

2.12.2019

PRODUCTIVE CITIES

JURY REPORT

HYVINKÄÄ • TUUSULA

FINLAND



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1. / European 15 – competition

European is an international competition for architects and urban designers under the age of 40. European provides a forum for young professionals to develop and present their ideas for current urban challenges. For the cities and developers European is a tool to find innovative architectural and urban solutions for implementation.

In European 15 there were 47 sites from 12 different European countries. The Finnish sites were in Hyvinkää and Tuusula.

The theme of European 15 was Productive Cities.

1.1 EUROSPAN 15 THEME

Productive Cities

European 15 enlarges the topic from European 14 – Productive Cities – which is a complex and crucial one in the contemporary mutation of European cities. This session, European will particularly focus on the issue of the ecological transition related to a vision of the productive city for the future.

Resources

How to minimize consumption and resource contamination? How to share resources? How to imagine social and technical innovations on this subject?

Mobility

How to integrate mobility and accessibility into productive territories?

Equity

How can spatial equity contribute to social equity? How to connect social and spatial elements? How to create a productive balance between territories, between urban and rural, between the rich and the poor?

Creating proximities

In the physical space of the city, but also at temporal and actors' scales, it is about establishing proximities between living and working both within residential areas and between residential areas and monofunctional production zones. It is also about rethinking the transition between high-speed metropolitan mobility and the low speed of neighbourhoods.

Third spaces in-between

A third space is a new space inserted between housing and production areas that can catalyse the transformation of current production cycles by creating synergies with urban territories and everyday life. It can be located in residual spaces within neighbourhoods, between existing monofunctional zones or emerge from recycled urban fabric.

SITES

Hyvinkää (FI), La Louvière (BE), Lasarte-Oria (ES), Madrid - La Arboleda (ES), Rotterdam Kop Dakpark (NL), Rødberg (NO), Sant Climent De Llobregat (ES), Villach (AT)

Implanting

The challenge for cities to be both productive and sustainable is to interlink resources, mobilities and conditions of fairness. There are two aspects to implanting new dynamics or reactivating resources such as urban farming and educational, research or creative forces: productive milieus and productive uses.

Productive milieus

This is the level where a natural, cultural, social or economic environment is implanted or revitalised symbiotically, by contrast with the architecture of objects or the urbanism of technocracy. So what is needed is to activate human and nonhuman resources and an ecosystem of partners, while at the same time paying attention to integrative values between nature and culture.

SITES

Barcelona (ES), Bergische Kooperation (DE), Helsingborg (SE), Palma (ES), Raufoss (NO), Rotterdam Visserijplein (NL), Saint-Omer (FR), **Tuusula (FI)**

1.2 ORGANIZERS

The organisers in Finland were the city of Hyvinkää and Tuusula municipality together with European Suomi Finland.

1.3 SITES



HYVINKÄÄ

POPULATION	47 000
STRATEGIC SITE	95 ha
PROJECT SITE	27 ha
SITE PROPOSED BY	City of Hyvinkää
OWNERS OF THE SITE	City of Hyvinkää, State of Finland, private land owners

Hyvinkää is part of the Greater Helsinki area with excellent traffic and logistic connections to many directions. Hyvinkää was born when the rail line was first built in the 1850's. The location on the Salpausselkä ridge with its pure groundwater reserves was the foundation for growing industry. Sanatoriums and winter tourism became popular thanks to the quality of fresh air and pine forests. Since then Hyvinkää has grown into a lively city, still carrying the past tension between industry, high culture and nature.

Hyvinkää city center is located on two sides of the main rail line of Finland. On the east side there's a new shopping quarter, housing and administrative, recreational and cultural services embedded in old industrial buildings. The western side is less defined and lacks character. Many of the buildings are outdated and need an architectural and functional upgrade. There are also traffic challenges in the area; bridges over rail lines, busy traffic arteries, oversized intersections, a bus station and large open parking areas. The objective is to create an urban concept for the project area with various functions including productive uses. The different sides of the rail line should also be better connected to one another.



TUUSULA

POPULATION	38 600
PROJECT SITE	15 ha
SITE PROPOSED BY	Tuusula municipality
OWNERS OF THE SITE	Tuusula municipality, private land owners

Tuusula municipality is part of the Greater Helsinki area, located only half an hour from Helsinki and 15 minutes from Helsinki-Vantaa airport. Tuusula is a combination of active municipal centers and peaceful countryside. The three centers – Hyrylä, Kellokoski and Jokela – each have their own identity. Lake Tuusula is an inherent part of Tuusula's identity and cultural heritage. A unique community of artists formed on the shores of the lake in the early 1900's and this heritage is still prominent today.

The project site, Anttila farming center, is situated in a beautiful rural landscape by Tuusula lake, near Hyrylä center. Anttila has served as a research and education center for farming but has become mostly vacant. Large barns and research buildings together with housing are available for new use. The objective of the competition is to find a concept for the area. And to study how local food production, services and housing could coexist in Anttila a new way. Could Anttila become a post-agrarian productive village?

1.4 JURY

First jury meeting

Kari Nykänen, chairman, Architect, City Planning Director, City of Oulu

Sini Coker, Architect, Studio A/H, Helsinki

Siiri Vallner (EE), Architect, Kavakava Architects, Tallinn

Eero Lundén, Architect, Lundén Architecture Company, Helsinki

Jan Yoshiyuki Tanaka (DK), Architect, JAJA Architects, Copenhagen

Maija Itkonen, Industrial Designer, CEO, Gold&Green Foods, Helsinki

Absent: Bruce Oreck (USA), Former U.S. Ambassador to Finland, Real Estate Investor

Anitta Ojanen, HYVINKÄÄ, Architect SAFA, Planning Director, City of Hyvinkää

Absent: Pia Sjöroos, TUUSULA, Architect SAFA, Planning Director, Tuusula Municipality

Second jury meeting

Kari Nykänen, chairman, Architect, City Planning Director, City of Oulu

Sini Coker, Architect, Studio A/H, Helsinki

Siiri Vallner (EE), Architect, Kavakava Architects, Tallinn

Eero Lundén, Architect, Lundén Architecture Company, Helsinki

Absent: Jan Yoshiyuki Tanaka (DK), Architect, JAJA Architects, Copenhagen

Substituted by: **Dan Mollgren**, Architect, City Planning Director, City of Porvoo

Maija Itkonen, Industrial Designer, CEO, Gold&Green Foods, Helsinki

Bruce Oreck (USA), Former U.S. Ambassador to Finland, Real Estate Investor

1.5 SITE REPRESENTATIVES

Anitta Ojanen, HYVINKÄÄ, Architect SAFA, Planning Director, City of Hyvinkää

Pia Sjöroos, TUUSULA, Architect SAFA, Planning Director, Tuusula Municipality

1.6 EXPERT PANELS

The entries were also evaluated by local experts before the jury meetings. The experts were

Hyvinkää

Mika Ahonen, Architect SAFA, Urban planner, City Planning Department

Jyrki Mattila, Mayor

Marko Hytönen, Head of Technical Department

Annukka Lehtonen, Business Director
Marko Kankare, City Geodesist
Kimmo Kiuru, Traffic Engineer
Pi Krogell-Magni, Head of Communications
Tuija Tomperi, Communications Coordinator

Private landowners:

Mikael Rentto, Ceo, Rentto Ltd
Mika Nurminen, Branch Manager Rentto Ltd
Kristiina Kuusiluoma, Architect SAFA, Rentto Ltd
Leif Backman, BRA Properties Ltd

Councillors in local government:

Riikka Komulainen, Jussi Kukkola, Iida-Eveliina Rantalainen

Tuusula

Ritva Lappalainen, Manager, Property Management
Petri Juhola, Manager, Community Development
Jukka Sahlakari, Director of Water Enterprise
Jukka-Matti Laakso, Traffic Engineer
Tiia Numminen, Traffic Planning Engineer
Jaana Koskenranta, Museum Curator
Marjukka Hanhijärvi, GIS Planner
Teija Hallenberg, Planner
Antti Reijonen, Surveying Engineer

1.7 REGISTRATIONS AND SUBMISSIONS

European Finland received 58 registrations, 19 for Hyvinkää and 39 for Tuusula. There was a total of 1241 registrations in European 15.

The entries were submitted digitally through the european-europe.eu web site. Hyvinkää received 16 entries and Tuusula 31. European 15 received a total of 901 entries. Of the 47 entries in Finland 38% were submitted by Finnish teams.

1.8 EXHIBITIONS

All the Finnish entries were exhibited both online at european.fi and in exhibitions in the organising cities:

Hyvinkää 17.9. - 11.10.2019 at Shopping Center Willa
Tuusula 30.9. - 5.10.2019 at the Kasarmi Art Center



2. / Results of the Competition

2.1 THE DECISION OF THE JURY

The jury met twice. The first meeting was held in the organising cities on September 13-14, 2019. At this meeting, in accordance with the competition rules, the best and most representative of the entries – the so-called shortlist – were selected (Hyvinkää 5 entries, and Tuusula 6 entries). The second jury meeting was held in Innsbruck on October 21, 2019.

