
EUROPAN 15 BORÅS

PRODUCTIVE CITIES - SWEDEN

"A modern urban habitat for the connected human being – how is it designed?"

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



Europan SE

A map of Sweden with a yellow background and white outlines of regions. The city of Borås is highlighted with a dark blue square and the text 'BORÅS' in dark blue.

■ BORÅS



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GENERAL INFORMATION

Site Representative

Richard Mattsson, city architect
Municipality of Borås

Actor involved

Municipality of Borås

"Team representative"

Architect, urban planner or
landscaper

Expected skills regarding the site's issues and characteristics

Architecture, urban planning,
landscape architecture

Communication

Anonymous local exhibition after
the 1st jury round.

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

Jury evaluation

With the participation of the site
representative.

Post-competition intermediate procedure

Meeting and workshop with the
municipality and prize winning
team(s).

The ambition of the municipality
is to involve the prize winning
team(s) in an implementation
process.

PARTICIPATE IN EUROPAN 15!



Aerial view of Borås

The Municipality of Borås and Europan Sweden would like to thank you for choosing to participate in Europan 15. The competition brief provides information about the character of the site and plot, and includes a list of references with links to supplementary information. In addition to this material, you can download high-resolution images and drawings from the project database. Please read the condensed "Short Site File" brief parallel to this unabridged competition brief. The theme of Europan 15 is "The Productive City". As an extension of the theme of Europan 14, this edition of the competition applies a broader perspective in exploring a city with natural modes of production. Central thematic concepts are: resources, mobility and equity. For questions and answers regarding the brief or competition rules, please consult the forum on Europan Europe's official website.

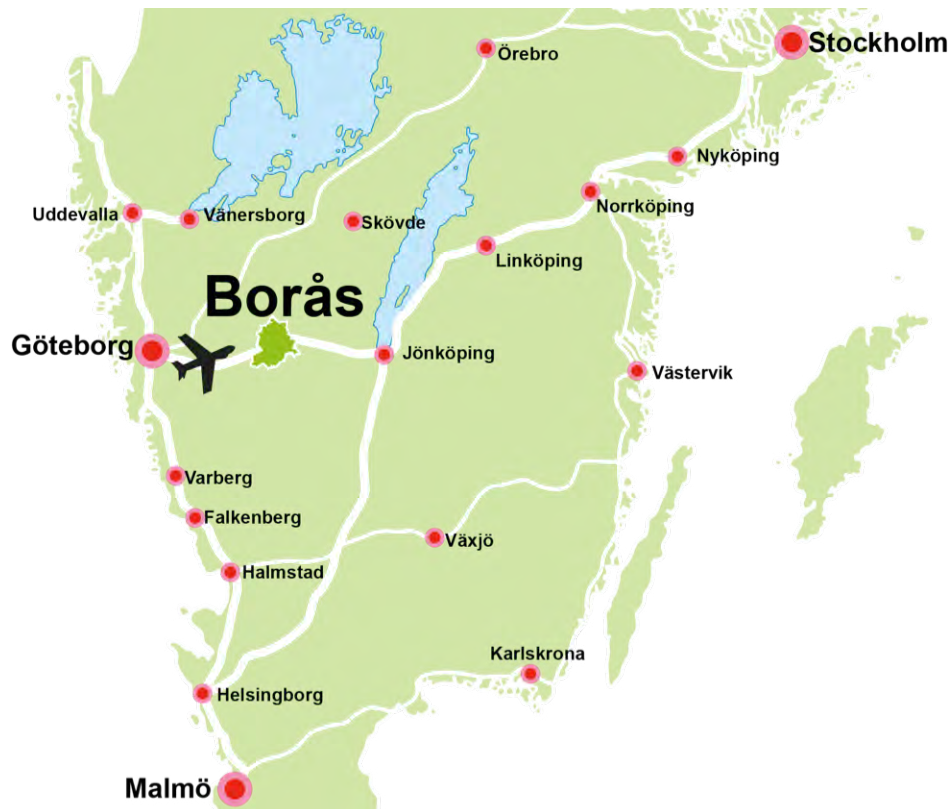
The area Gässtösa is part of the City of Borås. The competition task calls for a proposal of how the area Gässtösa can be transformed into a varied and vibrant neighbourhood that contributes to the city's development in general.

