

EUROPAN 15 UDDEVALLA

PRODUCTIVE CITIES - SWEDEN

"From segregation to integration in productive
"million homes program" areas, with synergies
between urban space and green values."

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



Europan SE

UDDEVALLA ■



CONTENT



EUROPAN 15
Visit our website:
www.european.se

Page:

04	INTRODUCTION
05	URBAN CONTEXT
12	E15 THEME
14	STUDY SITE (MARKED IN RED)
16	PROJECT SITE (MARKED IN YELLOW)
20	TASK
22	MISCELLANEOUS
23	REFERENCES

GENERAL INFORMATION

Site Representative

Dimitris Vassiliadis
Municipality of Uddevalla

Actor involved

Uddevalla kommun

"Team representative"

Urban planner, landscaper or
architect

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!



The Municipality of Uddevalla 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



UDDEVALLA
'Million Programme'* areas Dalaberg and Hovhult were built in the 1960s and 1970s to provide housing for the growing shipbuilding industry in Uddevallavarvet.

In the 1980s, the shipyard was abandoned and many industries in the city were moved east.

As a result, the segregation in the Million Programme areas increased. Today, the city is growing by about 500 residents per year, of which the largest demographic are people who have immigrated from other countries, and many move to the areas Dalaberg and Hovhult. These are some of the city's most segregated neighbourhoods in terms of levels of income, employment and education. Nevertheless, there is an enormous potential here for a broad range of third-sector activities, proximity to nature and recreational areas. Many of the new residents are often well-educated, but poorly integrated into society. There are great opportunities but inadequate circumstances for creating new jobs in the area. The competition task involves developing Dalaberg, Hovhult, alongside the adjacent natural area Bulid, into well-integrated, productive areas — with a synergy between urban environment and green values. Using the existing structure and its potential as a starting point, the area can become an attractive place both for new and existing residents as well as for potential new business establishments. Economic and social sustainability is strengthened and contributes to a new dynamic for the whole of Uddevalla.

*"The Million Programme was a Swedish public housing project which sought to solve a growing Swedish housing crisis by providing one million new affordable apartments. The programme was implemented between 1965 and 1975.

Competition brief

Uddevalla



Aerial view of the city centre

URBAN CONTEXT

Regional Description

Uddevalla Municipality and the city are geographically embedded between sea, farmland and mountains. The city is strategically located midway between Oslo and Gothenburg, and has always been an important hub for trade. The municipality has a population of just over 56,000 residents, of which about 35,000 live in Uddevalla city. Of the municipality's other urban areas, Ljungskile is the second largest, with about 6,000 residents.

Uddevalla belongs to the Swedish province of Bohuslän and the administrative Västra Götaland County (which has its political seat in nearby Vänersborg) where Gothenburg is the county capital. Currently, the municipality has good road connections via European route E6 that runs through the municipality. The nearest airport for domestic flights is three kilometers away in Trollhättan, while the international flights depart from Göteborg Landvetter Airport.

The railway is the municipality's Achilles heel. The Bohusbanan railway between Gothenburg and Strömstad is sub-standard and the connections to Stockholm via Älvsborgsbanan are also of

low standard, which affects travel times and opportunities to commute. There is an ongoing public campaign to bring state opinion around to develop Bohusbanan first and foremost.

The city itself has a well-functioning road infrastructure. The city's public transport network is well-developed and extends to include the large residential areas around the city. However, the city's urban sprawl makes public transport unattractive in the rural parts of the municipality. The city also features a functional port with an international transport terminal.

Demographically, the city is growing by just over 500 new residents annually. The largest group of new residents are people who have immigrated to Sweden from other countries. Most of these new inhabitants reside in the old suburban areas, particularly in the areas featured in European 15, i.e. Dalaberg and Hovhult. Currently, the proportion of non-Nordic immigrants in these districts exceeds 50%, unemployment is higher relative the other municipal areas, school results are poorer, and incomes are low.

Description of the city

As a coastal city, Uddevalla has historically — up to the onset of industrialism — been self-sustained through fishing, shipping and trade activities. The herring was for many hundreds of years the most important local source of income and the city's growth was linked to the availability of the fish. Up until the 19th century, the city's port was one of Sweden's largest, where the shipping of grain to England constituted one of the most important sources of income.

The city's history is marked by dramatic ups and downs. In times of poor herring supply, poverty prevailed. Furthermore, the city's strategic position can also be understood in a military context. Uddevalla has changed nationality seven times during conflicts of interest, between Denmark, Norway and Sweden. Throughout history, the city has burned down nine times. Like the phoenix, the city has literally managed to rise from the ashes each time.

1806 was the year Uddevalla was most recently affected by a devastating conflagration. The whole city burned down to the ground. The city became recipient of national emergency relief, and was allowed to import duty-free Dutch bricks for its reconstruction. It was during this reconstruction that the state imposed a city grid plan for Uddevalla, which has dominated its city centre (1) to this day. It was also during this time that the European-inspired esplanade along Norra and Södra Hamngatan was created, with its characteristic line of linden trees.

