Project site |
| | Commercial buildings | | Important connections |
| | Planned, unbuilt commercial buildings | | Planned, unbuilt road |
| | Business buildings | | Regional roads |
| | School, Preschool | | Area boundary Arninge Ullnäs |
| | Water | | Nature reserve |
| | Park | | Public transport node |

0 150m 300m