Today, Gässtösa is fragmented and the area has a distinctly industrial character. However, given the proximity to the city centre and the feature of River Viskan running through the area, the underlying conditions can be transformed into future assets of a new neighbourhood.

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Competition brief

Borås



URBAN CONTEXT

The region

Borås is west Sweden's hub and Sweden's second city. There are a large number of cities around Gothenburg that provide excellent connections. The Västra Götaland Region has a total population of about 1.7 million. Borås's strategic position is one of the reasons why many companies have chosen to locate here.

Borås

Borås, which was founded in 1621, is Västra Götaland's second largest city and constitutes the hub of the district of Sjuhärad. Borås is an independent study and labour market region. The most common work and study-related commute, between Borås and Gothenburg, is Sweden's third largest commuting route.

Landscape and climate

The landscape of Borås is typical for Swedish

forested and central districts. It is a moderately hilly landscape with forests, arable, pastures, large pristine wetlands, lakes and watercourses. The city of Borås lies in a valley. The differences in elevation between the valley's flat open areas and the forested heights surrounding it are often pronounced. The climate is an inland climate with maritime elements. This means that Borås experiences precipitation throughout the year, usually in the form of rain, but as snowfall in the coldest months.

Population

There are at present 112,000 residents of Borås Municipality with the population increasing every year. In recent years, the increase in population has exceeded 1,000 people per annum. If the population development continues at the same rate over a 20-year period, the population will amount to approximately 140,000 residents by 2035.

The centre for design and trade

Borås is the centre for textile design, development and trade. Well-known textile and clothing brands have their headquarters in Borås. The tradition of fusing trade and textile is exemplified in the mail order and e-commerce industry, for which Borås is the Nordic centre. This has yielded Borås an excellence in distribution and logistics. Engineering electronics are other prominent components of Borås's industry sector. Large regional workplaces with a research-based profile in Borås are in RISE (Research Institutes of Sweden) and Södra Älvsborg's Hospital.



Simonsland textile cluster and University

The University of Borås has about 12,000 students and is specialised in textiles, design and fashion studies. The campus buildings are located in the very heart of the city. The development of the university and the knowledge-intensive textile industries form great potential for an exciting and vibrant urban development, with clusters of education, research and businesses in central Borås.

Traffic and mobility

In order for the city to be able to grow, journeys by car need to lessen in favour of more capacious solutions that facilitate pedestrian, bicycle and public transport.

Borås is at the juncture of two railway lines — Älvsborgsbanan and the 'coast-to-coast' Kust to Kust (KtK) — as well as four national roads, including the motorway between Gothenburg and Stockholm. The railway and the major thoroughfares pass through central Borås, which provides good regional and national accessibility. The road network for motor traffic in Borås maintains a good standard. Gothenburg's international Landvetter Airport is a half-hour drive away.



Borås within the region

City development - Vision and strategic target areas

Borås has recently adopted a municipal comprehensive plan for primarily developing new and existing neighbourhoods. The plan constitutes a denser city with a mix of housing, services and workplaces in order to provide sustainability and safety. Borås is appreciated for its proximity to nature and green areas, which is important to harness when developing the city.

The densification of environments with existing buildings, and the pooling of developmental efforts where the underlying infrastructure is already strong both make good use of prior investments. Good accessibility requires that infrastructure and development to go hand in hand during planning.

Diversity of residences leads to diversity of residents, with varying housing forms, sizes and tenures all generating freedom of choice and enabling people of different backgrounds to live side by side. This contributes to integration, diversity and social cohesion. Moreover, with different forms of housing offered within an area, residents can stay in the same neighbourhood during different stages of life.

Offering urban qualities is an important part of a positive developmental spiral. In the city it is achieved through a dense and varied city centre and its urban pathways. Proximity to workplaces, good access to public transport, trade, community service, culture, well-designed public spaces, and access to the River Viskan and parks are all examples of urban qualities that people value highly. Interesting meeting places in the area will attract people from other neighbourhoods and help integrate Gässlösa with the city.

Borås is also known for its public art. The centre of the sculptural town of Borås is a gigantic outdoor gallery, filled with hundreds of sculptures, installations and gigantic murals created by internationally renowned artists.

Borås's business sector promotes and refines the heritage as a textile city, but the heritage also manifests in the physical environment. Buildings and places from the industrial era have great potential and should be given precedence for future living and work environments. This requires innovation as well as respect for local heritage.