Towards the mid nineteenth century, industrialism reached the city. On the meadows in the westernmost outskirts of the city, Sweden's most contemporary textile industry, Kampenhof, was erected. Over the course of the next 80 years, the factory came to be one of the city's most important workplaces. The industry generated many offshoots, the most famous being the Tiger Factory (today Tiger of Sweden), which was founded on Norra

Drottninggatan in Uddevalla. Around the end of the Second World War in 1945, the textile era ended, and yet another period of decline followed. This time it took a decade for things to start looking up with the rise of a new shipbuilding industry established by the local Gustaf B. Thordén. Within a decade Thordén built up one of Sweden's biggest shipyards, wherein the largest cargo ship of its time was constructed. In its heyday, about 5,000 people worked at the yard and the city was booming.

It is during this period that the 'Million Programme' came about. The amount of housing needed for the growing shipyard was, by Uddevalla standards, enormous. The areas were built for the working class and the labour migrants of that time, among them many Finns and Yugoslavs. But the shipyard era would also end and by the mid-1980s the yard was closed down. The city was supported by a state bailout and Volvo established a factory in town. But the industrial concentration in the city came to an end.

Since then, Uddevalla has evolved towards becoming an increasingly diversified city. Today, trade is once again the dominating local business sector. Torp shopping centre (2) belongs to one of Sweden's largest retail complexes and is currently expanding. The number of new, small business establishments is high in Uddevalla, even compared to other cities of similar size. Other important workplaces include Uddevalla Hospital and the Municipality of Uddevalla. The stone industry has returned to the city via company Benders establishing a large plant at the site of the old Volvo factories; together with the Norwegian concrete company Kynningsrud, the pair of them constitute the city's most important industries.

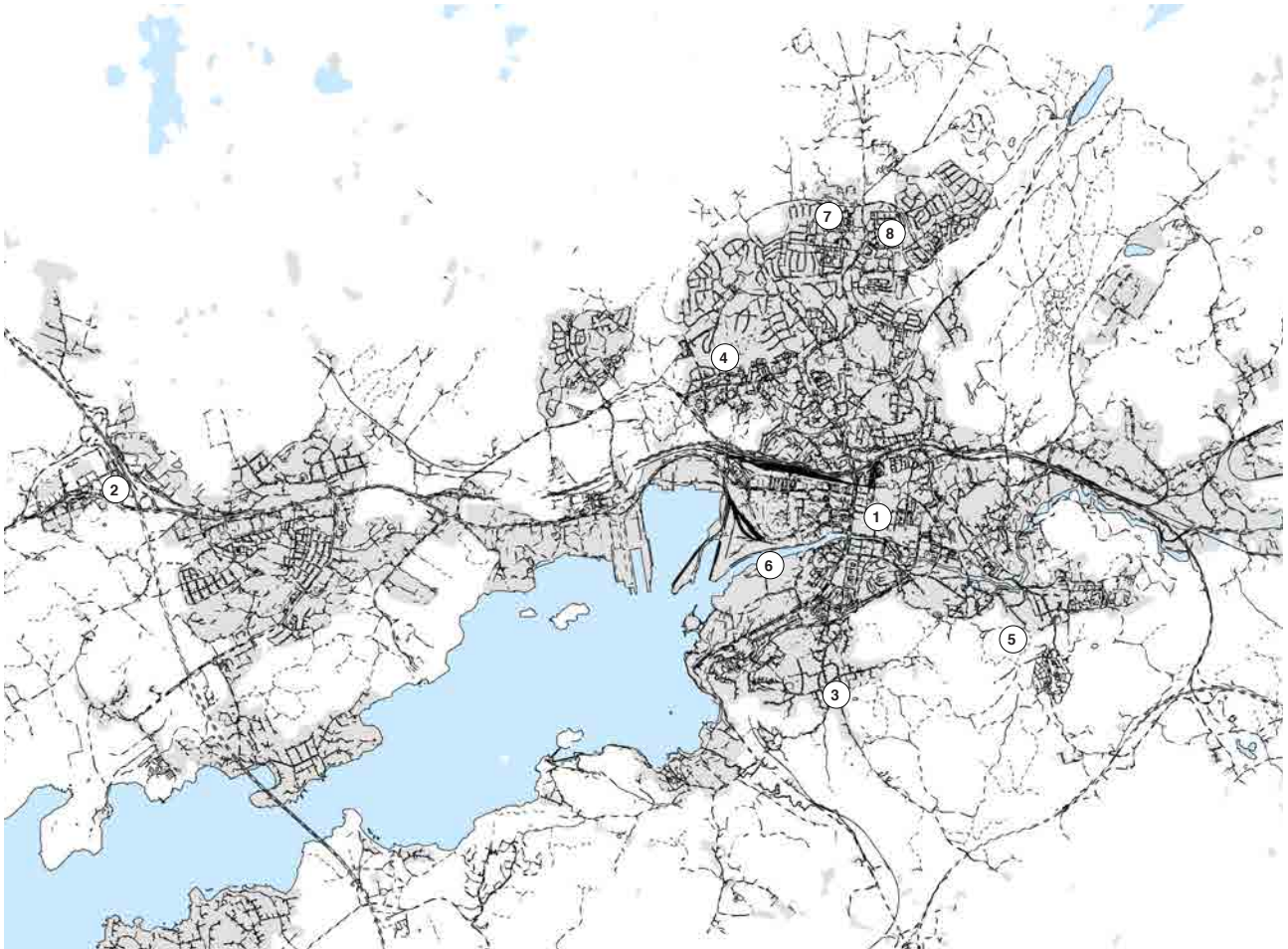
The city's character is quintessentially Swedish. The core of the urban centre is partly historic, partly replaced during the urban regeneration of the inner city environment that occurred throughout the



