# EUROPAN 16 VARBERG

Europan SE

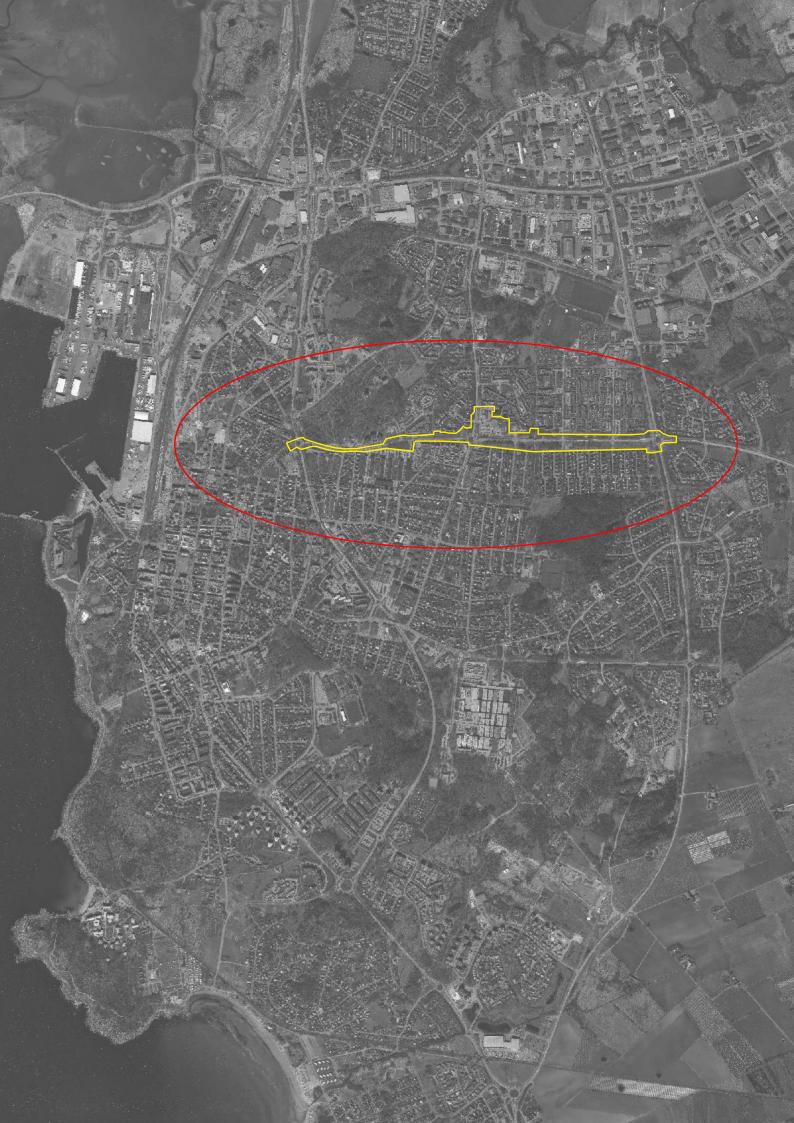
Europan is a biennial competition for young

architects under 40

LIVING CITIES - COMPETITION BRIEF

"Transformation of a traffic barrier into a living town street for people"





# EUROPAN 16 Visit our website:

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#### **GENERAL INFORMATION**

#### **Site Representative**

Maria Söderlund Municipality of Varberg

#### **Actor involved**

Municipality of Varberg

#### "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.

#### 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 Varberg and Europan Sweden would like to thank you for choosing to participate in Europan 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 Europan 16 is "Living Cities".