The jury decided to distribute the prizes, runners-up and special mentions as follows:

HYVINKÄÄ

Winner	12 000 €	AJ611	Symbiotic Fabric
Runner-up	6000 €	OC435	Come Together (2)
Special mention		FF815	Come Together (1)
Special mention		OB134	The Green Ring - Closing Cycles, Linking Spaces

TUUSULA

Winner	12 000 €	DK510	Anttila Farm Incubator
Runner-up	6 000 €	JK221	60°North
Special mention		MD468	Symbiosis
Special mention		ND426	Pihabitat

2.2 AUTHORS OF THE AWARDED ENTRIES

Hyvinkää

WINNER 12 000 €

AJ611 Symbiotic Fabric

Authors:

Laura Huerga Cadenas (ES), architect

Pablo Magán Uceda (ES), architect

Collaborators:

Óscar Ruiz Nieto (ES), architect

Sophia Arbara (GR), architect

Marcello Felice Vletti (IT), Urban Planner

Pavlos Ventouris (GR), architect

Javier López-Menchero Ortiz De Salazar (ES), architect

RUNNER-UP 6000 €

OC435 Come Together (2)

Authors:

Lassi Mustonen (FI), architect

SPECIAL MENTION

FF815 Come Together (1)

Authors:

Tomi Jaskari (FI), architect urbanist

Laura Hietakorpi (FI), landscape architect

SPECIAL MENTION

OB134 The Green Ring – Closing Cycles, Linking Spaces

Authors:

Radostina Radulova-Stahmer (DE), architect

Deniza Horländer (DE), architect

Collaborator:

Viktoriya Yeretska (AT), architect

Tuusula

WINNER 12 000 €

DK510 Anttila Farm Incubator

Authors:

Joana Gil Ribeiro (PT), architect

Rui Cunha (PT), architect

Collaborator:

Carolina Gil Ribeiro (PT), urban planner

RUNNER-UP 6 000 €

JK221 60°North

Authors:

Natalia Vera Vigaray (ES), architect

Agnes Jacquin (FR), landscape architect

Alexandra Jansen (PL), economist

Emmanuel Laux (DE), architect

Patxi Martín Domínguez (ES), architect

Josep Garriga Tarrés (ES), architect

SPECIAL MENTION

MD468 Symbiosis

Authors:

Chau Nguyen (FI), architect

Anastasia Luzina (FI), bachelor of architecture

SPECIAL MENTION

ND426 Pihabitat

Authors:

Marina Basdekis (GR), architect

Negin Armoun (IR), architect

Collaborators:

Léa Trouvé (FR), architect

Meliina Rantalainen (FI), student in architecture

Aki Sahrman (FI), bachelor of architecture

2.3 AFFIRMATION OF THE RESULTS



Kari Nykänen
chairman



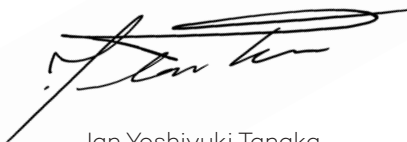
Sini Coker



Siiri Vallner



Eero Lundén



Jan Yoshiyuki Tanaka



Maija Itkonen



Bruce Oreck



Mari Koskinen
secretary



Dan Mollgren
substitute



Anitta Ojanen
City of Hyvinkää



Pia Sjöroos
City of Tuusula



3. / HYVINKÄÄ

3.1 GENERAL EVALUATION

Hyvinkää railway station and its surrounding areas present a series of multi-dimensional challenges to urban planners, due to the significant variations in elevation present here and the defining influence of the train lines and other related infrastructure. In addition to this practical set of circumstances, the competition theme of “Third Space” required entrants to create an entirely novel urban catalyst embedded within an existing city to complement traditional functions. This demanding brief generated a series of entries that were characterised by their diversity, both in terms of their quality and their content.

A key task for the participants was to develop a plan that would allow the station area to be linked across the train tracks with the city centre as well as the Rentto and Koritsooni districts. Despite this challenging brief that required entrants to demonstrate a broad range of professional skills and aptitudes, it nevertheless attracted a reasonable number of submissions exploring ways to enhance the cohesion of the competition site’s structure and proposing solutions for integrating it as a new and viable part of town. Though not many in number, some of the most highly rated submissions demonstrated genuine merit.

Notably, they included a diverse range of approaches and strategies designed to create links and connections across the railway depot and tracks. The most successful submissions sought to create a more cohesive urban structure by enhancing existing routes, streets plans and connections or by undertaking strategic infill development. The Jury placed particular value on interventions seeking to make efficient use of available resources. Extensive multilevel configurations such as flyovers, underpasses and bridges, were considered inappropriate for Hyvinkää both in terms of the scale of the urban fabric and the cost involved.

The proposals included a wide range of stand-alone ideas that showed how both underpasses and flyovers could be implemented in a more attractive way but, ultimately, in the absence of wider urban structures capable of driving cohesion, the addition of interconnected routes in itself was not felt to achieve the stated aims. Due to the variations in elevation found in the area, it was anticipated that accessibility and winter maintenance would both prove to be challenges. In the best submissions, both sides of

the city centre were woven together using a strongly conceived spatial or functional concept capable of driving not just physical links but also drove the new functions and identities for currently unutilised central areas. Indeed it could be said that the most successful entries managed to present solutions for the urban structure while also addressing the competition theme of Third Space. Many of the entries did not succeed in transforming the land between the tracks or converting it into a fully fledged urban space whether in terms of scale or function. In the best entries, the new building masses and functions were added to existing building stock to create new multi-layered urban and street spaces.

In terms of the scope of new construction envisaged, there was significant variation between the entries. Excessive high-density development were considered unsuitable by the Jury and impossible to implement in this particular setting. High-density, large-scale development was most often proposed for the the Koritsoonimäki district, to the extent that the plans seemed to shift the focal point away from the current centre. What mattered here for the jury was not volume but proposals that would allow Koritsoonimäki to be linked with the rest of the urban structure. At the same time, its relative isolation from the rest of the competition site meant that Koritsoonimäki could be treated as a distinct area in its own right, and this had inspired some of the entrants to develop very interesting construction and layout solutions with regard to housing, working and energy production. Although the Jury acknowledges that some interesting studies were received, the members would have welcomed more evidence of bold and fresh thinking on urban development models designed to weave together working, economic activity and homes and matching Hyvinkää's scale as a city. Excessively high building masses were not shown to enhance Hyvinkää's small-town feel. Building masses deviating or otherwise removed from the block structure did not generate enhance cohesion for the fragmented urban fabric.

On a general note, the entries paid relatively attention to the station and surrounding areas. With the exception of a small number of case studies, most of the entries' involvement in this area was confined to a preoccupation with park & ride hybrids. The most accomplished proposals succeeded in combining station operations, multi-modal transport and park & ride provision under the same umbrella. Parking facilities located separate from the station and allowed to dominate the city scape were viewed as problematic and inappropriate for the local area by the Jury. The station's clear status as a major transport hub inspired entrants to rather elaborate flights of fancy with regard to multi-storey car parks. They were considered interesting as stand-alone case studies by the Jury, but the feeling was that the scope of the designs tended to overwhelm. The most accomplished entries had envisaged the existing extra wide bridge as a public square style space that would offer both bus and train terminal services. Using the bridge as a connecting point for public transport transfers means that the variations in elevation and park & ride provision can be addressed with relative ease. It should be noted that due to the structures involved this would be a costly option. This solution would allow for infill development to create a distinct visual identity for the station area, enhance its appeal and add both spatial and functional elements that bring the two sides of the city centre together. Many of the entries have proposed solutions requiring significant alterations to traffic flows in the city centre which are beyond the scope of this competition.

Overall, the best entries have demonstrated a clear grasp of the significance and potential this area represents in terms of the city as a whole and have responded to this insight with resource-efficient solutions that are both strategic and precise in their design. Perhaps due to the challenges involved, none of the entries succeeded in addressing all the aspects contained in the brief. However, the most accomplished ones offer an excellent basis on which a strategic development plan can be built.

3.2 RECOMMENDATIONS

The Jury proposes that in view of its holistic and strategic approach, Symbiotic Fabric be chosen as the basis for pursuing further development work on this project. The proposal makes insightful use of existing street layouts and networks, weaving them to create a single city centre for Hyvinkää. A new circular boulevard provides a clear starting point for development and is capable of withstanding significant further development without becoming compromised. Although the entry is highly conceptual in its approach, it can be used as the basis for drawing up both a strategic and practical follow up plan for the station area. Indeed one of the strengths of this proposal is that it is distinctly strategic in its remit, which allows local actors and locally set objectives to be incorporated into further development activity on how Hyvinkää's future urban centre will work. In addition to the central circular idea, the entry expresses an overarching principle for the development of the city centre as a whole that's based on the positive interlinking of nature, the building environment and human activity. The proposal will act as a push for a broader development process that will see stakeholders further refining the strategic approaches and tool presented.

The Jury further considers that the proposal for a wood-built hybrid building in the immediate vicinity of the railway station as put forward in Come Together (2)'s entry, warrants closer examination. This proposal contains plans for a building that has been designed to be accessible from a number of different directions, which addresses the problems posed by the multi-level site and reflects the fact that people currently do access it from several vantage points. The entry highlights the importance of a building capable of accommodating all transport modalities and the potential it offers for Hyvinkää as a whole. With further development, particularly with reference to its functional aspects, this building could serve as a landmark for the station area and play an important role in terms of the city centre's wider services structure. The building should be designed to house station and commercial facilities but also a range of public and private services, making them accessible to people living centrally as well as people commuting by rail.

3.3 PROPOSALS

AWARDED ENTRIES

AJ611 SYMBIOTIC FABRIC, WINNER

Symbiotic Fabric approaches the station area through a strategic ring road concept. The objective here is to use the boulevard with a series of focal points to create a new urban identity for Hyvinkää. The new ring road is underpinned by existing strengths and connections present at the station and the wider area surrounding the station, making it both resource-efficient and suitable for implementation. The team behind the proposal have succeeded in identifying the key links within the city's fabric and strengthened them through a series of interventions, including functions that drive production, working and homes in the area. The result is less a highly detailed master plan but a strategic vision for how to transform Hyvinkää's centre, currently dominated by transport infrastructure into a busy, vibrant and dynamic urban environment. Its particular strength lies in the simple and straightforward, diagrammatic approach that view both sides of the railway tracks as a single whole but which allows for further work and development without losing its essence.

The axonometric projections that have been drawn up on a range of urban hybrid blocks are highly credible and can serve as the basis for developing new block structures. In the visuals, the boulevard is marked with an exaggerated yellow tone, but in reality, this particular design solution will promote further ongoing evolution of the urban space and will be impactful without any special effects. The continuous modular 3D framework is



not an entirely freshly conceived architectural idea and against the backdrop of the wider cityscape, the feature comes across as pretentious and out of place. It would benefit from further development in terms of its functional aspect and should not be left as a mere design feature. In terms of its scale, the proposed bus/coach station appear excessively large and requires a bolder approach and the additional of a more diverse services portfolio to complement the transport offering.

Furthermore, the Rentto district offers significant potential for development and could have been addressed more thoroughly. In general, the plans with regard to infill development could have been executed with a bolder touch. The proposal has set out to create a new symbiotic relationship between city life and nature by creating a dense urban fabric and introducing active green spaces across the entire city centre. In addition to the boulevard, Symbiotic Fabric which is imbued with a distinctly manifesto-like feel comprises a catalogue of operative interventions that can be used to transition the city towards greater environmental sustainability. The proposed traffic management solution is daring and clearly laid out but would have benefitted from a more detailed analysis in terms of its impact on the accessibility of city centre services and on the broader transport network. The visuals alongside a simply laid out but visionary plan create a strategic new development vision for the centre of Hyvinkää.