Esplanaden, River Bäveån



Shipyard Uddevallavarvet, founded in 1946 by Gustav B. Thordén



1. City centre
2. Torp

3. Kapelle
4. Skogslyckan

5. Tureborg
6. Bäveån

7. Hovhult
8. Dalaberg

country during the 1950s, 60s and 70s. About half the core of the city centre was demolished and much of the small-scale built-up area, comprising varying architectural styles, was replaced by monotonous and large-scale block building in late-functionalist style. Another quintessential Swedish phenomenon of the time was the increasing accommodation of motorism — with new roads, large surface areas reserved for parking and car parks adjacent to shopping centres in the urban environment.

Outside its centre, the city has spread out in fairly visible annual rings. The early twentieth century 'garden city' is represented in areas such as Elseberg and Egersberg, a stone's throw from the city. The functionalist rental and single-family housing developments of the early 1930s are represented in the relatively central districts of Söder and Kapelle [3].

Even further out from the city centre, lie functionalist residential areas Skogslyckan [4] and Tureborg [5], built-up areas of "stjärnhus" ('star houses') and local neighbourhood squares featuring local services. Beyond these areas lie the 'Million

Programme areas' of Hovhult [7] and Dalaberg [8], which were built in the 1960s and -70s, far from the city's central core.

It is around the 1950s and onwards that single-family detached neighbourhoods started noticeably emerging in the outskirts of the city. The so called "egna hem" ('own-your-own-housing') developments were an important popular movement in Sweden that consolidated car dependency, locally as well as nationwide. The dream of having a home and garden patch of one's own has been integral to how Uddevalla looks to this day, with a relatively sparse built-up area spanning great distances.

The city centre is facing challenges with changing shopping patterns as a result of the establishment of the Torp shopping centre, which has become a bigger attraction than the town itself. Uddevalla's town centre ("centrum") has lost popularity, and several shops and restaurants have moved from the city centre.

*The 'star-house' concept was developed by young architects Sven Backström and Leif Reinius during the 1940s, a plan type in which three apartments were clustered around a central staircase on each floor.



The bridge Uddevallabron



Boats in Centrum ('town centre')



River Bäveån med Hasselbacken i bakgrunden



Uddevalla torg (Uddevalla Square)