www.europan-europe.com www.europan.se

#### **VARBERG**

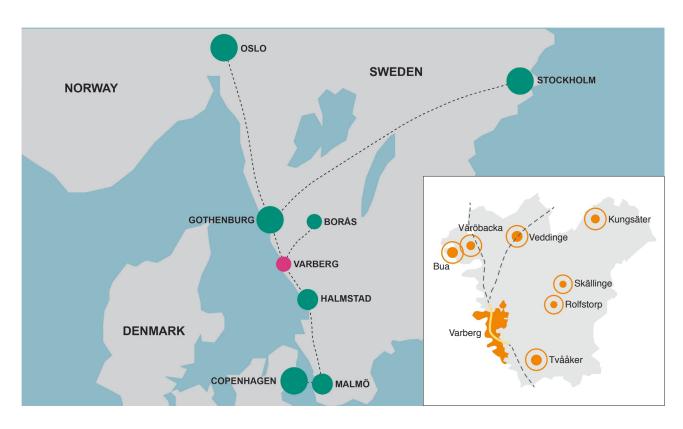
Varberg is a steadily growing city in an expansive region. The ongoing construction of new railway tracks, with a tunnel underneath part of the city centre and a new train station, will preserve and further develop connections within the region. This will also enable the city centre to expand with new public spaces and residential areas.

The strategy for the development of Varberg is to densify the city within 3 km from the city centre. A dense city will create conditions for more people to walk, ride a bike and use public transportation instead of taking the private car. The densification of existing areas is also a way to spare agricultural land and green areas from being exploited.

The competition site, Trädlyckevägen, is an entrance road to Varberg city centre that has been identified as one of two heavily trafficked roads that should be developed. The task for the competition is to transform Trädlyckevägen into an inspiring living environment for people. The goal is to bridge the barrier effect of the road and to transform it into a unifying link that works as a life-giving bloodstream in the connection between the city centre, a new development area in the east and surrounding residential areas.



# Competition brief Varberg



#### **URBAN CONTEXT**

#### Description of the region

Varberg is an attractive municipality for people to live and work in. For many years the population has been increasing, and it is anticipated that this trend will continue. Today Varberg has a population of around 65 000 inhabitants, of which about half live in the city. By 2030 the population of the municipality is expected to grow to 80 000 people. In order to manage this growth and still provide attractive living environments there is a need for new housing and business activities, as well as investments in infrastructure, municipal service, green areas and places for play and recreation.

The attractiveness of the municipality lies mainly in its unique location in the region and the closeness to the sea and nature. Varberg is situated in the province of Halland on the Swedish west coast, half-way between Gothenburg and Halmstad. It has a strategic location along the West Coast Line (Västkustbanan), on the stretch between the region of Gothenburg in the north and the transnational

region of Öresund and Scania in the south. Good communications to surrounding regions and other municipalities within Halland give access to employment opportunities, higher education and regional exchange. To travel by train between central Varberg and Gothenburg takes around 40 minutes. Varberg also provides great possibilities to commute inland. Viskadalsbanan connects the municipality with Borås and Sjuhäradsregionen in the north-east.

Varberg is in the middle of an extensive city development phase. The industrial port will be relocated, and the railroad will be moved to a tunnel under the city. This creates opportunity for the city to grow towards the water, with new housing close to the central station and the city centre. New parallel railroad tracks through Varberg will enable more and faster trains along the West Coast Line, and will contribute to Varberg becoming a more integrated part of the rapidly growing Gothenburg region.

#### Description of the city

#### Historical development

Varberg has grown in different ways during different time periods. In the 17<sup>th</sup> century a grid plan was formed for the inner city centre, that for many centuries defined the city and its boundaries. By the end of the 19<sup>th</sup> century, the city outgrew its old boundary and continued to expand during the years of urbanization. At this time large forests started growing that today are of importance and central to the city.

Over time, Varberg has grown with smaller segments that have been added one by one, rather than growing with annual rings. It was first during the second half of the 20th century that Varberg started growing with larger areas successively. This has resulted in a significant variation in age and character of individual buildings before that time. Within the most central areas the older buildings have successively been replaced one by one. This way the heterogeneity of the city centre has been kept, even though the tendency is that the scale is increasing, and larger buildings are replacing smaller ones.

