
EUROPAN 16 VÄSTERÅS

LIVING CITIES – COMPETITION BRIEF

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

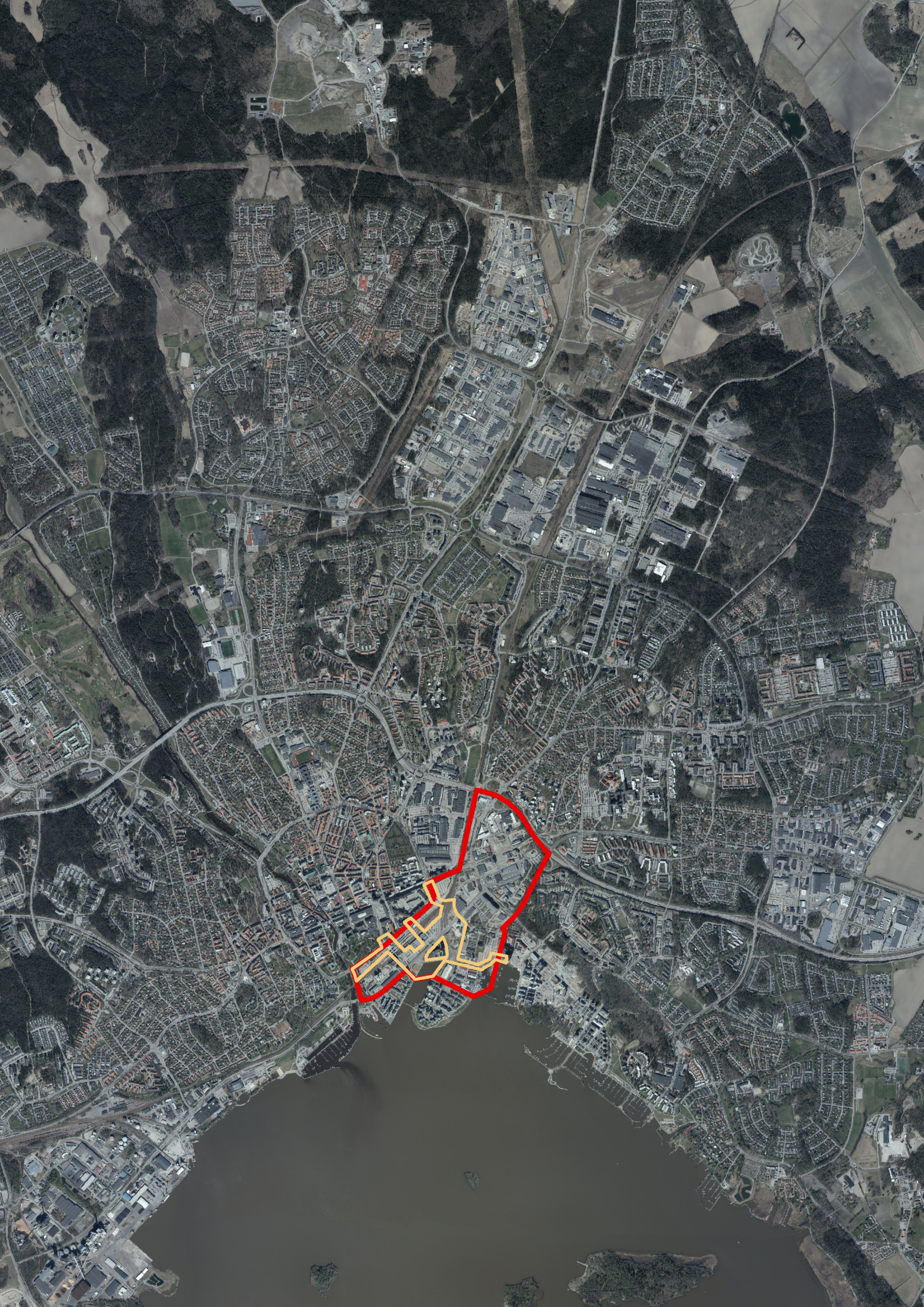


European SE

"A transformative city-making process with
temporary architecture as a platform for dialogue
and co-creation of a living city."

A map of Sweden with its administrative regions outlined in white. The region of Västmanland is highlighted in a darker shade of green. Within this region, the city of Västerås is marked with a small black square and labeled.

VÄSTERÅS ■



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EUROPAN 16
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www.europan.se

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GENERAL INFORMATION

Site Representative

Isabell L. Eklund
City of Västerås

Actor involved

City of Västerås

"Team representative"

Architect, landscape architect or
urban planner

Expected skills regarding the site's issues and characteristics

Architecture, landscape
architecture, urban planning

Communication

Anonymous local exhibition after
the 1st jury round.

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

Jury evaluation

With the participation of the site
representatives.

Post-competition intermediate procedure

Presentation of the rewarded
teams to the site representatives,
followed by a discussion.

The ambition of the municipality
is to involve the prize winning
team(s) in an implementation
process that will start shortly after
the competition.

Assignment after the competition

The prize winning team(s) will
continue the work with the
competition assignment in a
workshop with the municipality,
with an option for further work
towards an implementation of the
proposal, including workshops,
various planning documents,
illustrations, drawings and citizen
dialogues.

PARTICIPATE IN EUROPAN 16!



INTRODUCTION

The Municipality of Västerås and European Sweden would like to thank you for choosing to participate in European 16. The competition brief provides information about the character of the site and plot, and includes a list of references with links to supplementary information. In addition to this material, you can download high-resolution images, maps and drawings from the project database. Please read the condensed "Synthetic Site File" brief parallel to this unabridged competition brief. The theme of European 16 is "Living Cities".

www.euopan-europe.com
www.euopan.se

VÄSTERÅS

Västerås is growing and within thirty years from now the population is estimated to have increased to 230 000 people. Mälarporten is an important area in the development of Västerås, with its location close to the city centre, Lake Mälaren and important public transportation nodes. The project offers amazing possibilities to create an entirely new neighbourhood that is both innovative and sustainable for the future. Today, the area consists of inaccessible land, offices and industries. In the future there will be 6-7 000 housing units, 10 000 workplaces and well-designed living environments. A new transportation hub will simplify travels to and within Västerås, and also strengthen the link between the city centre and the water.