City development

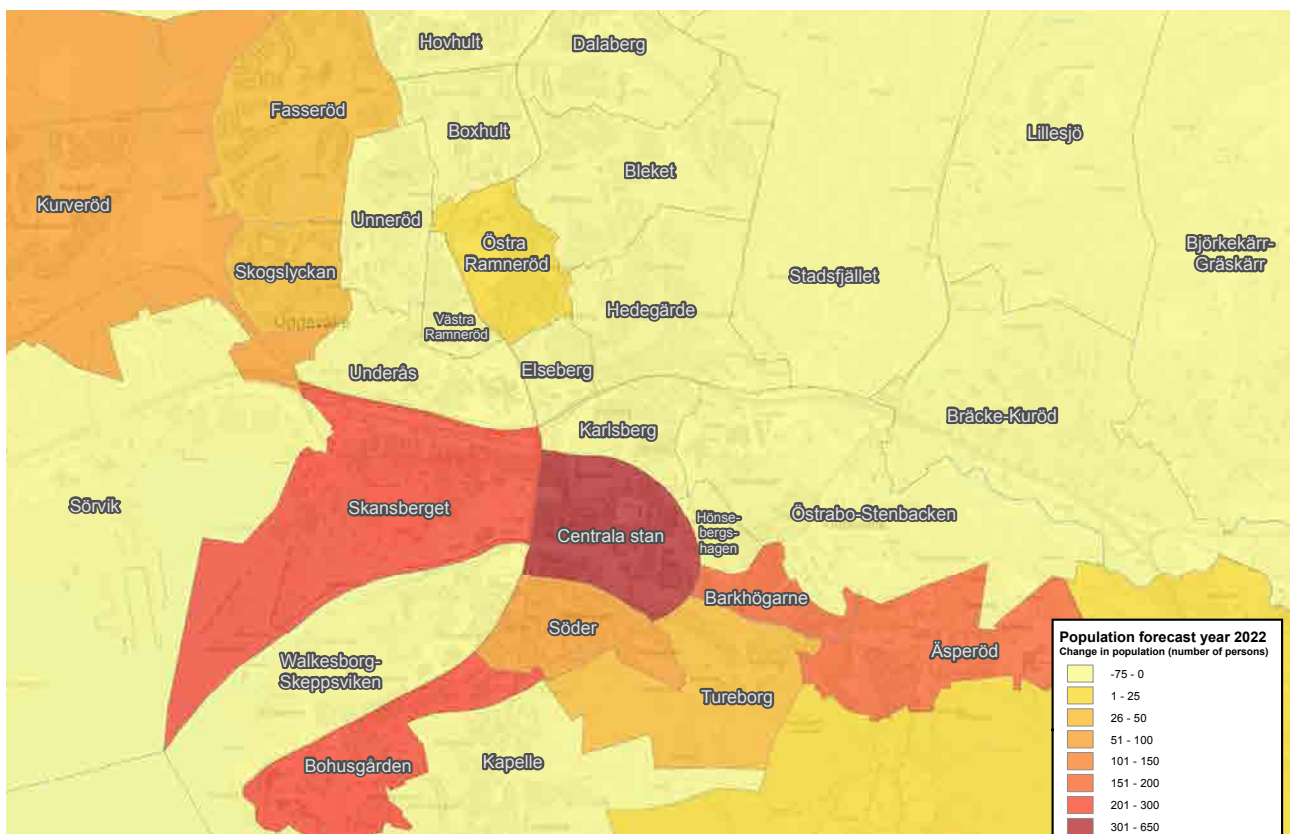
There are major development plans for Uddevalla. As in many other parts of Sweden and Europe, this involves densification of urban environments, development of housing in coastal environments, and an extensive urban-centric investment in public environments. An area plan developed for Båveån (6), involving up to 3,500 new homes in areas previously used for industrial activities, is now being refined in greater detail. Meanwhile, plans for extensive flood protection are underway to secure the central city environments from elevated sea levels and increasingly frequent downpours. Strategically, this development is well documented in the city's political decisions. There is a shared view that this development is desirable, from the very top decision-making assembly of the city council, down to the committees' operations.

In addition to the aforementioned initiatives, there is also a political will to develop the Million Programme areas Dalaberg and Hovhult, which each have their specific problems. The areas are characterised by large-scale buildings which are more or less worn out and are in great need of renovation to constitute attractive housing options.

Houses have been demolished to let more light into the area, and the housing foundation Uddevallahem has made efforts and plans that include installing new windows, roofs and other energy-saving measures.

From the municipality's side, investments in meeting places have been implemented where labour market initiatives have been coordinated with education and cultural and leisure activities. Nevertheless, many of the problems of segregation remain. Under new political leadership, the municipality has chosen to highlight the need for further focus on Dalaberg and Hovhult.

The forecast population growth is currently nil for Dalaberg and Hovhult, but the municipality's ambition is that these areas will in future be an appealing alternative for new housing and business establishments alike; attracting more residents to the district.



Population forecast year 2022



Rendered visualisation of new housing units by River Bäveån / Illustration: Sydväst Landskap



Aerial view: Hovhult (left), Dalaberg (right), and natural area Bulid (backdrop)

THE PRODUCTIVE CITY

The preceding competition edition, Europan 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. Europan 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 Europan 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?

Europan 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, Europan 14, themed “The Productive City”

THE PRODUCTIVE UDDEVALLA

From the mid-1980s, global economic transformation gradually took hold in many European cities including Uddevalla, at which time many industries were abandoned and moved eastwards. During this period, many people became unemployed and moved elsewhere. A consequence was that segregation increased, especially in areas where the Million Programme had been actualised. But society is developing at an increasingly faster pace and the time when Uddevalla's business sector was characterised by maritime shipping, textile and shipbuilding industry feels like long ago. Future jobs will be developed within new, innovative businesses, and this is where the project site in northern Uddevalla has great potential to contribute.

The Million Programme neighbourhoods Dalaberg and Hovhult, with their different characters, and Bulid, a large natural area, together provide adequate scope for various synergy effects. The social composition of Dalaberg and Hovhult is heterogeneous. The local residents have different work experiences and social backgrounds, and the neighbourhoods are already bursting with cultural activity. The diversity that exists on site provides a great potential for developing new ideas and visions for the area.

The majority of residents have foreign backgrounds, and many have extensive work experience but are not currently employed. Those who have arrived to the area are often well-educated but poorly integrated into Swedish society. There is great potential, but poor conditions for creating new job opportunities within different industries in the area. There is great need for places where people can meet and exchange ideas to create a productive atmosphere that encourages entrepreneurship and creativity.