Further from the city centre the character of Varberg changes to more functionalist planning with uniform residential areas surrounded by parks and traffic routes. These areas have grown during the 21st century and contain some of the first housing developments with more than 8 stories. These areas have not been densified as much as others part of Varberg, mainly because they are so new.

#### The character of Varberg

The image of Varberg is very much associated with the sea, Varberg Fortress, market trade, swimming and surf life. The city is characterized by its location by the water with panoramic views and sightlines towards the water from many places in the central parts. The elevated landscape towards the east of the city provides views over the city's central parts with the sea in the background. The historical bathing culture and today's spa culture has been important for the city's identity and character, with the development of swimming pools, "Varberg simstadion", nude swimming, health resorts and the lush park Societetsparken with its restaurant and surrounding activities. The city also has a close relationship with nature and visitors can be surprised to find that the atmosphere of open air and beach activities begin at the central station and in the streets and squares in the central parts of Varberg.

The development of trade and industry in the city is visible in the industrial buildings, the railroad, and the industrial port. The surrounding agricultural

land and nearby farms created a need for a centrally placed market square in the city. Today, Varberg is characterized by the lively city centre, with a wide commercial range and large number of local shops and businesses.

#### Strategy for development

"Varberg – the creative centre of the West Coast" is Varberg's vision that describes how the municipality should develop and this influences everything from formulating missions to developing new action plans. Keywords are; innovation, knowledge, forwardthinking and courage. The development of Varberg should focus on sustainability and participation.

New development should mainly be made by complementing existing built areas. This way, previous investments in existing infrastructure can be utilized in an efficient way and surrounding arable land can be spared from new exploitation. The densification strategy of the city promotes densification within 3 km from the city centre. Prioritized strategies for the development are to transform traffic routes into living environments and to densify around local town centres.

Cohesive and dense areas with short distances also lead to reduced need for transportation. Within 3 km from the central square, it is possible to reach the entire city by foot or by bicycle. New development should be planned so that walking, riding a bike and using public transport is simple and attractive.

The overall design of the city should provide variation and good access to services. A dense city creates conditions for a safe and accessible city with mixed functions and varied buildings that will inspire more people to enjoy the benefits of retail and service.

As the city grows and is being densified, it is important to respect the existing character of the city. The cityscape of Varberg and the cultural-historical heritage is a great resource that creates the base for a rich city life. It is important to set high standards for new buildings in order to keep the identity and sense of closeness and safety in the city. When people feel safe and trust each other, the creativity and innovation in the city increases.

It is also important to respect green and blue values in the city. Parks, green areas, beaches and the sea are important recreation- and meeting spaces that should be accessible for all. As the city grows, the urban green spaces and the paths along the water should continue to be developed.



Aerial view of the city centre and the port





Market square in the city centre



City life



Varberg church

#### 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 Europan 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 Europan 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 thew 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 Europan 16 sites should trigger in order to promote new forms of inhabitation. The Europan 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, Europan 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 Europan 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 Europan 16.

#### LIVING CITIES - VARBERG

Architecture, form and design should contribute to a sustainable, equal and less segregated society with carefully designed living environments, where everyone is given the opportunity to influence the development of public spaces.

Designed living environments in Varberg means creating a robust city environment with high significance to place-specific conditions and qualities. A building that relates to its surroundings in scale and function complements and strengthens the qualities of the place. The environments should be robust over time; functionally, physically and socially. They should promote well-being and be attractive so that people are encouraged to meet and feel safe.

Varberg's strategy for increased density within 3 km from the city centre creates opportunities for more people to walk, ride bicycles and choose public transportation instead of taking the private car. To achieve a good living environment there is a need for renewed mobility and to strengthen the different possibilities for communication within the city. The city also needs to be flexible and able to adjust to different types of mobility over time. The neighbourhoods from 1960–70 were designed with the vision of the private car as the primary mode of transportation. For road safety, there was also a clear separation of cars, pedestrians and bicycles. The consequence today is roads that are perceived as unsafe to walk through when it is dark outside and

that create barriers between different housing areas and thus prevent people from meeting.