OC435 - COME TOGETHER (2), RUNNER-UP

As the title suggests, Come Together seeks to facilitate as many encounters as possible in the centre of Hyvinkää. The team demonstrate a good awareness of the scale of the site and the challenges posed by the elevation differences and the railway tracks that dominate the area. In contrast with other submissions, Come Together's approach to creating a unified city centre is characterised by its surgeon-like precision. By creating a brand new and clearly conceived central square above the platforms, the team has created a fresh urban space that succeeds in being close to everything and cleverly combines the station area with the surrounding streetscape and the public transport terminal. The square, however, is not sufficient to bring the two halves of the city centre together. This is achieved instead by the proposed wooden hybrid building that offers protection from the



noise emanating from rail traffic to the north and is ideally oriented with a south-facing aspect.

In terms of the urban structure it proposes, the design works well throughout but it really comes into its own with the treatment given to the station and its surrounding areas. Although the proposal to demolish Siltakatu bridge is based on the entrant's desire to create a more visually cohesive appearance for the area, it seems disproportionate and though it will have the benefit of driving further visual cohesion across the two sides divided by Hanganrata railway, it will also have the effect of eliminating an important connection for the city. The decision to eliminate the bridge has also necessitated rather awkward street arrangements in places. The plans for Rentto and Koritsooninmäki are confident and seem to work well, although they are fairly conventional.

However, the scale is well thought out and the functional content is rich and varied, creating a highly credible and authoritative plan for a potential new hub for the city. Although the hybrid building shows excellent potential and the design is excellent, some challenges do remain with regard to how it will fit in with the existing and historic station buildings. It is also not entirely clear from the materials provided how the new superstructure and the existing buildings will relate to one another. By making the building smaller or re-designing the outer edges of the building, it would be possible to ensure a better fit with the historic building stock. No infill development is proposed for the eastern part of the city centre.

FF815 COME TOGETHER (1), SPECIAL MENTION

This proposal succeeds in enhancing the entire area with a diverse and balanced approach that provides for new functions on both sides of the railway track and even extends its scope to beyond the confines of the competition site. Although the proposal seeks to achieve a high degree of impact, the scale and design of what has been put forward is a good fit with the existing building stock and a quirky and distinctive addition to the city centre. The plans also lend an well-judged urban feel to the station and its surrounding areas.

The development proposed for Koritsooninmäki makes efficient use of the land available and succeeds in creating secluded garden spaces for residents. The diagonal pavements feel forced in places and not all of them are necessary under proposed block layout. However, there is significant merit in the way the street level and transport and pedestrian flows have been designed. Efforts have clearly been made to ensure that these lend themselves to active use.

The platform area has been complemented with small-scale development intended to house a range of different services and which will add diversity to the area. The blocks closest to the station feature a large, centralised multi-storey car park. With regard to the Rentto factory area, the proposal contains plans for high-density commercial and residential development. This area also lends itself to tall buildings. Connecting it with the station via access under Siltakatu bridge will improve accessibility. The infill development proposed for Uudenmaankatu and Hyvinkääntä is also of a high quality. Hämeensilta bridge has also been converted into a bus terminal. If cars are to be eliminated from the



main thoroughfare, a review of the city's entire transport network will be required. Under the plans, the terminal building will be suspended above the railway tracks, which offers excellent potential in terms of accessibility and location but is expensive to implement.

OB134 THE GREEN RING

The Green Ring stood out from the other submissions due to the high-quality macro-level analysis it provided. It proposes to make more use of the natural landscapes surrounding the centre of Hyvinkää, creates a green belt around the centre and links all of this with a recreation corridor that cuts right across the city. Indeed, this proposal works best when it is viewed from a whole-city perspective. In the city centre, the proposal makes excellent use of existing parks and green spaces but to the north of the city it incorporates a large railway garden bridge which is not a natural fit and feels rather forced. With regard to Finland specifically, care should be taken to carefully investigate the implications of the winter season and weather on any structural urban solutions that utilise green elements.

The proposed closed-block structures have real merit although with the exception of the communal allotments they contain, the plans seem detached and separate from the wider context. However, the Green Ring contains many extremely successful solutions and ideas for the urban area and it conveys a vibrant city that genuinely reflects the aims set out in the competition brief. The best example of this is the pavilion-style greenhouse located adjacent to the railway track that lends itself to urban farming but can also provide a base for service providers, events and working space. The greenhouse is ideally located and is one of the finest contributions to the competition in terms of a new hybrid building that caters for a number of different functions and offers genuine potential for



practical implementation. Its unusual shape is an excellent fit in a plot of land that is structurally challenging and succeeds in creating an urban space that works well in terms of scale and with the historic station buildings. The pedestrian provision is excessive in places and barring cars from Hämeensilta would require a review of the existing traffic arrangements in the city centre. Due to traffic safety and rail operational considerations it will not be possible to expand the pedestrian zone as proposed here.

UPPER CLASS

JM253 RINGS

Rings offers a balanced and focused plan for the entire city centre. It proposes a three-ring strategy to bring cohesion to an urban environment divided by train tracks: 1. The city's green spaces are used to create a single green ring that connects the station and surrounding areas with a broader network of green spaces, 2. Through traffic is diverted to the periphery, unlocking space for pedestrians and new urban premises 3. A series of urban spaces are created in the shape of a ring that allows the entire city centre to be made into a single cohesive unit. On the whole, these strategies are successfully converted into plans.

As the three rings are to be implemented in parallel, the approach gives results in some conflict and the entrant has been forced to make choices in terms of which of the rings should be prioritised to ensure that the overall aims set out in the plan are achieved. For example, prioritising the station park necessitates the demolition of Siltakatu bridge which expands the inner ring designed to bring physical cohesion to the city centre and eliminates an important connecting feature. The new bridge proposed for Rentto expands the size of the ring structure unnecessarily and, in their current iteration, the plans will not drive sufficient renewal of the area to justify such a feature.

In terms of the urban space, the most interesting and successful aspect of the proposal is the block structures envisaged for Koritsooni and the site currently housing the school. The varied urban spaces offer plenty of interesting content for pedestrians and the distances are well judged. Although the spatial hierarchies are somewhat underdeveloped and the layouts are rather warren-like in places, the overall approach to infill development is successfully executed.

Careful research has clearly gone into understanding the station and its surrounding areas. Positioning a new transport hub to the south of the bridge generates functional synergies through links with existing building sin the city centre and retains a visual link from the bridge to the rail line and the historic station buildings. The public transport hub also serves as a highly prominent landmark for the station area and brings together the two halves of the city centre, both in spatial and functional terms. However, this solution is associated high cost implications. The cultural venue proposed for the track side is well situated and both demarcates and highlights the station park although it is in some ways squeezed by the train tracks. The proposal is multilayered and ambitious in its pursuit of a plan covering all of Hyvinkää city centre and it almost succeeds. However, the inner ring in particular requires more structural and spatial support to work seamlessly. In places, the illustrations rely too heavily on the red to indicate the plans for the ring and the proposals do not flesh it out sufficiently.

ZK315 UP & UNDER

This carefully researched and skilfully executed proposal presents an extremely well connected, pedestrian friendly and functionally diverse city centre for Hyvinkää. Careful thought has gone into the entire infill development process and the proposed project timescales are credible and implementable. In a logical move, the development of the city centre is driven by improving pedestrian and cycle access to the station and by a significant underpass connecting the city centre. The attention is then turned to redeveloping Meriluoto and other existing bridges and ensuring that their peripheral areas are made denser. With these spatial links in place, the focus will be on infill development.

The process is highly logical and the team have presented an accomplished plan for creating a denser city centre fabric for Hyvinkää. With regard to Koritsooni, the plans comprise a closed-block approach that would shift the focal point away from the city centre which is perhaps already too fully fledged. The proposals are carefully researched and would succeed in delivering the sort of environments sought by this competition even if the densities were lower. Up & Under even makes use of land available under the city's bridges. A particular structural merit is the new park in the station area that results from the greater densities sought by the plans. It is ideally demarcated by both new and existing buildings and the roads surrounding it. The proposed new underpass is skilfully designed and succeeds in creating a potentially highly positive experience in an urban space that is usually considered unpleasant and unwelcoming. However, the multi-level access routes are a challenge in terms of accessibility and winter maintenance. However, the proposed routes are among the best of their kind.

The proposed school block with integrated park & ride provision is perhaps overstated and the proposal fails to make clear how the pedestrian and cycle bridge would work in this context. However, this hybrid concept would act as an excellent basis for the ongoing development of this area. The end result is accomplished albeit structurally conventional rather than radically novel.

MIDDLE CLASS

DD152 SEWING HYVINKÄÄ

Sewing Hyvinkää adds offices, sports facilities and cultural venues and some limited residential development to Koritsooninmäki. Without an enclosed block structure, however, the homes face out towards the train tracks. Despite the noise barriers, the stretch of parkland between the tracks and the homes may not be sufficient to prevent noise from being carried to the gardens and other outdoor areas but will offer scope for managing urban runoff and for delivering recreational facilities, which are unaffected by noise.

Elsewhere, less infill development is proposed and this competition entry is focused on creating high-quality outdoor spaces and routes, which is one of its particular strengths. Siltakatu bridge has been replaced with an underpass focusing on pedestrian provision. This allows for more efficient land use on either side of the Hanko track and acts as a traffic calming measure for the central square. This makes the infill development at Rentto and the function to the southeast easier to access. Correspondingly, new car access will need to be created across the Hanko track to the north. Given the prominent location, combining a bus terminal and multi-storey car park at Uudenmaankatu presents a challenge in terms ensuring that the design here is of a visually and aesthetically high quality.

Plans for the land to the east of the railway track are modest and little effort is made to create cohesion between the two sides, whether spatially or aesthetically. A diverse range of urban functions has been proposed but they are largely located to the northeast of the competition site. The visually striking overpass connecting the school with the west of the site also connects the park & ride provision to the east with the station. Architecturally, the plans are rather nondescript and do not establish a unique visual identity for the area. Careful thought has been put into researching residential layouts capable of promoting a sense of community.

FK047 THE HUB

The Hub offers subtle but successfully conceived infill development solutions for the central square area and Uudenmaankatu. Given the proximity of the city centre and the train track, the urban-style detached housing in Koritsooninmäki makes inefficient use of the land available and the outdoor spaces are insufficiently protected from noise. Building over the Hanko train line is an expensive solution that necessitates highly efficient land use. The centralised multi-storey car park at the Rentto factory is an excellent proposal and would work well even if the bridge at Siltakatu were to be retained. The large square proposed for the station is excessive in scope but the aim of keeping cars away from this area is a welcome one. The hybrid urban blocks adjacent to the square would introduce a wide range of functions here and transform the station area.