There is also great potential to create synergy effects between urban environments and green values via Hovhult and Dalaberg's proximity to the natural area of Bulid. An opportunity exists here to link recreational activities and cultivation in close connection to the residential environments of the Million Programme areas and future business establishments.

The development of Hovhult, Dalaberg and Bulid into well-integrated productive areas will contribute to strengthening Uddevalla as a whole. The aim is to make these areas, which many people currently avoid, attractive for both new and existing residents, as well as for companies, to establish themselves in the future. Economic and social sustainability is strengthened and contributes to a new dynamic for the whole of Uddevalla.



Uddevallahem's greenhouse i Dalaberg



The Islamic Centre, Dalabergs Centrum



Café by the entrance to Dalabergs Centrum



Popular pizzeria in Dalabergs Centrum

STUDY SITE (MARKED IN RED)

Site description

The districts of Dalaberg and Hovhult lie on the heights of north-eastern Uddevalla. Both subareas consist mostly of multi-dwelling buildings from the Million Programme years 1965–75. Dalaberg and Hovhult are considered suburbs of Uddevalla despite being located a brisk twenty-minutes walk from the city centre.

Right next to Dalaberg is Helenedal, a neighbourhood of single-family detached homes ("villastad"), which is part of the larger area known as "Norra ('Northern') Uddevalla". Put together, the three areas practically span the entire range of sizes, price segments and ownership forms that can be envisaged in terms of private housing, but the different types of housing are clearly divided into smaller areas, in enclaves of rental apartments; owner-occupied/housing co-operative apartments; and single-family detached respectively. Within the study site, opportunities for both rental and privately owned housing exist, and there are all sizes available, from one-bedroom apartment to independent single-family detached home ("villa").

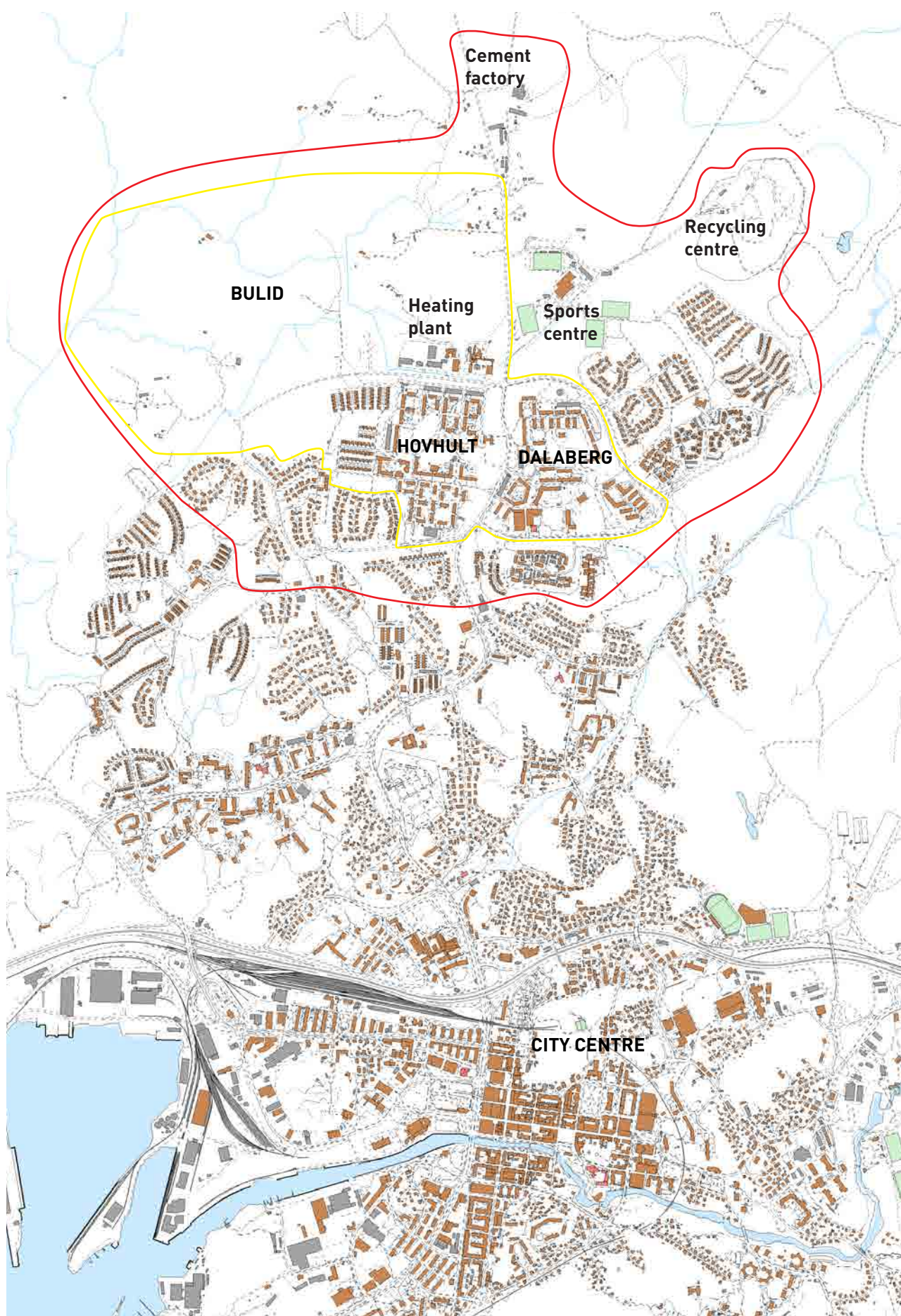
Yet, it is the image of the area as comprising cheap, small rental apartments and immigrant populations that pervades among those who do not reside in the area.