There is a need to strengthen nodes and local squares with new buildings and functions that support and make life easier for people living in the surrounding areas. For example, by adding new service functions, mobility services and meeting places that inspire social interaction and create new links between the segregated areas north and south of the competition site.

The competition site can be a starting point to create a more equal public environment and to strengthen social sustainability. This could be achieved by adding housing that attracts different target groups and generates diversity in the area. During the process of creating a new city environment, it will be important to involve those who are living and working in the area. The proposals could demonstrate and explore new forms of public participation to involve the people who will be living in the new environments.

To create opportunities for ecological sustainability over time, there is a need to value and further develop ecosystem services. To create a resilient city there is a need for solutions that take the changing climate into consideration, for example by using vegetation to deal with raising temperature or by forming environments where extreme rainfall doesn't cause flooding.





## STUDY SITE (MARKED IN RED)

#### Site description

The study site includes a large part of the northeast area of the city, from the city centre in the west to the edge of the city in the east. The city centre (1) contains important points of interest, such as the central train station (2), commercial service, workplaces and schools. Surrounding areas consist of mainly different housing areas from the second half of the 20<sup>th</sup> century, that are separated by larger roads. The points of interest in these areas are the larger green areas that have been planned together with the housing areas, and a local town centre.

#### Håsten

The housing in Håsten (3, Image A) consists of rental apartments owned by the municipality. Most of the houses are homogenous two storey high apartment buildings (SE: lamellhus), built mainly during the "Million Program"\* period, but there are also some newer densification projects within the area. The different types of traffic are separated within the area; cars are concentrated to large parking areas, closest to the apartments are areas without cars and there are separate paths for pedestrians and bicycles. The western parts were built after the "Million Program" period and are different in the sense that the buildings have been placed in a more irregular pattern. North of the area, there is a large recreational area (4) containing all of the city's larger sports facilities, several schools and preschools, homes for elderly, allotment gardens, and green areas.

#### Karlberg

Karlberg (5, Image B) is also built during the "Million Program" period, however this area consists of privately owned detached houses. The different types of traffic are also here separated within the area; bicycle lanes are placed within and between housing areas, and a central driveway for car traffic leads to dead ends with entrances to the houses. Furuberg Forest (6) is located just next to Karlberg and was planned together with the houses. The housing area is very coherent and typical for its time and is classified as important cultural-historical environment in the planning documents of the city.

#### Residential area from 1990

The areas at the junction of Trädlyckevägen and Föreningsgatan, contain different types of residential building types from the 1990s (7). There is a mix of detached houses, semi-detached houses, townhouses and a couple of smaller apartment buildings. The form of tenure is mainly ownership, but there are also cooperative housing society

apartments and rental apartments. The houses are directed inwards, usually towards a common green area in the middle. The road structure is mainly made for pedestrians and bicycles and is inspired by patterns from roads in older villages, with 1-2 stories high dense housing along organically shaped narrow streets. Cars are only allowed on certain driveways where they are directed to common parking areas.

#### Trädlyckan and Atle

On the west side of the residential area from the 1990s there is a more mixed type of housing with residential buildings (SE: lamellhus) from the 1960s (8, Image C) that are placed in between privately owned detached houses and smaller apartment buildings. There are also some housing projects from 21st century, for example three residential buildings that are five to six stories high (9, Image D).

#### S:t Jörgen's cemetary and the water tower

S:t Jörgen's cemetary (10, Image E)) was built in the beginning of the 20<sup>th</sup> century and has since then successively been extended. On top of the hill by the cemetary there is a water tower (11) that originates from the end of the 19th century. The water tower is a landmark for the city and is visible both from land and from the sea.