The mixed developments at Uudenmaankatu and Siltakatu would also add a new functional dimension to the pedestrian zone. These proposals speak directly to the thematic objectives set out in the competition brief and this is one of the Hub's clear merits. The development proposed in the areas lying to the east of the train line is modest in scope although some cautious attempts have clearly been made to introduce aesthetic interventions capable of knitting the two sides together.

LG843 TRIVIUM

Trivium puts forward infill development plans for the station area involving significant construction volumes and large-scale block structures that are not always in keeping with Hyvinkää's small-town feel. The most successful proposals relate to Uudenmaankatu and the Rentto factory areas. The block layout proposed for Koritsooninmäki is unnecessarily dense and the lower buildings at Riihimäenkatu are better judged. Placing a tall building in the vicinity of the railway station and bus interchange highlights the area's station as a transport hub but the proximity to Kymppitalo detracts from its impact as a landmark.

The roof structure envisaged to cover the platforms is visually stunning and would be visible in both directions from Hämeensilta bridge. It brings together the covered platforms and a new public transport interchange. This is an expensive proposal and necessitates efficient land use. The wide underpass connecting the two sides of the railway line is spatially impressive and rich in function but highlights the significant variations in elevation here and diverts commercial premises away from their traditional location. The proposals also present a challenge in terms of accessibility. The plans are perhaps better suited to a bigger city. With regard to energy, local identity and green space, the plans put forward under Trivium are accomplished. Architecturally, the buildings are rather nondescript though undeniably timeless in their modernity. The perspective images are skilfully executed.

MN247 SALMIAKKI

Salmiakki's master plan is dominated by a series of rhombus or diamond shaped buildings. The Jury felt that this shape was not a natural fit with the surrounding cityscape. However, as the plan oblique drawings demonstrate, these shapes do work better in architectural engineering terms, and the proposal takes a clear position on the areas suited to taller developments. It should be noted that the proposed building volumes are significant and, overall, the submission would be better suited to a larger city. However, the canopy proposed for the station and train track does create a structural and aesthetic focal point for the city, creating welcome cohesion within the centre. The infill development at the central square is envisaged to have the same impact.

The approach is well-justified although the scope and volume of the proposals are excessive. The station and park are overshadowed by large buildings, which also reduces their visual impact. The canopy structure calls for efficient land use. The block structures proposed for Koritsooninmäki are better suited to their intended environment and offer a series of secluded outdoor spaces for residents. The city hall is located in a hybrid urban block adjacent to the station. Centralised parking is fragmented across the competition area and placed underground, which is a realistic way to meet significant demand in this regard. The infill development on Uudenmaankatu is successfully executed.

QS336 ARIADNE'S GREEN THREAD

In terms of infill development in Koritsooninmäki and both sides of the Hanko railway line, the space available has been used in a way that is excessively cautious. However, the buildings alongside the railway line are high, which delivers considerable land use efficiencies here. The buildings are not laid out as a block and there are no secluded outdoor spaces. The infill development proposed for Uudenmaankatu and Hyvinkääntäti is of a high quality. The cylindrical hybrid building and car park dominates and is a poor match with the existing building stock in terms of its scale and visual appearance. However it does transform the public realm around the station.

Plans for the land to the east of the railway track are modest and little effort is made to create cohesion between the two sides, whether spatially or aesthetically, with the exception of the commercial building. Restricting Hämeensilta to public transport and public transport stops only necessitates a whole sale review of the traffic arrangements in the city centre as this is a key point of access. The small-scale commercial infill development proposed for the Rentto factory site is realistic in terms of its scale, but the design comes across as ineffective and has a portacabin-like feel.

LOWER CLASS

AU355 HYVINKÄÄ TO BE

The proposal is based on an interesting premise: turning the railway yard into a new urban space that celebrates and showcases Hyvinkää's rail heritage. The plan is to use urban planning as an intervention to turn the city's weaknesses into strengths. Despite this fascinating idea, the proposals themselves fail to convey a high-quality urban realm. While the public spaces are well executed, they require support from other functions, including services and residential provision to ensure that they remain dynamic and safe spaces throughout the day and outside of the commuting peaks.

The areas central to the the proposal are currently dominated by large-scale multi-storey car parks and access routes to them. Importantly, it fails to transform the land between the railway tracks into an attractive urban space. In addition to the well-designed concept, Hyvinkää to Be's other strengths include the high-quality plans for Rentto, which succeed in bringing this area back to life. In other areas, the planned infill development of other parcels is not as well executed.

DO137 LIFE OVER THE TRAINS

This proposal takes its cue from an intervention that is bold though oversized for Hyvinkää; establishing a deck over the railway lines and greening the surrounding areas. The team behind Life over trains have sought to create a block built over the railway line that would eliminate the issues with access restrictions and other blights caused by the tracks themselves. The idea is well argued and it is clear that this solution could be used to create a high-quality urban centre above the railway lines. However, the construction volume does not meet the infrastructure investment required meaning that the proposed solution is not feasible in practical terms. It also does not lend itself to phased development.

A further challenge is that the structures due to be built on the deck itself are not integrated into the surrounding urban landscape and remain separate and surrounded by vast green space. As such, the deck's potential to bring the city together physically goes unexploited. However, it should be noted that Life over the trains stands out among the competition thanks to its bold approach and the team have succeeded in creating some fascinating urban spaces. The plans for infill development are also skilfully presented. Although the concept of a railway yard and tracks covered by nature and urban development is an excellent one, it is sadly not suitable for city the size of Hyvinkää.

NJ999 ACCESS GRANTED

Access Granted sets out to create a dynamic, inclusive and highly accessible urban centre. The concept is strong but involves a series of practical challenges in terms of practical implementation. It creates excellent connections between the areas separated by the railway tracks using a winding bridge but also fails to meet the needs of the areas underneath it. In addition to the serpentine bridge the proposal includes eye-catching hybrid buildings and other structures that integrate different transport modalities into residents' everyday lives but remain separate from the surrounding urban structure. These hybrid buildings are interesting and create imposing, visually attracting and functionally rich areas for the city but also tend to be surrounded by empty urban space which begs the question of how the proposals would work in practice.

Taken individually, the plans offer potential but overall there is a lack of detail. Access Granted would have benefitted from a more efficient land use solution to allow it to deliver urban spaces that are more appropriate in scale and more economically feasible to implement. The ideas and principles surrounding an inclusive urban setting are to be lauded and the Jury would like to see them implemented in Hyvinkää at some point.

OU670 HOMELAND

Homeland is based on a residential development that enjoys excellent transport links and is conceived on a pleasantly modest and human scale. The premise behind the proposal is well-argued and consistent with the designs put forward. The townhouse dwellings are interesting and the highlight of the proposal although the same solution has been applied across all residential development. Structurally, the proposal suffers from a lack of detail and it fails to create proper urban spaces.

Channelling all car traffic via a tunnel does allow for the bridge to be used to the benefit of all residents but it is an extremely expensive solution and the benefits are not sufficient to justify the costs involved. Underground car traffic does allow shopping centres and other new buildings to be linked to the tunnel but it also leads to new spatial challenges at tunnel entrances and is in every way excessive in scale for the intended location, given Hyvinkää's size. In order to be viable, the proposed infrastructure investment calls for large-scale development to take place. There is particular merit in the residential development proposed but the traffic solutions are again excessive in scale and the structural solutions are not fully thought through.

ZP984 ENHANCED URBANITY

Enhance Urbanity seeks to address the challenges presented by the station by creating highly concentrated large-scale developments linked by green space. The proposal is clearly based on careful analysis and the team are well versed in the key challenges facing the area both today and in the future. The vision put forward on the basis of this analysis also paints a highly credible picture of what the Hyvinkää of the future is likely to look like. Overall, the solution focuses a range of anchor points and the links between them.

Despite being based on some excellent groundwork carried out by the team, the proposal fails to bring the city centre together as a cohesive entity and relies instead on high-prestige buildings whilst paying little heed to the area's needs in terms of the wider urban structure. Scattered large-scale developments have a detrimental impact on structural cohesion and run the risk of undermining the current city centre's appeal. The buildings proposed for Koritsooninmäki in particular are interesting and placing them closer to the area's functional core at the station would have allowed the proposal to work better. In its current guise, Enhanced Urbanity's intentions with regard to urban structure remain unclear. The careful background research and analysis should have been followed up with a bolder approach, particularly in terms of the key areas.



4. /TUUSULA

4.1 GENERAL EVALUATION

While the quality of entries for the Tuusula competition was variable, overall the competition has been a success. Although some of the submissions were not yet fully formed and dealt largely with broader ideas than specifics, a number of high-quality submissions were received, which offer clear potential for practical implementation. The high number of designs received reflects the fact that this unique and historic area was considered interesting by the participating professionals. They have clearly been inspired in a variety of different ways by the competition themes, including effective land use, architectural design and productivity.

In terms of land use, the most successful designs offered simple and straightforward layouts that demonstrate restraint in terms of the size of the buildings proposed and allow these to be clearly demarcated from the surrounding agricultural land, generating clearly divided spatial hierarchies and sufficiently large shared gardens for residents. In terms of the residential development envisaged, the densely-built housing lend themselves to phased construction. Even if they were to be completed over a longer time period, the district would not be left with a building site-like, unfinished feel.

In the best proposals, the structures chosen for residential development have allowed for a rich variety of housing types and overall, participants have demonstrated that they have carefully considered how to deliver the homes requested, complete with spatial solutions capable of fostering a sense of community locally. For the jury it was important that appropriate shape and layout was found for the homes and that their positioning reflected the particularly characteristics and unique features of each site. In addition, they also placed great value on well thought out land use strategies underpinned by a strong vision.

A design that would create a park-style recreational area capable of fostering a sense of community in the central section and/or waterfront was considered desirable. There was also scope for a building to act as the focal point. This would have allowed existing building stock to be re-purposed alongside new developments. In many submissions, the land around the old cowshed has been chosen for development as an area comprising a

range of services, culture, community amenities and economic activity. The Jury received a number of submissions that highlighted the potential the cowshed offers in terms of both economic activity and urban identity, with some successfully complementing it with a public square. In some submissions, the old cowshed and greenhouse were extended to allow them to blend in with the surrounding developments. The quality of the practical solutions and ideas proposed in respect of other existing building stock has been variable.