The competition task deals with the time until completion of the area, which is estimated to take 25 years. Throughout the entire planning and construction process, the area must be attractive and vibrant with social aspects and sustainability in focus.

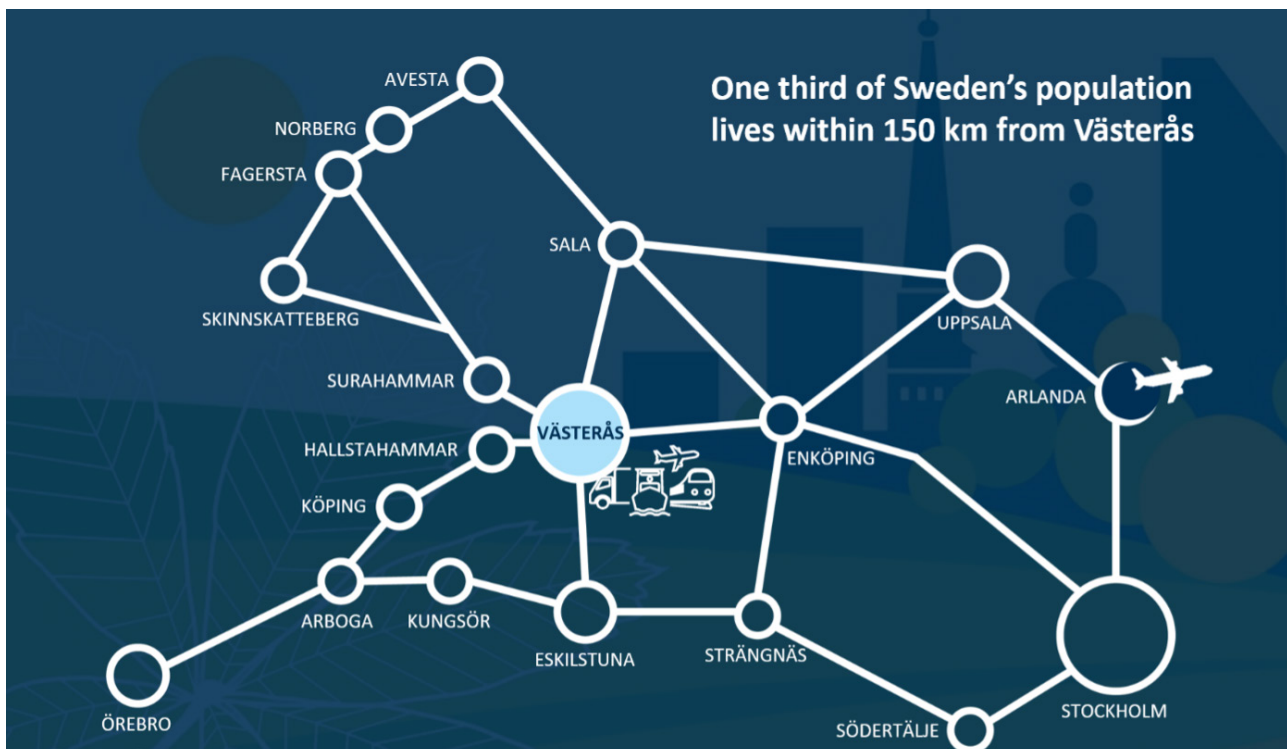
The competition task is to propose ideas for temporary architecture and places that create attractiveness and activity for those who use the area today, as well as for those who move in early, and to generate dialogue that will influence the future planning of the area.



VÄSTERÅS STAD

Competition brief

Västerås



URBAN CONTEXT

Description of the region

The Stockholm-Mälaren region, within which Västerås is an important node, is very impactful for Sweden's development and international competitiveness. The housing and labour market of the region is growing at a fast pace and travel within the region is increasing. By 2030 Västerås is expected to become an integral part of the capital Stockholm's labour market region. Almost half of Sweden's population live within a radius of 150 km from Västerås and the stretch Västerås-Stockholm, that passes through three counties, makes up a labour market for 1,3 million employed people. The region accounts for 60% of Sweden's economical growth.

There is a shortage of housing in large parts of the Stockholm-Mälaren region, and since the number of people moving into Stockholm is decreasing, housing development in other municipalities and availability of commuting alternatives have become even more important. In this context Västerås has a competitive location and can offer attractive housing in both urban and rural settings. Lake Mälaren is a great resource that together with natural landscapes, recreational areas, countryside and cultural heritage environments create attractive living environments. The closeness to other cities and the capital is a strength for Västerås, but the municipality in itself is also a node for surrounding cities and rural areas offering a good range of commercial activities, experiences and culture.

Description of the city

Västerås is one of Sweden's oldest cities with the seal of the city dating back to the 13th century. The town plan originates from the middle ages and there are still preserved quarters with historical character and important cultural heritage environments. In modern days, the industrialism has influenced the development of Västerås to a large extent. In the beginning of the 20th century a large number of enterprises were established in Västerås creating many new workplaces that employed a large part of the city's population. These industrial establishments also changed the architectural character of Västerås that became a city with both historical ambience and expansive industrial character. In the city centre older buildings were replaced by modern buildings, such as the city hall by architect Sven Ahlbom and the 25 stories high skyscraper "Skrapan", that today contribute to the identity of the city.

Trade has for a long time been an important element in Västerås. The city centre is built around a couple of shopping arcades connected by pedestrian streets and public squares. The attractiveness of the city centre is however being challenged by external shopping establishments, a tendency that we see in many cities in Sweden. The city centre is therefore changing and is currently hosting more restaurants, culture and experiences. Looking into the future, the aim of current and upcoming planning projects is to develop the city centre with new workplaces and more housing, thus allowing more people to enjoy the benefits of added retail and services in the city centre.

Industry is still essential for Västerås with establishments of high technology export industries and world leading companies that develop tomorrow's products within areas such as energy, electrification, automation and robotics. The city's industrial experience and large number of engineers, good infrastructure and investments in research and development have recently inspired companies such as Amazon and Northvolt to invest in Västerås. The city is a prominent centre for technical innovations and is usually mentioned as the energy capital of Sweden since around 10% of jobs within the energy sector in Sweden are located in Västerås. Mälardalens högskola has recently gained university status, which will contribute to further positioning Västerås as a knowledge city.