#### Östra Träslöv

The future development of Östra Träslöv (12) will expand the city to the east in a dense and coherent structure with around 1 900 housing units, services, workplaces and different types of meeting places for play and recreation.

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



A – Håsten (3)





B – Karlberg (5)

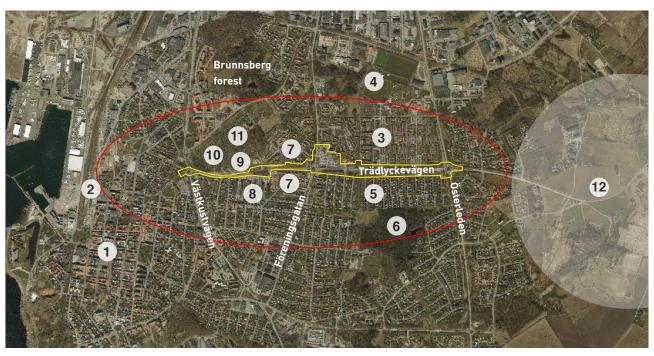


C – Trädlyckan (8)



D - Atle (9)

E – S:t Jörgen's cemetary (10)



## PROJECT SITE (MARKED IN YELLOW)

#### Site description

The project site is a stretch along Trädlyckevägen that has been developed during the second half of the 20<sup>th</sup> century. The western part of Trädlyckevägen leads down to the city centre and the eastern part leads to the future development area Östra Träslöv,

Trädlyckevägen is a heavily trafficked road that has an important function as entrance road to the city centre together with Västkustvägen, Österleden, Värnamovägen and Österängsvägen. It also serves as route for one of Varberg's city bus lines. The amount of traffic on the road is estimated to increase with the new developments that are planned in the municipality.

Parallel to the road there are separate lanes for pedestrians and bicycles. One of the bicycle lanes is designed to be a five-meter-wide commute lane of high standard that is not yet finished along the entire project site. In north-south direction there are passages under the road for pedestrians separated from the traffic. Only next to the roundabouts there are pedestrian crossings across the roads.

The road is lined by trees and other vegetation, especially in the eastern parts. The greenery serves as a buffer between the housing areas and the traffic and also creates a green corridor for animals and plants.

#### The western part

In the west part of the project site, the road starts with a roundabout. Here Trädlyckevägen meets with Västkustvägen, a former highway that is still an important road for vehicle traffic. South-west of the roundabout one of the city's primary schools is located (1), hosting children from the northern parts of the city. North-west of the roundabout there are plans for a new housing quarter with 4-6 stories high buildings.

The edge of the cemetery (2) north of Trädlyckevägen is framed by a low stone wall that further east is replaced by a noise abatement wall, screening off the newly built housing area behind.

On the south side of the road there is a stretch of vegetation separating vehicle traffic from the pedestrian- and bicycle lane (Image A), and in front of the 1960s residential buildings (SE: lamellhus) there are large parking areas with garages. Further east there is a patch of green owned by the municipality (3). The relatively wild vegetation growing here contributes to the areas important biodiversity values.

Continuing east along the road, the pedestrian- and bicycle lane changes side to the north side of the road, through a tunnel under Trädlyckevägen. Here the pedestrian- and bicycle lane has been rebuilt to a commute lane (4). The road is lined by trees and taller vegetation on both sides that screen off several parking areas and garages that belong to the small-scale residential area from the 1990s.



#### Håstens torg

Håstens torg (5) is situated north-east of the junction of Trädlyckevägen and Föreningsgatan. It's a local town centre that was built in the same period as the "Million Program" developments. There is a supermarket, health centre, church, bank, a local restaurant and a gas station. A large part of the surface is covered by parking. Håstens torg is located in proximity to several different housing areas, but is still perceived as separated from its surroundings because the roads are creating barriers between the areas.