The waterfront has generally been left undeveloped with its existing parkland character retained. New developments thus benefit from lake views without compromising the integrity of the landscape when viewed from the opposite direction. The treatment of the open agricultural land has focused on demarcating the area's functions through the introduction of buildings, other built structures and planted features. It was felt that some designs were too dense and urban in character to offer a good fit with the rural setting. The submissions demonstrate that effective use can be made of the land available, even when developments are dense and restricted in height. Delivering a credible phased solution to the development is recognised by the Jury as having been a challenge for the participants, as any timetable will be subjected to many variables with regard to time and place and these could not have been foreseen by the participants as they were preparing their submissions.

With regard to massing, the Jury favoured solutions comprising small and varied residential units offering a good fit with both the particular characteristics of the site and the proposed layout. This would also make it easier to integrate parking facilities into the area. In contrast, large mass buildings and identikit and faceless modular solutions were not felt to be appropriate for the area. The submissions demonstrate that, at their best, architectural designs and distinctive, characterful features have the power to shape the scale of a place and lend it a unique identity. Many of the submissions put forward solutions involving modular, flexible residential units and linked communal, commercial and office spaces, sustainable materials, energy efficiency and energy generation.

The inner gardens and allotments together with the orangery and greenhouse-style spaces incorporated into the buildings have created a quirky and unique identity for the area that is ideally suited for Anttila due to its past. In many of the proposals excessive capacity has been provided for the road network or the purpose of the roads has not been clearly communicated. Ensuring good access from Pajalantie, particularly in respect of public services and visibility is crucial and an effective transport network is a crucial requirement. Cycling and pedestrian provision can be delivered as part of the wider road network provided that retail and business traffic can be channelled on to alternative routes before the residential area is reached. This avoids separate provision for pedestrians or this provision can take the form of trail-like natural paths. Large-scale structures for parking and large open expanses of parking were not viewed favourably by members of the Jury. A clear and direct link with the waterfront was seen as desirable to ensure accessibility.

There was significant variation in how the submissions dealt with the key theme of productivity. In the majority of submissions, the land use solutions are accompanied by functions, buildings and structures relating to food production and fish and cattle farming. The treatment of these elements is usually confined to the commentary and the land use solutions rarely succeed in supporting the aforementioned activities, whether that be through land being set aside for development or other arrangements. Solutions that are specifically designed with these functions in mind were significantly fewer in number. In the best submissions, land use plans are linked to food and energy production related solutions and even, in some cases, set up to create circular economy loops. To ensure

that activity can take place throughout the year, provision for indoor farming, processing and fish and cattle farming plays a key role. To complement production activity, the submissions include provision for craft workshops and spaces, community rooms, research and training facilities, cultural and leisure amenities and other premises suitable for accommodation, office use, artists' studios and residencies.

Proposals for other privately run services have also been put forward. All these elements underpin the area's functional diversity, ensure that it offers a viable prospect for year-round activity and enhance its popular appeal. Ensuring that sufficient land capacity is identified for both production purposes and residential development has not been unproblematic. Indeed, going forward, further consideration will need to be given to the scope and specification of production activity due to take place here. Implemented well, production activities can be a considerable local asset and play a key role in creating an identity for this area that allows Anttila to stand out from other sites. Relatively little attention has been given to how the surrounding agricultural land might be incorporated into food production and cattle farming taking place in the area. This is partly due to how the boundaries of the area subject to this competition have been drawn.

The competitors' treatment of the waterfront has been discreet and limited in scope. The best submissions have sought to invigorate this area with buildings and jetties that support leisure activity here. Notably, proposals for the waterfront recreational trail running north towards Sarvikallio referred to in the competition programme are absent from a number of submissions received.

4.2 RECOMMENDATIONS

The Jury proposes that the submission titled Farm Incubator be chosen to inform further planning and design work on this project. This submission has been chosen due to the holistic nature of its content that succeeds in visibly incorporating production and circular economy features into other local functions and amenities. The structure of the district requires further development along the lines of ideas put forward under 60°North. The benefit of the proposals here is that the units lend themselves more easily for phased construction and they are more clearly divided from the surrounding agricultural land.

The outer and inner ring structure put forward in Farm Incubator provides an interesting basis for the placement of the buildings in land use planning terms, incorporating small-scale farming to residential living and creating distinct focal points and distinctive content for each residential complex. The unique features of the area and the landscape should be incorporated into the overall plan with a more subtle approach in line with the 60°North proposal. It should be noted however that the more active utilisation of the waterfront area in line with Farm Incubator as part of the overall land use solution certainly warrants further consideration.

The ideas put forward in these two proposals with regard to a key building or park can be merged as further work is carried out, and this should coincide with a closer examination of how the area's existing building stock should be used. Farm Incubator's approach and the dynamic relationship the proposal establishes between its proposed functional content and the built environment and architecture are characterised by a sense of boldness and open-mindedness and have the potential to turn Anttila into an entirely new kind of

district combining residential living and economic activity in a way that is expected to prove attractive not just in Finland but further afield. According to the Jury, it is essential that these ideas are processed further and opportunities sought for amalgamating them, as the implementation calls for careful planning, phasing and project management that go beyond just zoning and land use planning. Although they approached the task from distinct angles, the two submissions contained many similar ideas and it would be interesting to combine the proposals under a single coherent plan. As work on the project goes on, it is advisable to recognise and reflect on the role of the old cowshed as a local landmark, particularly in terms of people approaching and arriving in the area, and seeking ways of actively integrating it into everyday life locally. This also applies to other buildings due to be retained in the area: does it make sense to retain them as stand-alone structures or to incorporate them into the area's wider fabric. The architectural design of the new builds envisaged for the area can be developed further based on the ideas put forward in the winning entries. Ideas for communal, commercial and office space and for creating links between the orangeries, green structures and gardens and urban farming and greenhouses are highly desirable and are a great way to lend this area a distinct identity and increase its instant recognition factor.

It would also be worthwhile to examine the energy solutions put forward in these proposals as the concept of an energy self-sufficient district will further enhance Anttila's appeal. All solutions relating to the circular economy and social responsibility, including those relating to food production, services and ensuring that the potential offered by all actors in the local area is utilised in full, bring added value to the area.

4.3 PROPOSALS

AWARDED ENTRIES

DK510 ANTILA FARM INCUBATOR, WINNER

The land use plan for Anttila Farm Incubator is based on densely built clusters of buildings that are located on the inside and outside of two mirroring crescents. The buildings located on the outer edge of these crescents are envisaged with their own adjoining allotment gardens, while those on the inside are designed with greenhouses or just as standard residential homes. The Jury felt that the spatial designs could have been developed further to create a shared outdoor area. This would have had the added benefit of drawing a clearer distinction with the surrounding agricultural land. The proposals in terms of both land use and construction are efficient. Due to the way the proposals have been presented, it is not entirely clear how the area, as envisaged in the submission, fits with the surrounding landscape. The plans for the street network do not reflect the area's characteristic features and some of the routes come across as forced and unnatural. The centralised parking provision is too prominently located and should be distributed throughout the area. The most important public space has been replaced with a landmark building that prominently weaves together the functions and themes of the area. This solution succeeds in lending a strong identity for the area as a whole.

The idea could be developed further without the new-build, in conjunction with the Kettunen Centre or old cowshed for example. The proposal provides a universal structural framework for the residential buildings and greenhouses, which can be used as the basis for designing a range of different residential and energy solutions. The central building and the framework lend a distinct sense of character and look for the area that is an ideal fit with the area's rural character. Existing buildings have been integrated into the block layout, which is one way of retaining them. Ultimately, the proposal's strength lies in the way the team have approached the key competition theme of productivity, and used it to guide their land use and architectural decision-making.



The proposal takes a broad-based approach to innovations in the areas of food and energy production and even incorporates them into the area's resource-based and circular economy. In contrast with many of the other proposals submitted as part of the competition, Anttila Farm Incubator succeeds in integrating the spatial allocations, buildings and structures necessary for the circular economy at individual block level. These solutions will form a visible part of the area's image. No attempts will be made to disguise the reality of economic activity or to separate it visually from residential areas.

Although the waterfront jetty appears overly large in scale, it is also aligned with the design brief's stated aim of incorporating production and leisure activities. The inner crescents unites the blocks and connects the waterfront as an active part of the wider land use solution, improving accessibility. The approach taken by the submission with regard to its treatment of local services and construction is bold and even unusual by Finnish land use and planning standards, but Anttila's history alone positively invites this.

JK221 60°NORTH, RUNNER-UP

The land use concept is based on rectangular courtyard style blocks that surround a local park. This solution was also put forward by a number of other entries to the competition. In terms of scope, 60°North takes a cautious and conventional approach to land use and construction but puts forward a viable and workable solution. It offers a clear way to set development apart from the wider agricultural landscape and the cowshed, greenhouses and their surroundings form a seamless part of the wider land use concept. The block-based structure envisaged under this proposal will also allow for phased development. The large central expanse of green land means that there is plenty of scope for retaining existing buildings and it also brings together community functions and leisure services.

The design is characterised by its high density and the Jury felt that a more loosely-drawn solution would also have been a possibility. As things stand, the inner courtyard garden and open spaces are modestly sized, which makes them less versatile and less open to being brought into active use. The planned construction envisaged under plans is relatively



inefficiently executed and there is little in the variation with regard to the design of the blocks. By contrast, careful attention has been given to different residential property types and their execution. An interesting proposal has been put forward with regard to phasing but ensuring that residential provision is put in place at an early stage would support other function and services and allow Anttila's identity as a place to begin to develop.

The area's functions are carefully thought out with a balanced approach and due regard has been given to the particular characteristics of the site and the wider landscape in which it is situated. It is these considerations that underpin the plans for construction and the efficiencies sought through it. 60° North's treatment of productivity in all its forms, as well as local conditions, seasons and the scale of activity, is of an extremely high quality. With regard to cultivating the land, the proposal goes as far as to propose a specific scientific approach that would combine production and research.