Mälarporten's role for the city

Västerås is growing and within thirty years the population is estimated to have grown to 230 000 people. Therefore, there is a great need for more housing and places for more enterprises to establish. Västerås has formulated a vision for how the city should be developed; Vision 2026 – The City without borders. One of the projects that will contribute to this is Mälarporten. It is the largest and most complex projects ever in the city development of Västerås and offers amazing possibilities to create an entirely new neighborhood that is both innovative and sustainable for the future. We all know that a powerful readjustment is needed in order to reach the goals in the Paris agreement and Agenda 2030. It means that we need to adopt new ways of thinking and to take many steps within a short period of time. The city of Västerås wants Mälarporten to be one of the projects that illustrate this.



The city of Västerås with the study site Mälarporten marked in red

Vision 2026 is a politically approved vision text that serves as a guide for the development of Västerås.

Vision 2026 – The city without borders

Västerås is growing and developing into a sustainable city to be proud of, where people feel that everything is possible. A city with self-esteem, where many people want to live their lives.

World leading knowledge

Västerås will continue to be a viable and forward-looking municipality. The planning ambition is to strive for Västerås to develop in its role as an attractive regional city.

Together for Västerås

The aim of the planning is to create conditions for a good everyday life for all, with consideration for the different interests and needs of children, youth, adults, healthy and sick, those who lived here for a long time and those who just moved here. This requires pleasant housing environments, good schools, a broad spectrum of culture activities, good communications, access to leisure-, sports- and recreational activities, retail and other service.

Closeness to Lake Mälaren

Lake Mälaren is a unique asset. We will plan so that the water of Mälaren is of good quality and that it is protected from negative impact in both the short and long term. We will plan to improve the access to the lake and its islands for recreation and open-air activities. We will strengthen the connection between the city centre and Lake Mälaren and develop Mälarstranden to become a place for experiences and meetings.

Västerås in the world – the world in Västerås

The business sector of Västerås is characterized by large companies with international operations and ownerships. Products and services are characterized by cutting-edge technology within complex projects, which makes Västerås a strong international arena for development. Planning should create conditions for good and sustainable communications to and within Västerås.

Power of action and pride

Planning for a sustainable development should be characterized by innovation. We dare to try new ideas and new technology for planning and building.



The old town with the city hall's bell tower in the background



Skrapan by Boris Culjat



Lillåudden housing area



Skating on Lake Mälaren

LIVING CITIES

Creating processes to regenerate our inhabited environments

Introduction

In the Anthropocene, the present geological period where human activities have had an impact on life on the whole planet, we are facing highly challenging conditions of climate change and social inequalities. With these conditions, how can we imagine other possibilities to inhabit our planet?

The topic of European 16 focuses on “Living Cities” as a new paradigm, in which new kinds of synergies can be considered between environmental, biological, social, economic, cultural and political dimensions. This paradigm leads us to think in terms of co-evolution and interactions, and to work with regenerative project dynamics, combining the dimensions of circularity and inclusivity.

Metabolism

The concept of metabolism helps overcoming the opposition between city and nature, allowing the European projects, with their components of architecture, urban design and landscaping, to identify and to work with an ensemble of transformations. These transformations take into account life cycles of natural elements, like water, energy and material flows, and become vital parts of our inhabited environments.

Such environments are complex ecosystems in constant evolution. Developing cyclic processes of both material and economy will lead the design process to minimize the environmental footprint and the consumption of non-renewable resources and eventually allow the relations between nature and culture to be transformed into ecosystems.

Circular and metabolic considerations encourage design solutions on different scales. The recycling competence, the enhancement of the organic, raw materials and energy production, the adaptation to climate change, the integration of nature and biodiversity are all some of the concerns that European 16 sites should trigger in order to promote new forms of inhabitation. The European 16 proposals should apply such dynamics in their projects.

Inclusivity

Urban environments are facing increasing inequalities and conflicts produced by invisibility, exclusion, marginalization and inaccessibility to housing, to work, to education and to public services. To fight against these social fractures, inhabited environments should become places where new inclusive policies and practices are supported.

The concept of inclusivity foregrounds procedures that can support territorial justice, articulating social and ecological concerns. Issues of accessibility to public infrastructures and housing should get a predominant role. Taking care of our living environments should promote inclusion by transforming marginalised spaces into places of exchange, co-learning and biodiversity. This could allow new narratives of inhabited environments across scales and generations, promoting new forms participatory democracy.

When choosing the sites, when defining the programmatic frames that come with their evolution, and when judging the participants’ proposals, European 16 will emphasise the consideration of the inclusive dimension of the inhabited environment.

Conclusion

If we want to face these environmental and social emergencies, we have to address new project dynamics both creatively and responsibly, in order to reconnect with the rhythms and interconnections of the living environment, associating circularity and inclusivity.

The European 16 sites should therefore consider these two dimensions in their transformation. How can the project make spaces that involve sharing resources and recycling processes over time?

This is the question raised for European 16.

LIVING CITIES – VÄSTERÅS

The competition task is linked to the theme of Living City by focusing on the time from today until the completion of Mälärporten, which is estimated to take 25 years. 25 years is a long time, and the area needs to be attractive and alive during the entire process. Those values cannot wait. Throughout the construction process, the area must be attractive and vibrant with social aspects and sustainability in focus. Putting the focus on people is very important for the project and it is important that this is done from the very beginning. The development of the area will happen step by step over time and Västerås wants to offer the possibility for people to enjoy this location by Lake Mälaren as soon as possible. Already a great many people need to cross the area. Västerås is looking for proposals that show possibilities for how to make use of the dynamics in a constantly ongoing construction.

The area successively needs to be filled with the new neighborhood's core values. The same high ambitions that are formulated for the end-product of Mälärporten should also aspire to the planning and construction period. The city of Västerås wants to show how it is possible to, in a dynamic way, fill an area that today is perceived as deserted and impersonal, with life and meetings between people. When places are inhabited and visited, people can meet, and new stories and memories are formed.