Virtually the entire study site, as it stands today, was built after 1965. The multi-family dwellings belong to the Million Programme developments, and the single-family detached neighbourhoods consist mainly of houses from the 60s and 70s. Some new construction and re-construction has taken place over the years. The most spectacular building recently constructed is the Uddevallahem's greenhouse, which was built in the 1990s. Before housing the current residential developments, the heights of North Uddevalla were considered a peri-urban countryside area.

North of Hovhult lies heating plant Hovhultsverket. A little further north, at Fjällvägen, a cement factory has been established. East of Dalaberg lies an operational recycling centre.



Aerial view from south



PROJECT SITE (MARKED IN YELLOW)

Site description

Dalaberg and adjacent Hovhult are Uddevalla's largest residential areas with a total of about 6,000 residents. Most of the housing units are rental apartments built during the Million Programme's most intensive decade of the 1960s and 1970s. The area is characteristic of the Million Programme's application in a small Swedish city.

However, within the two subareas, large variations are discernible. One could say that the mixed area is divided into smaller, more homogeneous, neighbourhood areas.

Today, large parts of Uddevalla's immigrants from non-European countries live here. The areas are some of the city's most segregated neighbourhoods in terms of levels of income, employment and education. At the same time, there is an enormous potential here in the form of a broad range of third-sector activities and proximity to recreational spaces in the form of bathing areas, local sports facilities, illuminated exercise trails, a sports ground, ice rink and tennis centre. There is also the Islamic centre which is used as a mosque, housed in premises within Dalaberg's local "centrum" ('centre').

HOVHULT

Typical of Hovhult is a three-storey, low rise-apartment type of housing, multiplied in a rectangular structure. The area is perceived as stringent and monotonous. The area is mostly residential, but there is also a school, pre-school and a retirement home.

DALABERG

Housing in Dalaberg consists exclusively of multi-storey blocks of flats, grouped around large inner courtyards. Compared to Hovhult, however, Dalaberg

is perceived to be more large-scale and with a more heterogeneous development pattern. The area accommodates many different societal functions in varying building sizes that adapt to the conditions of the terrain. In the northern part of Dalaberg lies a water tower that houses a large, unutilised interior space.

Dalabergs Centrum

Most local services are concentrated to Dalabergs Centrum. It is a complex built in the 1970s with a car park dug underground, retail stores at ground-level, and a mix of housing units and business premises on the upper floors. Local amenities and services include grocery store, pharmacy, hairdresser, a district library, the Swedish Church, the Islamic Centre, a youth recreation centre and a popular pizzeria. The vibrant and well-frequented Centrum complex also offers access to a health centre, to public dental and maternity care, and is also home to the local school canteen. Behind the centre is a local sports ground that attracts many young people.

Dalaberg - Lillbräckan

The most well-known area, apart from Dalabergs Centrum, comprises the four buildings that make up "Lillbräckan". What distinguishes these four blocks of flats from the rest of the local area is the design of their courtyard, along with the fact that they solely comprise rental flats. Lillbräckan consists of four long six-storey blocks of flats, each extending along a narrow, middle courtyard. Under the yard is a parking garage. This is part of an accessible housing solution that allows residents to take the elevator underground to access their cars, which can stay secure and sheltered. The courtyard and surrounding blocks are worn down and the façades need renovating.



Hovhult



Dalabergs Centrum



Hovhult and Dalaberg



Dalaberg



Dalaberg "Lillbräcken"
Residential courtyard built on top of parking garage

SCHOOL

Behind Dalabergs Centrum is the International School, for pre-school to fifth grade pupils. The Hovhult district has its own school which is as international as the one at Dalaberg. Once youngsters in Dalaberg and Hovhult are about to commence the sixth grade, they transfer to schools located in other areas closer to the city centre. In the eastern part of Dalaberg is a youth recreation centre. Here, children and young people up to the age of 18 are welcome after school.