In the strategic planning of the city Håstens torg has been identified as one of two local town centres that should be developed. Recently a four storey high apartment building was added to the square (Image B), as part of a strategy to add more mixed functions to the area. It is important to strengthen the centre's function as a service node and potential for becoming a vibrant meeting place.

#### The eastern part

East of Föreningsgatan the road is lined by trees and high vegetation that screens off the pedestrian- and bicycle lanes, the residential streets and the parking. On the north side of the street there are noise barriers. There are several passages for pedestrians and bicycles under the road to separate them from the car traffic. One of the passages is part of a longer green link that connects the northern and southern parts (6).



Image A - Pedestrian and bicycle path



Image B – New apartment building at Håstens torg



Trädlyckevägen with Karlberg in the north and Håsten in the south

#### **COMPETITION TASK**

The competition task is to transform Trädlyckevägen into an inspiring living environment for people that promotes well-being. The goal is to bridge the barrier effect of the road and to transform it into a unifying link that works as a life-giving bloodstream in the connection between the city centre, the new development area Östra Träslöv and the surrounding housing areas.

#### An integrating structure

The ambition is to create a living environment that offers new mobility links, housing, business premises, meeting places, and green structures that can strengthen and connect the segregated housing areas. The city scale should relate to the surroundings and create added value.

The link between the city centre and future Östra Träslöv in the east should be strengthened and there is also a need for better connections between the different housing areas in order to improve the access to the service node at Håstens torg and to the northern recreational areas.

The environments should be accessible for all and designed with a special attention to children's needs resulting in environments that are good for everyone. New housing should attract different target groups in order to increase diversity, bridge the barrier effect between the segregated housing areas north and south of the competition site, and to strengthen the social sustainability of the area.

#### New mobility solutions

A mixed city with housing, public- and commercial service and places for recreation and leisure creates improved conditions for an everyday life without a car. Short distances between points of interest in a green and safe environment will inspire more walking and biking and will thus reduce car traffic.

The development of the new living town street should focus on future mobility and the design of the street should inspire more people to use sustainable transports. The street environment should promote health and prioritize pedestrians and bicycles. Public transport should be prioritized over cars, but cars still need to have access. Today, as well as in the future, their will be an average need for around 7 000 annual daily trips by car through the area.

Mobility hubs could be a way to promote sustainable transports as the most easily available option for people. The hubs could contain carsharing, bikesharing, electrical bicycles, parking, repair workshops as well as delivery points for packages and food or tool libraries in order to also promote a growing circular economy.

#### Green structure

In a well-designed living environment there needs to be a densification with green values and meeting places, as well as developing new housing and services. Ecosystem services should be used as integrated elements in the design of new structures in the area. The proposed solutions need to handle heavy rainfall and stormwater management. There is a need for robust solutions that can buffer large quantities of water over time.

#### Feasibility

Good finance is essential to be able to redesign the public environments. Along the street there is possibility for income-generating exploitation and co-financing of the future development. All new exploitations should create added value and increased qualities of the place. The design and development of the land owned by the municipality should be feasible in its own right. Privately owned land that is located within the project site could contribute to the development, but the project should not be depending on it for the implementation. It is also of value to describe possible conflicts between opposing interests and which consequences those could have for the implementation. For example how exploiting green areas could have a negative impact on ecosystem services and how that could be compensated for, or how the redesign of the street could affect the ease of access. It could also be how to deal with noise and the proximity between built areas and traffic. The proposals should also describe feasibility in connection to new mobility.

#### The proposals should demonstrate:

- An overall design for the entire project area on a city scale demonstrating connections and links.
- Potential for densification with housing, green areas and services along Trädlyckevägen.
- Potential for strengthening Håstens torg as service node with mixed functions and meeting places.
- A key section through the street between Håsten and Karlberg demonstrating the main ideas for the new streetscape and the living environment.
- A site plan showing connections within the study area, mobility routes, mobility hubs, and strategical places for shifting between different types of traffic.
- A site plan with proposals for appropriate ecosystem services and how they are connected in the area, localizing strategic points and links.
- Placement of strategic points that could have a catalyzing effect to start development.
- A process of implementation that can include both permanent and temporary measures.
- Ideas for citizen dialogue and how to involve the people who are or will be living in the new environments.