This will contribute to the identity and role of the place in the city.

It is important that the area attracts many different target groups and not just those who move in early. The area must provide places for everyone and attract people from all over Västerås and beyond. Important aspects are accessibility, inclusion, creativity and safety in order to have a viable city where people want to be and feel welcome.

The transformation should develop out of people's needs. Västerås wants to develop the area together with the inhabitants and let them be co-creators. Children and young people are a designated target group both for visiting and discovering the area as it is today, for growing up here, and for choosing to move here when they grow up.

It will not only be the people that will give life to the area. Today there is no greenery and the area consists of brownfields. In order for the city to become alive and sustainable we need to convert these areas and introduce greenery and biodiversity. With the power of nature we can reconnect urban and territorial fragments, promote movements in between, and create a city that is resilient to climate change.



STUDY SITE (MARKED IN RED)

Site description

Mälarporten is a 90 hectar large city development area in the middle of central Västerås. Historically, the area has been transformed from natural meadow land to an industrial site and port, and will in the future become an integrated part of the city centre. Today, the area is mainly characterized by industries, businesses and parking. The amount of hard-surface areas is large, and the streets and places are mostly shaped by vehicle traffic needs, creating many barriers, that are hard to cross. A number of building sites have started to be transformed with housing, hotels and restaurants, but the majority of the area remains to be planned and transformed.

An important factor to take into consideration is that Västerås transportation hub will be located in the area. The hub is being planned both to increase public transportation but also in order to bridge the barrier over the railway tracks. In this way the city centre can be more closely linked to Lake Mälaren and its recreational values. As a result, the transportation hub is not only an infrastructural project, but also a city development project. Within Mälarporten there will be a lot of new housing close to both the transportation hub and Lake Mälaren.

During 2020-2022 a new city plan is being developed for Mälarporten. This means that all conditions are not set within the study site. The competition area is limited to the most important links and roads within the area; today and in the future. Diagram 1 shows the overall structure and division into phases, and it can be used as a support for the proposals. See also Appendix 1 for an overview of the sites within the area and their timeline for transformation. The city of Västerås wants to highlight that the concept of the proposals is more important than the exact

placement, since the competition task asks for temporary and flexible solutions.

These overall goals for Mälarporten should be considered in the proposals:

1. More than close!

Mälarporten offers something for everyone and everybody is welcome. The necessities of everyday life are catered for in a simple and sustainable way and it is easy to get anywhere – within Västerås, within Sweden and to the rest of the world.

2. A green city by Lake Mälaren

Greenery and water should be present all the time. There are places that inspire people to meet, that add life to the city and make it a safe place to grow up. The green structure also helps increase resilience for climate change.

3. Come and join!

Mälarporten offers environments that are created with care, which makes them varied, rich in details and exciting. It provokes you to new discoveries and co-creation based on actual needs and ideas. Mälarporten has a unique identity that is based on its history as an industrial site, values that we want to build on further.

4. Smart for the future!

Large technical systems meet and start in Mälarporten, enabling the running of the city and here there is a potential to try new technical solutions. We want to be able to use technology as a pedagogical resource, in order to show in a simple way how a city functions and how each and everyone can help to reduce the load on our common resources.