SEGREGATION

Both Dalaberg and Hovhult are considered as so-called "utanförskapsområden" ('areas of exclusion'), based on statistics on the level of employment, school results, voter turnout, origin, public health and average income among local residents. To exemplify visible contrasts between local areas, in 2009, 50.5% of the inhabitants of Ljungskile, a different district of Uddevalla, had some form of higher education. The corresponding figure in Dalaberg and Hovhult is 18 and 19% respectively. However, the most notable figure in these contexts is the level of unemployment where the difference is most evident. The number of employed persons in Dalaberg and Hovhult is 57%, and in the entire Uddevalla municipality the figure is 79%.

COMMUNICATION

Both districts Hovhult and Dalaberg are built according to the Million Programme's principles of traffic separation and neighbourhood units. This means that all motor traffic is directed to bypass outside of the areas, while the inside parts are car-free. On the one hand, this provides for green areas with footpaths and safe environments for children to play in. On the other hand, this means that the areas are turning inwards in many ways, and that those who do not have a local errand, drive past the area without ever seeing the inside of it.

The road Fjällvägen runs through the area, keeping the two districts apart, and is perceived as a barrier in the pedestrian landscape. To increase accessibility, pedestrian tunnels have been built under the roads. However, the tunnels are often dark, and are perceived as unsafe spaces.



Bulid

In the single-family detached neighbourhoods, the streets are dead ends, and in order not to attract unnecessary traffic into the area, bus stops are located out by where the access road intersects Dalabergsleden. Most residents of these areas have access to a car of their own, and so the bus does not pick up as many passengers at these stops.

The area is very well serviced by public transport, with two bus services that pass from Hovhult and Dalaberg every 15 minutes, down to the city centre and back. For unemployed locals, the good communications are an advantage, as they provide increased access to the labour market in the city's central parts.

BULID

The large green area that is part of the competition brief's northern part has previously been used as a military training field. Today, the area is relatively unutilised with the exception of a farm, some agricultural activities, and a few footpaths.

GREEN STRUCTURE

This part of Uddevalla contains a great variety of natural and built-up areas. Within a few minutes, one can walk from lakeside forest to densely built residential areas, and a local Centrum ('town centre') with shops. Along the way one passes single-family detached houses, multi-family dwellings, a church, library, shops, and other local community and business premises — without crossing a single motor road.

The topography in the area is varied but rarely steep. Conforming to the Million Programme period's planning, the houses stand in straight lines within their groupings, but are scattered across the two districts with lots of greenery preserved in between.

The proximity to forest, land and lake is a great asset for the districts of northern Uddevalla. School and extracurricular activities for children make use of this proximity to nature whenever possible. The natural area north of Dalaberg and Hovhult, with Lake Bjursjön located north-east of Dalaberg, is also frequented by residents of other parts of Uddevalla.



Bulid



Dalaberg



Hovhult

COMPETITION TASK

The task involves designing a new compact neighbourhood with short distances and an innovative socio-economic infrastructure. The development of the area should increase the district's attractiveness to individuals and businesses alike, and contribute to breaking the patterns of segregation prevalent today. The aim is for people who currently avoid this area to feel inspired by the urban development of this area, find the future alternative housing options appealing, and wish to relocate there. In the long term, the development will contribute to increasing the economic and social sustainability of this specific area and the city of Uddevalla as a whole.

Development of existing structure

Many who live in the districts of Dalaberg and Hovhult see the place as a temporary station in life, which to a certain extent implies little interest to engage in the area's development. Such an attitude can, however, be counteracted by measures in the physical environment that clearly signal thoughtfulness, feeling of home and belonging.

From an architectural perspective, the area has room to be rebuilt and renewed in a sustainable and environmentally friendly way. Many of the buildings are worn and several residential blocks and courtyards need to be renovated within the next decade. Here exists the opportunity to design neighbourhoods with a lively urban character but also containing quiet, more intimate environments between buildings. There are good examples of similar Million Programme areas in other European cities that have undergone innovative re-structuring processes with positive results.

Care and consideration of an area can have a positive effect when all stakeholders are collectively involved, and engage in the design of the neighbourhood. Within the framework of the competition, competition entrants are free to propose processes for local residents and property owners to engage with the municipality in the transformation process.

The municipality is requesting innovative ideas for a socially sustainable development of the existing structure in the area, and in the renovation of existing properties and residential blocks and courtyards.

Areas for productivity

Within Hovhult, Dalaberg, and in connection to Bulid, potential should be created for young, creative start-ups and traditional business models alike to establish and realise their entrepreneurial ideas — for example in information technology or in the entertainment industry.

In Dalaberg and Hovhult there is the opportunity to utilise existing premises, parking garages, and local water tower better than today, in order to convert them to sites for varied production. There is also an opportunity to develop the urban context and create new environments in the spaces between the physical building structure.

Local entrepreneurs must be offered physical, as well as conceptual room to allow them to develop their plans. Together with other business owners, a local network is formed that can also provide global business contacts.

The municipality strives for innovative ideas for how existing premises can be used, how networks can be created, and how spatial gaps in the cityscape can be utilised. The development of the future workplaces will generate a new functionally mixed district with varying experiences on offer, and quality of life.