Håstens torg



Trädlyckevägen, view from west

#### **GENERAL**

#### **Submission requirements**

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

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

#### **JURY**

**Europan 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 Europan Sweden's website.

**28 May –** Site visit with site representatives (preregistration to info@europan.se required).

**18 June –** Last date for competition guestions.

**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 Europan 15 in Helsingborg, Sweden
- Malmö, Sweden

Tove Fogelström, SE

- Architect
- Founding architect at AndrénFogelström
- Winner Europan 15 in Täby, Sweden
- Stockholm, Sweden

#### REFERENCES

#### About the Europan competition

Europan Europe. This includes rules for the the competition:

- https://www.europan-europe.eu

#### Europan Sweden:

- http://europan.se

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

- https://www.instagram.com/europan\_europe/

#### Instagram account for Europan Sweden:

- https://www.instagram.com/europansweden/

#### **About Varberg Municipality**

Östra Träslöv:

 https://www.varberg.se/download/18.7cffa-58f168ec5d8ff5ccdf/1550221314442/Planeringsdirektiv%20f%C3%B6r%20%C3%96stra%20 Tr%C3%A4sl%C3%B6v%202019-01-31.pdf

#### Västerport

- https://www.varberg.se/byggabomiljo/varbergvax-er/vasterport.4.e41863a16020851d4531ff6.html

#### Varbergstunneln

- https://www.varberg.se/byggabomiljo/varbergvax-er/varbergstunneln.4.68ad06f4161342fe7df6c490.html

#### Farehamnen

- https://www.varberg.se/byggabomiljo/varbergvax-er/farehamnen.4.23d574b31613d256eaa4a0dd.html

#### Detailed comprehensive plan

- https://www.varberg.se/download/18. 670680ba143d85606be195a/1391771543118/FOP stadsomradetAntagen100615\_web.pdf

#### Densification strategy

https://www.varberg.se/download/18.c697d 52160463c52d0cc39c/1513700240992/F%C3%B6rt%
 C3%A4tningsstrategi%20antagen%2020171219.pdf

#### Traffic investigation for densification strategy

- <a href="https://www.dropbox.com/s/096h1jf7s0a8cj8/Tra-fikutredning%20till%20f%C3%B6rt%C3%A4tnings-strategin.pdf?dl=0">https://www.dropbox.com/s/096h1jf7s0a8cj8/Tra-fikutredning%20till%20f%C3%B6rt%C3%A4tnings-strategin.pdf?dl=0</a>

#### City development program

- https://www.varberg.se/download/18.129d8c2c174 9248d21135520/1600345723914/Riktlinjer%20antagen%202020-09-15.pdf

#### Appendix to city development program

https://www.varberg.se/download/18.352bc 51d1749ebcd73a81870/1600766009076/Nul%C3%A 4ge%20godk%C3%A4nd%20KF%202020-09-15.pdf

#### Relevant laws and regulations

Accessibility:

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

#### Noise:

 https://www.boverket.se/sv/PBL-kunskapsbanken/planering/detaljplan/temadelar-detaljplan/ buller-vid-detaljplanering/regler-och-riktvarden-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/publikatio-ner/dokument/2019/bbr-2011-6-tom-2018-4-eng-lish-2.pdf

#### Swedish - English Glossary

- https://www.boverket.se/globalassets/publikatio-ner/dokument/2016/ordlista-glossary-pbl-och-pbf.pdf

#### 10U

#### After the Europan competition

Public tendering - Swedish sites Europan 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 "Europanhandboken".