Backside of today's train station



Kungsängsgatan

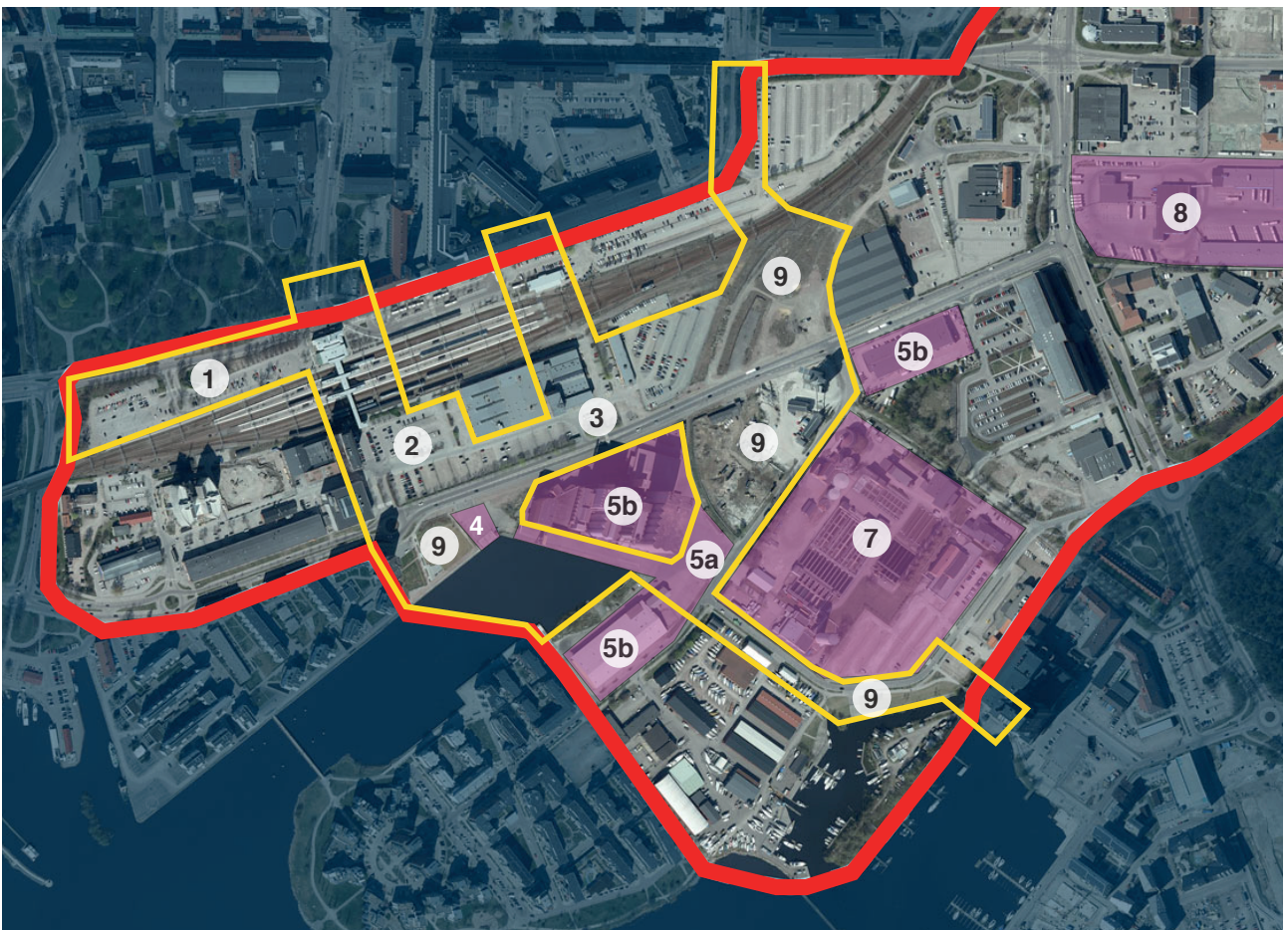


Diagram 1 - division into phases

1 - Site available until 2027

2 - Site for new transportation hub, available until 2022 and after 2025

3 - Site for temporary transportation hub between 2023-2025

4 - Site available after 2026

5a - Site available after 2026

5b - Existing buildings will be demolished 2026, ongoing planning for new development

7 - Existing sewage plant, will be relocated or built-in after 2035

8 - Existing bus depot until 2040, ongoing planning for new development

9 - Site available

PROJECT SITE (MARKED IN YELLOW)

Site description

The project site is situated in the most central and intense area of Mälarporten, in connection to the transportation hub. It is an area that people today pass through, but where few find reasons to stay. This is what the city of Västerås wants to change through the European competition.

Existing and upcoming links and places

Three new passages will connect the area with the city centre and thus reduce the barrier effect of the railway. Two of the bridges will be integrated in the new transportation hub; one for pedestrians and bicycles (1), and one primarily for pedestrians (2). A third passage is being planned under the railway (3) and connects to a place that today is made up of wasteland with old railway tracks, concrete passenger platforms and is partly covered with vegetation (Image A). In connection to this place there is an athletics centre (4) with cultural-historical values that need to be preserved.

Kungsängsgatan (5) is one of the main links through the area with a number of points for crossing. The street will remain as an important road for vehicle traffic, but there is potential to create new interesting flows and places along the road. It will be important to break up the barrier effect of the road that today is up to 20 meters wide and hard to cross by foot or bicycle.

The city owns the properties (6) that today are demolition sites with gravel surfaces (Image B). These properties are a great resource both in the long and short term since they can be used for temporary solutions before being rebuilt. One of the area's best spots is situated in front of a silo building (7, Image C) with a southern aspect facing the sun. The future of the silo is not clear, but for the planning of the area it is being assumed that the enterprise will be relocated and that some or all of the buildings will be demolished. Today, traffic flow is concentrated around the property. The competition proposals can involve the water in front of the quay

(8), but it is important to take into account that the water is polluted and not of good enough quality for swimming.

The eastern link (9) connects Mälarporten with the newly built residential area Öster Mälarstrand which offers fine recreational areas and popular attractions such as an action swimming pool, a hotel, restaurants and cafés. This link is in use today but has great potential for further development. The warehouse buildings by the boat club (10) have cultural heritage values.

The area in front of the new transportation hub (11) is important in order to create life and a sense of safety in the area. It is also a strategic place for showing that something is being planned and going on. Today there is a large area for commuter parking surrounded by some buildings with entrances towards the parking, such as a hotel, district court, sports- and cultural activities. This place will have the same function as today until the new transportation hub is being built, starting 2022. From that time until 2025 this area and the passage will not be accessible. Instead, there will be a temporary transportation hub (12) in an existing building on the south side of the tracks with a temporary passage (2) over and down to the tracks that will be in use 2023-2025. The location for this pedestrian passage by and the link down to and around Mälarkajen will be central both during construction and for the new upcoming area.

North of the tracks and west of today's station building (13) there is a large elongated parking area (14). This property will also be transformed while building the new transportation hub and will contain housing and workplaces. Construction is estimated to start 2027 which means that the parking area can be included in the competition task. The strategic location between Mälarporten and the city centre can be used for activities that attract people to the area.



Image A – wasteland with old railway tracks



Image B – area with recently demolished properties



Project site marked with important places



Image C - area in front of silo building with a southern aspect facing the sun

COMPETITION TASK

How can we create a living city throughout the planning and construction process? How can we establish values that are important to people early on and let them be a part of the transformation?

The competition task is to develop flexible solutions, that create attractiveness and activity for those who pass through and visit the area today, as well as for those who move in during the early stages of development. It is important that the solutions are connected and linked to a unifying theme that makes the area feel like a city district from the beginning. The proposals need to show a clear concept that builds on and develops the identity of the area. Well-planned temporary architecture, buildings, parks and places contribute to creating a safe and attractive neighborhood and induces commitment and pride during the long and complex construction period.

The winning proposal will create the platform and context for many conceivable activities during several years ahead. The projects will also be a tool to inform and create dialogue around the development of the area together with the citizens of Västerås. This will be an arena for culture, where people can meet again after the pandemic and create an interest in discussions about architecture and sustainable development.

The proposed solutions can be both site specific and flexible. They could be rebuildable with add-ons so that they can be moved around the area as it is being built, and at the same time create character, excitement and new dynamics. Some parts could be co-created together with the citizens and some parts could be professionally built.

The entries should demonstrate:

- Concrete proposals and solutions that through temporary architecture and design of buildings, places and links create life, activity and identity for the area.
- Proposals that use the potential of the existing buildings and sites and add natural green elements and water.
- Green solutions that contribute to the climate adaptation of the site and that use the power of nature to reconnect the urban and territorial fragments and add green values that are non-existing today.

- An overall concept that is flexible, can be added to or be moved. The solutions can be site specific but there should be a demonstrated idea for how the building elements can be reused in the future when the site will have another use.