60° North envisions Anttila as part of both the Helsinki Metropolitan Area and Lake Tuusulanjärvi region in terms of food production, research and services. This would have the effect of enhancing the functions integral to the area and the area's status in a broader sense. In addition to residents and economic operators, the proposal also takes account of other relevant stakeholders, including the role of Kettunen Centre residents as part of the wider community, which will support social cohesion within the area. Also included are ideas for local energy production. Although limited attention has been paid to the waterfront and few functions have been allocated to it, the Jury recognises that this is in keeping with an environmentally sustainable approach to the development.

MD468 SYMBIOSIS, SPECIAL MENTION

One of the strongest aspects of Symbiosis is the visually striking approach from Pajalantie, where both new and existing building stock are harmoniously woven into shaping the public realm. New-build blocks will be utilised to establish a boundary for the area to the front of the old cowshed, which will centre this historic building in terms of the initial visual impact.



The Jury felt that the size of the square is on the large side. Plenty of community functions have been allocated to the area that incorporates the old cowshed and other buildings, which ensures that they are easily accessible. The block layout was judged to create an excessively urban feel in the rural landscape but the Jury recognises that the need for a clearly demarcated boundary and dense development are persuasively argued. This confidence and effective land use are not replicated to the western side of the block development. Here, the structure begins to unravel without a clear spatial hierarchy, causing the public, semi-public and private realms to blend into one another. The development envisaged for the waterfront seeks to create a more private and secluded residential area, which would detract from its public nature. The street network is complicated and in terms of the landscape, allocations for car parking have been made in areas that are too central and visible.

The plans for residential development are diverse and each block development also features communal facilities. The pitched roof buildings lend themselves to the provision of many different types of housing and are also able to accommodate a diverse range of facades. Regardless of the size of the individual units, the design is capable of delivering small-scale housing suitable for this setting. However, the Jury did note that the repetition of the pitched style does give a rather monotonous effect.

The central green space has not been brought into active use and a number of existing buildings are allocated for demolition. In places, the presentation is indicative only, meaning that, viewed in the direction of Lake Tuusulanjärvi the area looks like a treeless small town. It is presumed this was not the intended effect. Limited consideration has been given to the practical aspects that underpin the area's output and productivity. With regard to the waterfront, ideas are largely confined to the addition of some moorings.

ND426 PIHABITAT, SPECIAL MENTION

Pihabitat succeeds in deftly accommodating both construction and economic functions in the area in a way that is sympathetic to the place and landscape. The proposal is carefully executed throughout with a clear sense of balance. The land use solution, while entirely realistic, is rather flat and lacking in substance. A similar solution is put forward



in a number of other entries, although Pihabitat is one of the more accomplished ones. The central green area with communal facilities is modest in scope. Residential property types and their practical implementation have been thoroughly researched and space has been allocated throughout the development for features designed to foster a sense of community. The enclosed gardens provide opportunities for kitchen garden-style urban cultivation, which not only adds a new functionality to the area but also helps to enhance its image. They can be considered a pull factor for the area.

However, the Jury felt that there was scope for the execution of the boundary with the agricultural land to be established more clearly. The area surrounding the cowshed and greenhouses has been developed with a broad-based approach using existing buildings, new builds and outdoor space. Other existing buildings have been retained and chosen for development as part of the wider whole, although the Jury notes that under this proposal the Kettunen Centre would be demolished. The car parking facility in the direction of Pajjalantie is a highly visible feature and expensive to implement. The street network is efficient, the scale of the public facilities is credible and particular attention has been given to the way run off is managed in gardens and parks and on the streets.

The commentary provides more detail on sustainable food and energy solutions as well as consumption and the role of the surrounding agricultural land in facilitating crop cultivation and cattle farming has been acknowledged. It also includes a discussion on how the economic and other practical considerations will impact on the area's social cohesion. The proposed development of the waterfront takes account of the particular requirements of this natural green space. Indeed, the Jury felt that Pihabitat provided one of the best solutions for this area.

UPPER CLASS

SH411 HAMLET

The proposal comprises a strictly formalist block layout executed on a circular layout. The land use solution offers a clear demarcation with the surrounding agricultural land. This is further emphasised by the team's decision to weight construction towards the outer edge of the circular layout. The enclosed circle makes it possible to clearly allocate space for other activities including crop cultivation and grazing. However, the circular layout will not be complete until the final sector has been built, making phased implementation particularly challenging. The circular structure also has a bearing on the shape of the individual blocks, the scale of outdoor spaces and the transport network. This can have the effect of leading to suboptimal solutions. The same idea would perhaps have worked better if the team had chosen to compromise on the overall concept.

Land use plans are focused and efficient throughout. In terms of spatial hierarchies, the block layout is at times difficult to read and the large residential unit and curved walkways don't always ideally facilitate the creation of public, semi-public and private areas. The decision to position parking on the outer edge was deemed expensive and excessively visible given the nature of the surrounding agricultural landscape. The pyramid-shaped buildings in the central green area are visually stunning but also detract from the public nature of this space. However, the detached houses located around the greenhouses are an interesting idea. The floor plans for all residential properties and other buildings are well thought out.

Traffic arrangements from Pajjalantie to Anttila are skilfully designed, as is the route connecting the area with the waterfront. Public buildings and the Kettunen Centre are also easy to reach under the plans. The internal transport network is disproportionate for the area and comes across as somewhat confused.

The central square could have been located adjacent to the cowshed, which would have served to highlight this building's role within the wider structure. However, privacy may be required if residential units are created at the cowshed. The proposal's engagement with the competition themes with regard to productivity is limited and due to the comprehensive nature of the land use solution, extremely limited scope for addressing this remains. Issues of productivity have only been discussed in the commentary, and, with the exception of the greenhouses, it does not put forward visible provision for economic activity in the area. Limited attention has been given to the waterfront, but the work in this area is in line with the chosen theme. The proposal is extremely illustrative and beautifully presented.

VC842 TUUSULA AGRI-CULTURA

The proposal is presented in general terms but offers a clear land use solution. The economic functions are envisaged in a patchwork pattern around a central green space. These functions offer a wide range of productivity related provision from social spaces to microbreweries and bakeries. By contrast, the volume of housing proposed appears rather limited. Comprising a patchwork of pattern of commercial properties, this zone is flexible both in terms of usage and construction, but a phased approach to the development may see it remaining incomplete for some time or even resulting in provision that lacks diversity. The proposed phased approach highlights the degree to which the development will remain incomplete as, under the proposal, all the commercial units will be built slowly over time. A more sensible course of action would be to complete each of the "patches" at a time. Placing a variety of economic functions on the edge of the agricultural land can also make it challenging to clearly demarcate the different areas although where successful, it can be used to highlight the area's thematic purpose. Extending these functions and construction up to Pajjalantie means that they are accessible and allows for services to be provided in their vicinity.

There is a richness to the ideas regarding the central green space. This has been given a park-like feel and many existing buildings have been retained although Kettunen is slated for demolition. The outdoor theatre is cleverly placed and makes the most of the lake views. The park is designed to promote both physical and mental wellbeing, offering a balance to the more economic productivity-oriented provision.

The apartment buildings to the northern edge of the land and the large car park structure are not suitable for the area, albeit green features have been integrated into them. The commercial functions are associated with a series of community-minded themes but their relevance to the spatial solutions and building design is not apparent. In places, land use is ineffective, but the street network is well designed. There is no waterfront trail for pedestrians and cyclists. Limited consideration has been given to making the most of this area. The decision to locate an artistic residence at the waterfront is in keeping with the area's historic use. The presentation is less thorough than it could be and does not clearly set out the different functions provided for under the submission or how they relate to the wider whole.

JQ647 OBLIQUE STRATEGIES

An accomplished entry with a strong vision based on a fan-like layout that places rows of buildings as sculptural installations against the wider landscape. Oblique Strategies skilfully explores typologies for a new and more sustainable home and investigates different ways of living.

Overall, the proposal is well executed and thoroughly researched and the presentation is beautiful although does leave some aspects open to interpretation. The local context, both topographic as well as cultural, has been insightfully woven into the design with an original touch. The proposed boulevards cut through the landscape like fingers. These could be viewed as a present day interpretation of the agrarian Finnish vista characterised by birch-lined passages and spruce hedges that served as boundaries between agricultural fields. The linear groups of buildings incorporate subtle variation. Their density is reduced as you approach the waterfront which is an excellent fit with the topography and landscape but does mean that the waterfront remains a rather passive entity. This could have been avoided by extending the fingers all the way to the water. And yet it is acknowledged that the chosen design is uncompromisingly monotonous. The fan-like composition and chosen typology means that all the buildings are ideally oriented in terms of solar energy production, delivering on the ideas of sustainability set out in the proposal. However, as the buildings all face in the same direction, the spaces between are left passive and under utilised. On the whole, the solution chosen here means that the interstitial spaces are passive, and the communal gazebos are not sufficient to lend structure and rhythm to the landscape.

The transport network proposed for the area is characterised by its lack of detail. Overall, this is an impressive proposal that puts forward a sculptural and sustainable new residential district that fits well into its surrounding landscape.

PB480 VIBRANT MATTER

A beautiful and sensitively constructed proposal that investigates the symbiotic relationship between nature and humankind through a radical intervention. Under Vibrant Matter, Anttila would be allowed to return to a natural forested state. Buildings are freely positioned in the landscape, creating a finish where both the built and natural environments are equally essential parts of the whole. This idea can be understood through the frame of reference established by the team and through the objectives that emerge from it, but in reality the time frame for execution is unrealistic and in conflict with the area's key cultural and historical values.

The fragmented structure is challenging, and the proposal does not easily lend itself to the creation of a clearly structured functional or spatial entity. The natural inhabited landscape proposed in this submission would also have been created through a more careful choreography of the relationship between open and closed spaces and by using this strategy to highlight the most functionally important aspects of the area. A more selective approach to forestation would have allowed the team to achieve the outcomes they seek but also to retain the existing historic values connected to the farm. Although logical and consistent, Vibrant Matter begs the question whether Anttila is the right site for such a skilfully presented proposal or would it have been better suited for an area where such extensive values are not already in existence. The vertical greenhouse building is an interesting concept and in line with the proposal's overarching ideology but further

work would have to be carried out to render it technically viable.

Ultimately, Vibrant Matters is less an area development plan and more a manifesto. While the end result has a sketch-like feel, the proposal nevertheless contains sufficient information to convey the atmosphere that has been sought and it constitutes an excellent study into the status of the built environment in the battle between nature and culture.