Offentlig upphandling – svenska tävlingstomter Europan 16 är en projekttävling (arkitekttävling) med avsikt att inleda förhandling om påföljande uppdrag. Ytterligare information till svenska tävlingsarrangörer finns i dokumentet "Europanhandboken".

Visit our website: www.europan.se

# About Europar WANT TO KNOW MORE?

CONTACT INFORMATION:



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EUROPAN SWEDEN



The Swedish Europan Secretariat is run by:

Carolina Wikström and Frida Öster through Asante Architecture & Design. Europan 16 is under the auspices of Architects Sweden.



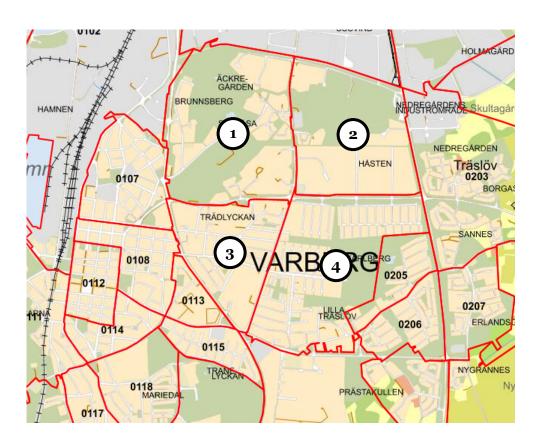
#### **Statistics**

#### Link to "Municipalities in numbers - Varberg":

Kommuner i siffror (scb.se)

#### **Areas**

- 1. "Brunnsberg"
- 2. "Håsten"
- 3. "Nyhem"
- 4. "Karlberg"



#### Housing

**Type of housing** within each area, in comparison with the entire municipality:

Area	Detach ed	Apartment buildings	Other buildings	Special housing	Total	Detach ed	Apartment buildings	Other buildi	Special housing	Total
	houses					houses		ngs		
1	206	1171	18	5	1400	15%	84%	1%	0%	100%
2	26	1011	0	75	1112	2%	91%	0%	7%	100%
3	334	951	1	70	1356	25%	70%	0%	5%	100%
4	757	118	2	0	877	86%	13%	0%	0%	100%
Entire	16207	12379	367	1099	30052	54%	41%	1%	4%	100%
Varberg										

Forms of tenure within each area, in comparison with the entire municipality:

Area	Ownersh ip	Cooperat ive housing society	Rented dwelling	Unknow n	Total	Ownersh ip	Cooperat ive housing society	Rented dwelling	Unknow n	Totalt
1	518	1114	1110	11	2753	20%	40%	40%	0%	100%
2	44	0	2157	2	2203	2%	0%	98%	0%	100%
3	914	731	728	16	2389	38%	31%	30%	1%	100%
4	2058	58	162	14	2292	90%	2%	7%	1%	100%
Entire	39774	5919	17213	1695	64601	61%	9%	27%	3%	100%
Varberg										

#### **Population**

**Population statistics** within each area, in comparison with the entire municipality:

Area	Number of women	Numbe r of men	Total	Average age	0-12	13-18	19-24	25-44	45-64	65-74	75-
1	1385	1330	2715	-	390	157	170	759	639	349	251
2	1080	1103	2188	-	350	164	127	606	533	251	157
3	1203	1180	2383	-	242	147	234	654	599	288	219
4	1086	1159	2245	-	407	175	125	502	524	233	279
Entire	32236	32365	64601	43,3							
Varberg											

Yearly income (average) within each area, in comparison with the entire municipality:

Area	Women	Men	Everyone	
1	277 047 sek	352 222 sek	314 189 sek	
2	236 321 sek	281 858 sek	258 986 sek	
3	303 946 sek	385 555 sek	344 186 sek	
4	328 039 sek	446 691 sek	388 042 sek	
Entire	-	-	353 796 sek	
Varberg				



2021-02-08

Kartunderlag KommunGIS