- A physical solution that can work as a platform for dialogue with citizens and for co-creation, and also for citizens to be able to propose and create physical solutions.

- Proposals that connect to and help reach the overall goals for the project Mälarporten and Agenda 2030, both in short and long term.

- Innovative elements that link to the debate of what a sustainable city is.

- Proposals that can be used by all, and with a special attention given to young people and their needs and ideas.

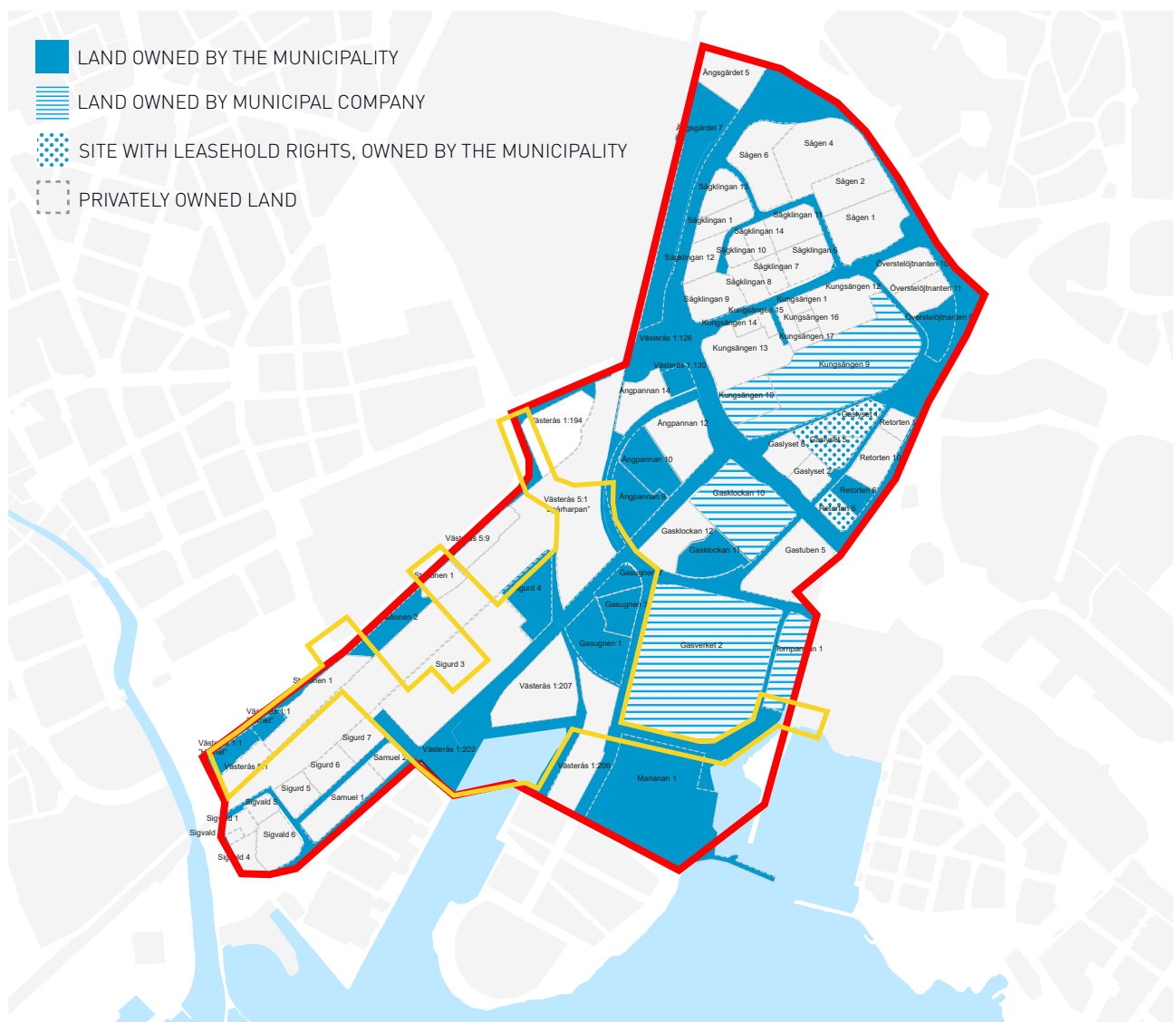
- Proposals that attract people to visit the neighborhood and create places where people want to stay, live and that are pleasant to move through.

The competition task does not involve making proposals for the city plan, this is a parallel process run by the municipality. However, the European proposals can influence the planning for the area. Temporary architecture can make imprints and influence the future permanent solutions. Västerås municipality expects the proposals inspire the future city plan, especially regarding the development over time and how the temporary solutions can be a platform for discussing city planning and sustainable development. In this sense the European proposals will be an important piece of the puzzle in the development of the area.

The implementation time includes the time for both planning and construction of the area. There is a great need for and big expectation to start activating the area in the near future, as a parallel process to the planning of the area, involving the citizens and the property owners in the dialogue with the municipality. The competition proposals should illustrate an overall solution that can be implemented directly and then scaled up, step by step, over time.



Image D - warehouse buildings by the boat club, silo building in the background



Land ownership

GENERAL

Submission requirements

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

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

JURY

European 16 jury

Members of the competition jury:



Bengt Isling, SE
(chairman of jury)
– Landscape architect
– Partner at Nyréns arkitektkontor
– Stockholm, Sweden



Karin Bradley, SE
– Urban planner
– Associate professor
Department of Urban planning
and Environment, KTH
– Stockholm, Sweden



Anna Chavepayre, SE/FR
– Architect
– Founding architect at
Collectif Encore architecture &
paysage
– Labastide Villefranche,
France



Christer Larsson, SE
– Architect
– Former Director of City
Planning, City of Malmö
– Adjunct Professor in
architecture
– Malmö, Sweden

Competition timeline and dates of importance

5 April – The competition opens. All competition sites are presented. Registration and download of complete competition documents starts.