WU096 ANTILA 2035

A credible and skilfully executed proposal for a new community at Lake Tuusulanjärvi that operates on the basis of a circular economy. It is well demarcated in the wider landscape and the ring-like design creates a cohesive and spatially clearly expressed result. The parkland at the centre of area is intended as a unifying element between its various different functions. In operational terms, the area is well divided and the resulting functional hierarchy works well. In addition to the land use solution, the proposal's key merits lie in the credible sustainable construction concepts and the systemic description of the circular economic model it puts forward.

Anttila 2035's plans for the historic main building are of a high quality and the proposed wood architecture generates positive associations with the area's agrarian past. The street network lacks logic and not enough attention has been directed at the waterfront. The content on residential building design is of a high quality and the studies regarding sustainable housing are technically accomplished and highly credible, although the architecture may call to mind a rather more urban setting. In other respects, this rich and complex submission suffers from the constraint of having to replicate the same two home designs throughout the plan. Overall, this is distinguished and credible proposal with an architecture that consistently supports its overarching objectives. The parallel discussions provided on everyday life and the systems underpinning it is some of the best content generated by this competition.

MIDDLE CLASS

AB342 MURATTI

This submission is based on a solution that brings together production, leisure and housing. In the first phase, tower-style structures envisaged as underpinning economic productivity in the area are built in the centre of the area to create a new focal point for the area that centres on the existing building stock. Housing is designed to meander and circle around the edge of the area in focus, creating a sculptural finish. This solution creates a park-like open area in the centre, but it is doubtful whether the green towers would be enough to bring a sense of vitality to it. The proposed building masses with their modular facades lend an industrial feel to the area that, though organic, has a cool and distant feel that's ill-suited to the built environment and the area's existing culture. The ring-shaped arrangement is judged to limit the area's potential for establishing itself as a thriving community. The proposal does not address the waterfront or put forward ideas for how the area's existing strengths could be utilised. What Muratti does well is to propose a bold new vision for a symbiosis of functions and to seek architecture that supports these ideas.

DM474 AITA

Aita is an impressive proposal that offers plenty of potential in the area of land use planning. It is based on a square Grossform located in the landscape. Aita's strength lies in its ability to conceive of an entirely new agrarian community incorporating housing and production using just one circular design. Despite its uncompromising structure, the concept is well-argued and fits well into its surroundings. Under the team's chosen strategy, the rectangular area creates a clear, distinct and calm entity. The area included in the scope of the proposal is farmed land and is almost indistinguishable from the farmed cultural landscape outside it. The proposal would have benefitted from a more bold approach to the land inside this area and the functional ideas put forward. The treatment given to the waterfront is well executed and the ideas for activating this area are good. Extending the framework to the lake gives it a special status in the overall context of Lake Tuusulanjärvi but also succeeds in incorporating it into the overall concept for the area as a whole. The austere appearance of the residential buildings has perhaps been intentionally chosen by the team but when this architecture is combined with an overall concept characterised by such an uncompromising approach, they do create a highly industrial feel for the area. The geometrically demarcated area separated from the wider landscape would have benefitted from a more sensitive and delicate treatment and architectural approach and engagement with smaller scale content. The plans for linking the old cowshed with the superblock are insightful.

IN910 WEAVING TUUSULA

The land use solution proposed by Weaving Tuusula is fragmented and it fails to create a spatially harmonious and clear entity for the area. Construction is clearly focused on the northern edge of the land. In other respects, the submission represents a beautiful and highly sympathetic proposal for a new agrarian community in Anttila but the Jury felt that a more densely built development would have lent itself more naturally to creating a viable community here. The individual groups of buildings are skilfully designed and their placement in the landscape is also of a high quality. The architectural designs presented are accomplished and exciting, and the proposal is underpinned by a strong conceptual approach. The modular housing design is carefully considered and succeeds in creating a cohesive identity for the area without being overly monotonous. The individual buildings intended for service provision and for community use are both of a high architectural and conceptual quality with interesting typology. The milieu and its purist design vernacular contain fascinating references to agrarian life, placing the new architecture in the context of the area's cultural and historical continuum with real skill. The proposal is beautifully executed and the illustrations reflect the team's aim of creating a community based on humane values.

JN107 MIRROR LAKE

Mirror Lake's forested master plan completely alters the area's cultural and historical identity and the proposals cannot be considered well justified. The area is given a holiday village feel and though the two more public functions are well presented, they are overshadowed by the trees and the residential development envisaged for the area. The clustered and fragmented blocks are an inefficient design in terms of the street network and the woodland milieu makes it difficult to get a clear sense of how they are oriented. The waterfront trail works well but could do with the addition of further functional features

and/or construction to make it attractive and spatially interesting. The proposed cultural centre is architecturally appropriate and functionally interesting although it may suffer from a lack of easy accessibility from the Pajalantie direction. The old barn has been retained is complemented by a modern twin and together they create an architecturally fascinating entity. The residential building designs are rather limited in their scope although some individual buildings have been executed with real skill.

MM436 THE HOOK

The Hook is a skilfully executed submission that's based on a circular Grossform, where the buildings create a band around an expanse of green land. The built environment is clearly demarcated from the surrounding land and full account has been taken of the area's existing topography and built heritage. The circular structure means that the sectoral blocks open up towards the green space and not the waterfront, which would perhaps been a more natural solution here. The Hook's strengths lie in the clear way the development has been organised by function, with the production and services buildings situated alongside the area's main thoroughfare and all residential functions oriented towards the waterfront and green space. Thanks to the way the green spaces have been laid out, the area has a clear sense of cohesion. However, in other respects the outdoor architecture relies on conventional solutions, with the exception of the family garden proposed for the site of the old main building, which is an excellent way of showcasing the area's history through landscaping. The proposals with regard to residential development are unexceptional and the information provided is fairly superficial. The proposed car parking solutions with parking facilities facing out towards the waterfront are not in keeping with the overall feel of the place and will turn this area into a backyard style parking lot instead of using it to create a lively and dynamic cultural asset. The transport routes are unclear in places and building a road in between the waterfront and the built development cannot be considered justified.

NK169 RECONNECTION

The land use solution proposed by Reconnection is fragmented and it fails to create a cohesive spatial entity within the area. The proposed block layout is at its most successful to the west of the area, where current buildings and new functions come together to deliver a positive new addition to the area's existing identity. The loosely built circular residential blocks connect to the main streets complemented by a network of secondary paths. The street network design is effective and likely to work well in practice but the proposed road between the lake and the residential developments is an unnecessary barrier to accessing the waterfront. With regard to residential architecture the submission is characterised by its lack of detail, although the team's idea of creating residential blocks with community feel is a good one and the proposal comes across as credible. Little detail has been available in terms of how existing buildings will be used. Limited attention has been paid to the waterfront, and the proposals do not offer potential for the area to be turned into an attractive destination for local residents and others in Tuusula. The courtyard development added to the old outbuilding which is envisaged as a hotel under the proposals, is successful in terms of its scale. Similarly, the services clusters in the vicinity of the main building are well thought out and, together with the hotel, form an excellent joint entity in this location. The scale of the proposals is well judged and the architecture is simple but modern and well suited to the rural milieu.

UM580 VAALIA

The land use solution is an unexpected one, comprising a round street design and a densely built lane. This circular street design is not spatially reliant on the buildings and, as such, this parcel of land is not clearly demarcated from the wider landscape. The proposed ring road is has the feel of a high-capacity thoroughfare and unnecessarily creates a disjointed and loose structure on its outer fringe that is a poor match for the built environment in this area. By contrast, a pedestrian street has been proposed for the centre of the development. Though appealing and skilfully executed, in a sparsely populated area such as this, there is a sense that this may end up being a token gesture. The decision to place productive functions on the outside of the ring road further accentuates the divided nature of this development and little in the way of synergies can be gained from aligning production and residential provision. Excellent use has been made of existing building stock and the proposals are some of the best received as part of this competition! The proposals for individual residential buildings are a good fit with the atmosphere of the area but also have their own distinctive identity. There are indications that the proposals have sought to enliven the waterfront area but the decision to extend the ring road this far, along with the loosely placed blocks and the vast and open square, mean that it remains passive and fails to secure an identity that's in keeping with the wider area. Vaalia's strengths lie in the beautifully executed pedestrian street and the architecture, which has been skilfully presented. The only problem with the pedestrian area is that it has simply been placed in the wrong area. The perspective images are skilfully executed.

UM674 CIRCULAR COMMUNITY iTUUSULA

Circular community iTuusula's land use solution is based on an overarching structure comprising smaller clusters of blocks. However, this chosen model does not lend sufficient definition to the area, whether with regard to its functions or spatial aspects. The perspective images suggest that the cluster model allows for fairly efficient land use. The team have included a wide variety of different housing types and the modular solutions are clearly well researched. While the blocks and their communal inner courtyards are also a good fit with the area, spread too widely across the area they will overshadow the areas existing built features. The division into two distinct functional entities is preventing the integration between production and residential provision from taking place. The ideas underpinning the proposed street network appear effective although some aspects remain unclear. With the exception of the sauna, only limited attention has been paid to the waterfront area. The potential offered by the existing building stock has been superficially referred to but the greenhouses have the potential to work very well alongside the old outbuilding. The phasing is thoroughly researched and persuasively presented. The app tailored for a variety of user profiles is also an excellent idea.

VF190 CULTIVATING KNOWLEDGE

The land use solution proposed by Cultivating Knowledge is fragmented and ineffective. Residential development is primarily focused on the northern edge of the competition site, while other functions are located adjacent to the old cowshed. This creates a large and unstructured parkland between the proposed blocks of buildings and the waterfront which is not sufficiently enlivened by the presence of individual buildings and functions. There is significant distance between the blocks and the individual units and no spatial tension is

created between the two. The chosen solution fails to create synergies between production and residential provision and thus cannot respond to the key question posed by the competition brief. The cookery school envisaged for the old outbuilding is well suited to the location and the cloister-style extension is skilfully executed. In architectural terms, this is a high-quality, distinctive entry. The functional concepts are carefully considered and complement the overarching ideas it puts forward. The cloister-style residential block is interesting in terms of its massing but the enclosed nature means that it fails to integrate with the surrounding area. The block layout appears forced, although the massing is very well done. The transport network is effectively laid out although not enough detail has been provided on links to the waterfront. An excellent attempt has been made to enliven the waterfront area and the functions placed here, alongside the cookery school and research facility, form a coherent entity.