In contrast to the Million Programme areas, Bulid has other qualities. The vast landscape is characterised by agriculture, forest, and great natural experiences. The area provides space for realising business models within horticulture, animal husbandry or sports activities but also for creating room for contemplation.

In this area, the municipality strives for innovative proposals for projects, such as "urban farming" that can function as links between the different neighbourhoods.

Housing units

In the districts of Dalaberg and Hovhult, there is the possibility to propose the addition of housing units in spatial gaps between the existing building structure. New buildings for housing can advantageously, in an innovative way, be combined with business activities and production.

In Bulid, it is possible to propose additional, alternative housing types in more small-scale developments than in Dalaberg and Hovhult. New housing units can be combined with e.g. larger gardens and spaces for urban cultivation. The municipality is requesting innovative ideas for how the area can be utilised to its full potential.

Circular economy

Regarding social, economic and ecological aspects, Dalaberg and Hovhult are well placed to become attractive and sustainable neighbourhoods. With many green surfaces embedded between residential buildings, and a large natural area in direct proximity, there is a possibility to become locally self-sufficient on for example vegetables.

Uddevallahem's example of building a greenhouse gives an indication of how a property owner can act for positive social impact. There is adequate space for proposing additional volumes that complement the area. Entrants are free to propose buildings that may contain a more commercial version of a greenhouse or other activity that generates new synergy effects and which in turn creates employment opportunities for the local population. For such efforts to work in the long run, the participation and involvement of locals is crucial.

Submitted material

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

The competition proposal should describe how it develops Europe's theme on the productive city, how this is realized in the area in question, and what in the proposal is unique or innovative. Finance and feasibility must be taken into account.

The competition proposal should form a basis for initiating a discussion on the area's development together with local residents, politicians and experts.

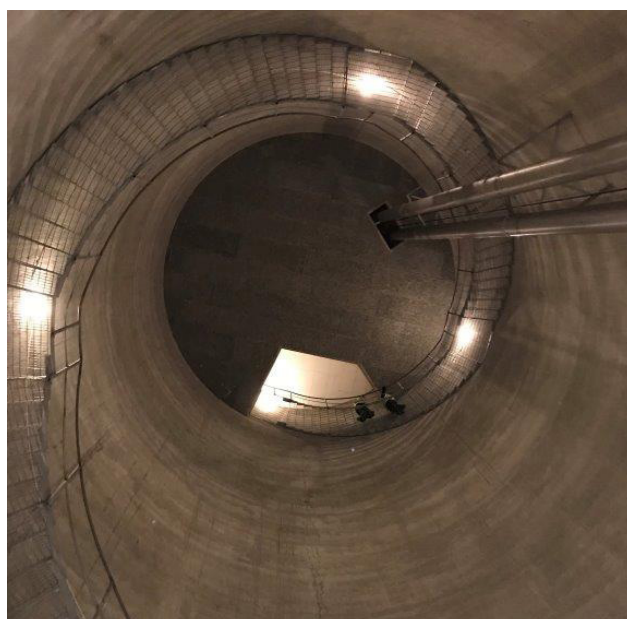
Suggested materials for the competition proposal: study site plan (site marked out in red); project site plan (site marked out in yellow); view from above based on aerial photo; ground-level perspectives; presentation of plans, sections and façades, as well as a brief presentational text to accompany the panels and a separate, in-depth text submission.



Hovhult



Sports ground east of Dalabergs Centrum



Interior staircase, water tower

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:

190318 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.

190412 Site visit with site representatives (pre-registration to info@european.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

European 15 jury

Members of the competition jury:



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



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



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



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



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



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



- Erik Wingquist, SE
- Architect
- Programme director at KTH
- Stockholm, Sweden

SUBSTITUTES:

- | | |
|---|--------------------------------------|
| – Per Kraft, SE | – Martin Berg, SE |
| – Architect | – Architect |
| – Founding architect of 2BK | – Founding architect of Schuman Berg |
| – Earlier running the secretariat for European Sweden | – Winner E14 in Narvik, NO |
| – Stockholm, Sweden | – 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/

Instagram account for European Sweden:

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

About Uddevalla

Uddevalla Municipality:

– <https://www.uddevalla.se/>

Stadsinspektionen (radio show):

”Uddevalla reser sig som Fågel Fenix”

(‘Uddevalla rises like the pheonix’)

– <https://sverigesradio.se/avsnitt/947890>

Dalabergs Fritidsgård (Youth Recreation Centre):

– <https://www.facebook.com/dalaberg/>

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

■ WANT TO KNOW MORE?

■ Visit our website:
www.european.se

CONTACT INFORMATION:



E-mail: info@european.se

EUROPAN SWEDEN



**The Swedish European Secretariat is
run by:**

Carolina Wikström and Frida Öster
through Asante Architecture & Design.
Europan 15 is under the auspices of
Architects Sweden.

asante
ARCHITECTURE & DESIGN

Architects Sweden