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

20 May – Site visit with site representatives (pre-registration to info@european.se required).

18 June – Last date for competition questions.

2 July – Last date for answers to competition questions.

17 September – Last day for submitting competition entries.

20 December – Competition results and winners are published.



Tina Saaby, DK
– Architect
– City architect of Gladsaxe
– Gladsaxe, Denmark



Ted Schauman, FI
– Architect and Urban planner
– Co-founder Schauman &
Nordgren Architects
– Helsinki, Finland



Jessica Segerlund, SE
– MA in Curating Art
– Head of place development
Älvstranden Utveckling
– Göteborg, Sweden

Substitutes:

Björn Förstberg, SE
– Architect
– Founding architect at
Förstberg Ling
– Winner European 15 in
Helsingborg, Sweden
– Malmö, Sweden

Tove Fogelström, SE
– Architect
– Founding architect at
AndréFogelström
– Winner European 15 in
Täby, Sweden
– Stockholm, Sweden

REFERENCES

About the European competition

European Europe. This includes rules for the the competition:

– <https://www.european-europe.eu>

European Sweden:

– <http://european.se>

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

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

Instagram account for European Sweden:

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

About Västerås Municipality

Mälarporten:

– <http://vasteras.se/malarporten-english>

Västerås 2026:

– <https://www.youtube.com/watch?v=-xyrtraTel>

Västerås Transportation Hub:

– <https://www.vasteras.se/kommun-och-politik/vasteras-utvecklas/malarporten/nytt-resecentrum.html>

Öster Mälarstrand:

– <https://www.vasteras.se/kommun-och-politik/vasteras-utvecklas/oster-malarstrand.html>

Kopparlunden:

– <https://www.vasteras.se/kommun-och-politik/vasteras-utvecklas/kopparlunden.html>

Relevant laws and regulations

Accessibility:

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

Noise:

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

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

– https://www.boverket.se/contentassets/a9a584aa-0e564c8998d079d752f6b76d/konsoliderad_bbr_2011-6.pdf

BBR in English:

– <https://www.boverket.se/globalassets/publikationer/dokument/2019/bbr-2011-6-tom-2018-4-english-2.pdf>

Swedish - English Glossary

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

LOU

After the European competition

Public tendering - Swedish sites

European 16 is a design contest with the purpose of negotiating a subsequent service contract. We will further inform the Swedish contracting authorities in the document "Europandhandboken".

Offentlig upphandling - svenska tävlingstomter
European 16 är en projekttävling (arkitektävling) med avsikt att inleda förhandling om påföljande uppdrag. Ytterligare information till svenska tävlingsarrangörer finns i dokumentet "Europandhandboken".

About European

■ WANT TO KNOW MORE?

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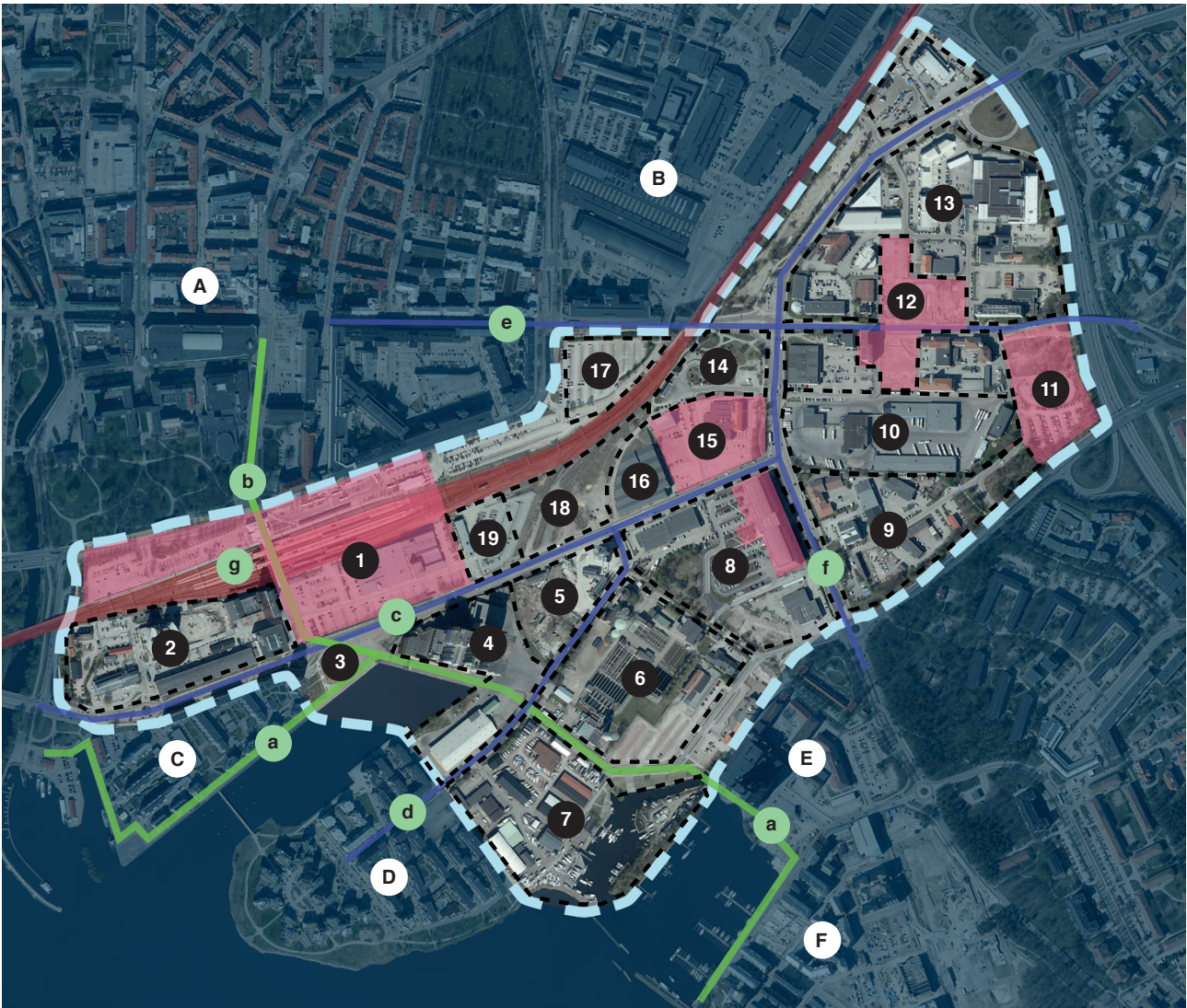


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DETAILED DESCRIPTION OF PLACES AND TIMELINE FOR TRANSFORMATION

Surrounding areas

A – Västerås city centre

The development of Mälarporten will improve the connection between the city centre and Lake Mälaren. The new transportation hub (1) will bridge the barrier effect of the railway and the future development of housing, commerce and services within Mälarporten will make Mälarporten become a part of the city centre.