ZZ260 INHABITING THE FOREST

The proposal is based on the area being divided into three distinct functional entities. The core proposal, involving an artisan training facility and small-scale farming is centred on the old cowshed and is successfully executed. Conceived on a modest scale, the ideas work well and have clearly been studied thoroughly. All residential development is executed as circular blocks between the collector road and the waterfront. The team have opted to demolish almost all existing building stock with the exception of the old cowshed and other buildings in its immediate vicinity. The existing functions have been re-assigned to new-builds to the west of the competition site, which forms the third part of the proposal. The land use solution is one of the most environmentally sustainable proposals received but separating the functions to this degree makes it more difficult to create a cohesive community in the area and the interstitial spaces lack dynamism. The street network is effective although it is not well supported by the buildings that flank it. Inhabiting the Forest's strength lies in the residential blocks that are designed to promote community spirit and sustainable lifestyles and these could have been paired with a bolder land use plan.

LOWER CLASS

ET193 REITTI

In Reitti, the residential blocks and the functions proposed for the area are executed on a circular layout which drives positive interaction between them. As a whole, the built environment is clearly set apart from the surrounding agricultural land. In places, too much scope has been allocated to the street network and in the absence of a diagram, it has been difficult to develop a clear sense of how the routes for different transport modalities would work in practice. With regard to residential provision, the land use solution relies largely on detached housing and no further consideration has been given to other types of housing with the exception of communal living. However, land use is effectively planned although the proposed detached housing will introduce a significant proportion of private ownership to the area. The cowshed has been successfully utilised to provide facilities for a number of different activities. The location of a new cowshed at the waterfront came as a surprise to the Jury. The addition of food-producing animals to the plan is a good fit with the area's functional identity and the key themes pursued here. Modest proposals have been put forward for enlivening the waterfront and the blocks of buildings fail to provide natural access to the lake.

EV087 FOREST FARM

The functions comprise individual buildings placed across the competition site and the proposal fails to put forward a unifying spatial or structural idea. This means that the new built environment fails to engage with the existing building stock and the area's distinctive character. The semi-public and private facilities are not clearly separated from the public facilities and, in the absence of illustrative graphics, the hierarchy between different transport modalities remains unclear. The oblique aerial image suggests the new buildings proposed in the submission are a good fit with this wooded, park-like area, although some, including the apartment building, are architecturally incongruous. Jetties and leisure amenities have been added to the waterfront but they remain challenging to reach.

HU299 ARCADIA

Arcadia's land use plan is based on strongly expressed street design and access routes, which determine the layout of the building stock. However, the plans for the street network do not reflect the area's characteristic features and some of the routes come across as forced and unnatural. They fail to adequately demarcate the development from the wider landscape and also have the effect of cutting off the access routes to the waterfront. Extensive space has been allocated to the public realm particularly in view of the building density, and the Jury did not consider roadside parking to be an appropriate solution for the area. The spatial highlight is the curved square that looks out towards the lake and is flanked by a row of detached and semi-detached homes but the visual connection is severed by the vast massing. The intended structure was felt to be difficult to make out, the spatial hierarchy is not precisely communicated and the functional relationships between the buildings remains unclear. The proposal contains a wide range of housing types. The location of the residential building adjacent to Pajalantie was not viewed as well chosen. The perspective images are well executed and effectively communicate the sort of development and architecture that are suitable for the competition site.

LN810 ECOTONE

Residential development is delivered in a dense cluster in the form of a mixture of detached and semi-detached homes. In the absence of a modular grip and due to the coordinate system chosen by the team no spatial relationship can be established between the buildings themselves, with the surrounding environment and the street network. The street network and public squares are unnecessarily large in scale and the routes that radiate towards the waterfront, complete with seating, are overdone. The architecture is based on structuralist modules which can be varied to generate a large variety of different housing types. This approach allows the residential provision to be complemented with communal and office/working spaces. The modular structure is apparent both in terms of the massing and architectural design that are proposed. It has a bland contemporary feel and does not reflect the identity of the area. The waterfront trail blends into the street network and fails to connect with Sarvikallio.

LQ070 FERTILIS VICTUS

Residential development is strongly weighted towards the north of the competition site and is clearly demarcated from the open landscape thanks to the block pattern. However, development to the south is less cohesive. The functions positioned in the area surrounding the cowshed are easily accessible from Pajjalantie but the proposed square is unnecessarily large in scope. The plan allows for high-quality access to the waterfront. The block layout is effectively executed but is too dense given the nature of the site and the views it offers. The proposals put forward by Fertilis Victus are more urban in character. However, the facade mockups convey a successfully executed plan and the scale of the proposals is well-judged. There is a diverse range of housing types and the different types are evenly represented. The street network is effective but could be executed without cutting off access to the waterfront. Parking is inappropriately used in the residential courtyards and other parking facilities are given undue visual prominence. A wide selection of leisure amenities have been proposed for the waterfront but their placement is fragmented and cover the entire length of this area.

MB442 MORE COWBELL

In More Cowbell, a series of enclosed residential blocks are located alongside two forked roads, creating space for communal leisure and recreational facilities between them. The developments are clearly distinguished from the surrounding landscape and despite the enclosed design, the properties enjoy views to different directions. The block design allows for variation in terms massing and housing type, although the proposal continues to repeat a very similar pattern throughout with the exception of the waterfront. Furthermore, it also allows for phased construction. The street network is effectively executed although the proposed street running parallel to the waterfront does constitute a barrier to accessing the waterfront itself. The public realm is clearly expressed although fragmented across the competition site. The architecture can be characterised as modern and minimalist and it is well suited to the place. The proposed underground parking facility at Pajjalantie will be expensive to implement. The plans with regard to the waterfront lack detail but the curved jetties are an interesting combination, serving both as jetties and as parallel walkways.

MS538 RUR-BAN FARM "LEHTIÄ"

This proposal is based on a patchwork of loosely structured blocks that do not benefit from a cohesive central public space. The massing of the rectangular blocks is based on contrasts and they open up into fenced courtyard gardens that offer no shared semi-public facilities. Though relaxed, the design makes effective use of land and clearly demarcates the boundary between developed and undeveloped land. The lanes running between the blocks are well suited to the place and work well in the context of the proposed design itself although the street network is rather extensive. The type of residential blocks envisaged here makes it possible for different housing types to be implemented and for construction efficiencies to be pursued where relevant. The architecture can be characterised as modern and influenced by central European styles, and it can be used to create a distinctive look for the site. However, some of the perspective views give an enclosed and shut-off impression. The hotel building to the north of the cowshed adds a commercial aspect to the design. The plans with respect of the waterfront are modest.

PX724 HPSarLinANTT

The land use solution here is based on extended and undulating series of buildings that are not placed in their physical context and do not benefit from a coordinate system. The analysis of the block layout, presented through the attached diagrams, does not provide the reasoning behind the decisions made regarding new construction, although it encompasses the entire competition site. The spaces between the buildings are used to create winding paths, which do not create appropriate spatial hierarchies or clearly communicate their functional role or purpose. The massing and architecture are both unsuitable for the site. In the submission, roofs have been allocated for use as social spaces. The extensive car parking provision located on the periphery of the competition site are highly visible and yet far from the residential properties. The oblique drawings provide little detail and the land use solution is not deemed appropriate for the area. Two large public beaches have been created at the waterfront.

VU803 THE CIRCLE VILLAGE

Despite the name, the buildings proposed under this submission are rendered in a fragmented manner alongside a circular route that does not provide an enclosed space. Without a block layout the buildings' interrelationships and their relationship with the central space and their wider setting remains vague and there is no clearly discernible spatial hierarchy in evidence. The volume of construction is low and due to the limited amount of detail provided with regard to land use it is unclear what is ultimately being planned. The functional purpose of the central space is not explained. The winding road next to the residential buildings is challenging. Some of the demarcation with the open agricultural land is achieved through the addition of a car parking structure. This is not considered a satisfactory solution. The row of detached houses adjacent to an apartment building is an interesting solution but the larger building is not a natural fit with the identity of the competition site. The plans with respect of the waterfront are modest. A centralised distribution site for locally produced food to the north of the cowshed is a natural fit with the area, both functionally and historically.

WQ062 pepita

This submission is based on a highly structuralist concept comprising a series of steel and glass structures that are linked to the proposed residential and other complexes using a variety of different means. The structure appears to stand alone in the landscape and fails to connect with the existing building stock and the site's overall identity. The block layout is incongruous here and there is a lack of clarity over the intended scale. It fails to establish a clear spatial hierarchy for the area. The plans for the area's street network are vast and characterised by a lack of detail. The classical and futuristic design language fails to establish links with the existing building stock whilst also failing to impose a strong new identity for the site. The perspective views, though impressively executed, reflect romantic visions of old ruins enveloped by a forest rather than a state-of-the-art agrarian Anttila community. The jetties complete with lighting are an impressive addition to the waterfront.

YH358 ANTILA ARIA

The buildings proposed under this submission are rendered in a dense block layout around the existing building stock and they are clearly demarcated from the surrounding landscape. The coordinate system is established by the existing buildings and the central green space complete with a number of different functions. The street network is effective but the road that cuts off the waterfront from the development is considered a mistake. There is a wide variety of building types with a number of uses and spatial solutions. The visuals relating to the blocks and residential developments are of a high standard although they give the impression that excessive space has been allocated for public areas. In the perspective views the brick architecture appears to lack detail and gives the impression of creating vast and unwelcoming barriers rather than visually pleasing features that accurately reflect the site's identity. Plenty has been done in the waterfront area with leisure and recreational provision as well as a large jetty but no details are provided on how access will be facilitated in the absence of a street running in parallel with the waterfront itself.

ZB357 COLLEVTICE METABOLISM - REHUMANIZING AGRICULTURE

The buildings are rendered as two densely built grid-style blocks that stand independently on the competition site. They do not express any particular spatial relationship with the surrounding land or buildings although the proposed buildings are oriented in terms of the existing building stock and are clearly demarcated from the surrounding agricultural land. The building masses are based on a modular solution which is presented in different variations to deliver solutions for both private residential and communal living. the multi-functional building situated in the immediate vicinity of the cowshed lends itself to a variety of uses, including storage, production and services. Recreational amenities are fragmented and located to the south of the site. Due to the style of the visual representations, there is limited information available as to landscaping and how such features would tie in with the wider setting. The centralised parking facilities are located adjacent to the open agricultural views and are given undue visual prominence. A cautious approach has been taken with the waterfront area. The submission puts forward a high-quality proposal for how the area's building stock and economic and other functions and the local community could evolve over time.