B – Kopparlunden

Existing industrial buildings with cultural historical value that will be transformed into a new neighbourhood. The two areas Kopparlunden and Mälarporten will have an important function to connect the eastern parts of the city centre.

C – Östra Hamnen

A newly built residential area in an attractive location along the quay of Lake Mälaren.

D – Lillåudden

A newly built residential area.

E – Steamhotel

A new hotel and action swimming pool that has been built inside of an old heating plant. It is a popular and unique attraction both for locals and for visitors.

F – Öster Mälärstrand

A large development project that will soon be finished. It is a mixed area with housing, services, commerce, parks, squares, a harbour and places for swimming along the shore of Lake Mälaren.

Connections

- a) "Mälarpromenaden" is a pedestrian and bicycle path that stretches along the entire shore of Lake Mälaren in Västerås. The section that is located in Mälarporten needs to be improved and should be developed to become more safe and attractive.
- b) Today's main passage between the city centre and the southern parts of the city. The passage is only available through the existing station building and is not accessible at all times.
- c) Kungsängsgatan is a main road for car traffic, pedestrians and bicycles. Its function as a main road will remain in the future, but the width will be modified and the different types of traffic will be prioritized differently. The experience of this long and wide stretch needs to be broken down into smaller segments with more varying expression along the road.
- d) Verksgatan is the main road to access Lillåudden.
- e) Stora Gatan/Pilgatan is a main road for car traffic, pedestrians and bicycles. Its function will remain in the future.
- f) Björnövägen is dominated by vehicle traffic and has an important function in the overall traffic system of the city. The road is a barrier between the western and eastern parts of Mälarporten. Improved possibility for pedestrians and bicycle traffic along and across Björnövägen is being discussed in the planning of Mälarporten.
- g) Railway and railway depot.

Different areas of Mälarporten

1. Area for the new transportation hub. There will be a new transportation hub, a new railway depot, a new station building, a new bus station, and two new passages over the railway that will be open at all times for pedestrians and bicycles. On the north side the existing parking lot will be replaced by housing. South of the tracks there is ongoing planning for a new block called Sigurdkvarteret containing housing and offices. To be able to build a new transportation hub while the trains are still in traffic, a temporary transportation hub will be built in the eastern part of the area. The temporary transportation hub will be placed on the south side of the tracks with a passage over the railway. It will be in use between 2023 and 2025, and after that the new transportation hub with a second passage over the railway will be finished. The eastern passage will remain and has an important function to bridge the barrier effect of the railroad. The development of the new transportation hub will happen step by step and all places within the area will have important functions long term.
2. An area with mixed functions; older industrial buildings, modernist office buildings, smaller businesses, cultural activities and restaurants. New additions in the area are the district court, a hotel and a social services building. Ongoing planning and investigations indicate that there are existing buildings and characters in the area that are important to keep, that some additions can be made and that the public spaces need to be developed.
3. Hamnparken is a new park in connection to Östra hamnen. Today, the park is not so frequently used since the areas around the park have not yet been developed. However, in the future Mälarporten this park will be an attractive and important place.
4. The industrial activities in the silo property are disturbing for the neighbourhood and Västerås is negotiating with the owner to possibly relocate the business. If so, the buildings will be demolished and replaced with new developments. There are ongoing discussions for the possibility to keep some parts of the existing buildings that could be interesting to develop for new uses. The property might be available after 2026 if the parties agree.
5. The city of Västerås owns the properties "Gasugnen 1, 2 and 3" and the area is available for temporary architecture and activation immediately.

6. Sewage plant. Ongoing investigations for new solutions, the options are to:

- Build-in the sewage plant (in order to eliminate the need for a safeguarding distance around the property) and stay where it is
- Build-in the sewage plant and add a park environment on top
- Relocate the sewage plant and replace with mixed functions

Regardless of which solution, the time plan is estimated to 2035 earliest.

7. Harbour area with boat club and boat depot. Boat life is important for the character of Mälarporten. There are discussions, however, to relocate parts of the activities in order to free space for additional constructions.

8. The area consists of various business activities. The house marked in pink is a newly refurbished industrial building that has been transformed into an office space. The rest of the area's buildings, parking spaces and green areas will be developed. The time plan depends on when the safeguarding distance of the sewage plant (6) will be eliminated.

9. The area is a mix of workplaces and durable goods trade. The buildings are not of value to keep and will eventually be replaced with new urban development. The time plan depends on when the bus depot (10) will be relocated.

10. Bus depot for city buses. There are ongoing investigations to find a new location for the bus depot and it is estimated to take until 2040 before the place can be taken in use by other activities.

11. Area reserved for a new indoor bus depot.

12. New residential buildings and housing for elderly. Ongoing planning and construction. The area will be a local town centre for this part of Mälarporten.

13. A retail and industrial area that in the future can be complemented and transformed with new urban development.

14. Area reserved for technical infrastructure and possibly additional office buildings.

15. Ongoing planning for a new police station.

16. Athletics centre with cultural-historical values that need to be preserved.

17. Parking lot. An exposed area between the railway and Pilgatan that in the future can be developed with offices and other businesses.

18. Wasteland with remnants of industrial tracks and loading docks from the time when the railway was being used for transports between the port and the industries. The area is partly covered with vegetation. Shortly, the city of Västerås will take over the ownership and the area will thus be available for temporary architecture and activation. Further in the future there might be a third passage over and under the railway in this location. The function of the area is limited due to the nearby railway, but there are ongoing discussions to turn the area into a park.

19. Parking area that might be transformed into office and business developments. The exact use or limitations of the plot in relation to area no 18 is not set.