The River Viskan and the city centre of Borås



The sculpture Bohdi by Fredrik Wretman in Viskan



Old textile industries meet new constructions in Druvefors



Remodelled environments in the city centre of Borås

Four of the overall strategies

The strategies in Borås's comprehensive plan point to an efficient use of land and infrastructure, and that the city should grow from the center and outwards. Strong pathways should be developed so that the city is bound together and sustainable travel is promoted. Homes, workplaces and meeting places should be developed alongside River Viskan, and in the historical milieus surrounding the textile industry.

Strength comes from within

Expanding the city outwards from its centre facilitates the optimal use of land and infrastructure; buildings are kept together and new areas are integrated with existing architecture.

Dense and mixed

The city hosts a mixture of residences, retail, community services, parks, meeting places, offices and other non-disruptive activities that generate life and movement throughout the day.

Build to promote bus, bike and pedestrian communications

Public transport is developing as new buildings are added, and this contributes to a more efficient and robust communications network. The pedestrian and

bicycle grid connects the city and promotes everyday exercise and healthy living environments.

Viskan and textile — prominent city features

The River Viskan is the backbone of the city's development. The textile heritage is integrated into the dense urban environment to strengthen the identity of Borås.

Urban trail

Urban trails are areas for development in the city where primarily new construction and other measures should take place. These areas connect the city centre with other neighbourhoods and enable concentrated urban development with sustainable transportation. The aim is to create a way for vibrant life and attractive urban environment to exist in the city centre and expand outwards like tendrils. Thereby, the dense city's urban qualities and perceived boundaries may be moved outwards while realising the large housing potential. The traffic in these areas will have to be adapted to ensure accessibility for different modes of transport. There are six urban trails extending from the city centre and out into the local districts. Two of the trails lead to Gässlösa and become important elements of the area's development.



Borås municipal comprehensive plan, adopted in 2018

THE PRODUCTIVE CITY

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

A multi-faceted city that provides job opportunities yields many positive outcomes. Transport requirements decrease when housing, production and commercial opportunities converge. It also serves to strengthen local conditions. When elements find their functional contexts in greater proximity to one other, it affects the city's vibrancy and culture. A multi-purposed city can also become a socially diverse city, counter-acting segregation.

The current competition edition of European 15 will continue to explore the "productive city" as an important feature in the city's development, but seeks to delve deeper into the issue and to broaden perspectives. What types of synergies can be created, or are deemed necessary, for a city featuring natural modes of production? Broadly speaking, what are the types of infrastructure or interfaces needed to facilitate the city's productive features to a greater extent?

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



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

THE PRODUCTIVE BORÅS

The starting point is that a productive city has the best conditions in a dense urban environment that is attractive through a range of urban qualities, fast and flexible local and regional transports, and where it is possible to live a simple everyday life. It is moreover an inclusive urban environment where there is much to choose from and where people can meet and exchange culture and ideas. Below Gässlösa is described through three aspects of the productive city.

Resources

Gässlösa's proximity to the centre (centrum) with the valued features of Viskan, provides conditions for dense city development with urban qualities. From a resource perspective, it involves using and refining built-up areas of land and prior investments made. Such an approach generates added value and social benefits in a resource-efficient way.

History has meant that the cultural heritage qualities of the environment vary a lot, but at the same time this opens up great opportunities for preserving, restoring and reviving environments reminiscent of the city's history. There are many indications that the post-industrial society's production will to a large extent be concentrated to urban environments where social interaction generates ideas and innovation. With density and attractiveness as driving forces for productivity, Viskan can continue to constitute a central element for production in the future Borås. There is also the opportunity to highlight the water and the surrounding nature as resources for stormwater management, energy production or ecosystem services.

Mobility

From a mobility aspect, Gässlösa's location is a key strength. The distance to the city centre is short, but accessibility is a challenge. There are physical and psychological barriers that reinforce the perceived distance. At the same time, the area adjoins neighbourhoods with good walking, cycling and public transport routes, which means that Gässlösa can be integrated into the central city's network of communications. The proximity to major roads and railways is also a good base for local as well as regional accessibility. Accessibility, in the form of possibilities to reach different focal points, is and will remain an important production factor. Good commuting opportunities between urban cores are a prerequisite for competence supply and freedom of choice in the housing and labor market. It is important to make use of Gässlösa's good location here and develop a mobility that enables smooth trips both within the city and out into the region.

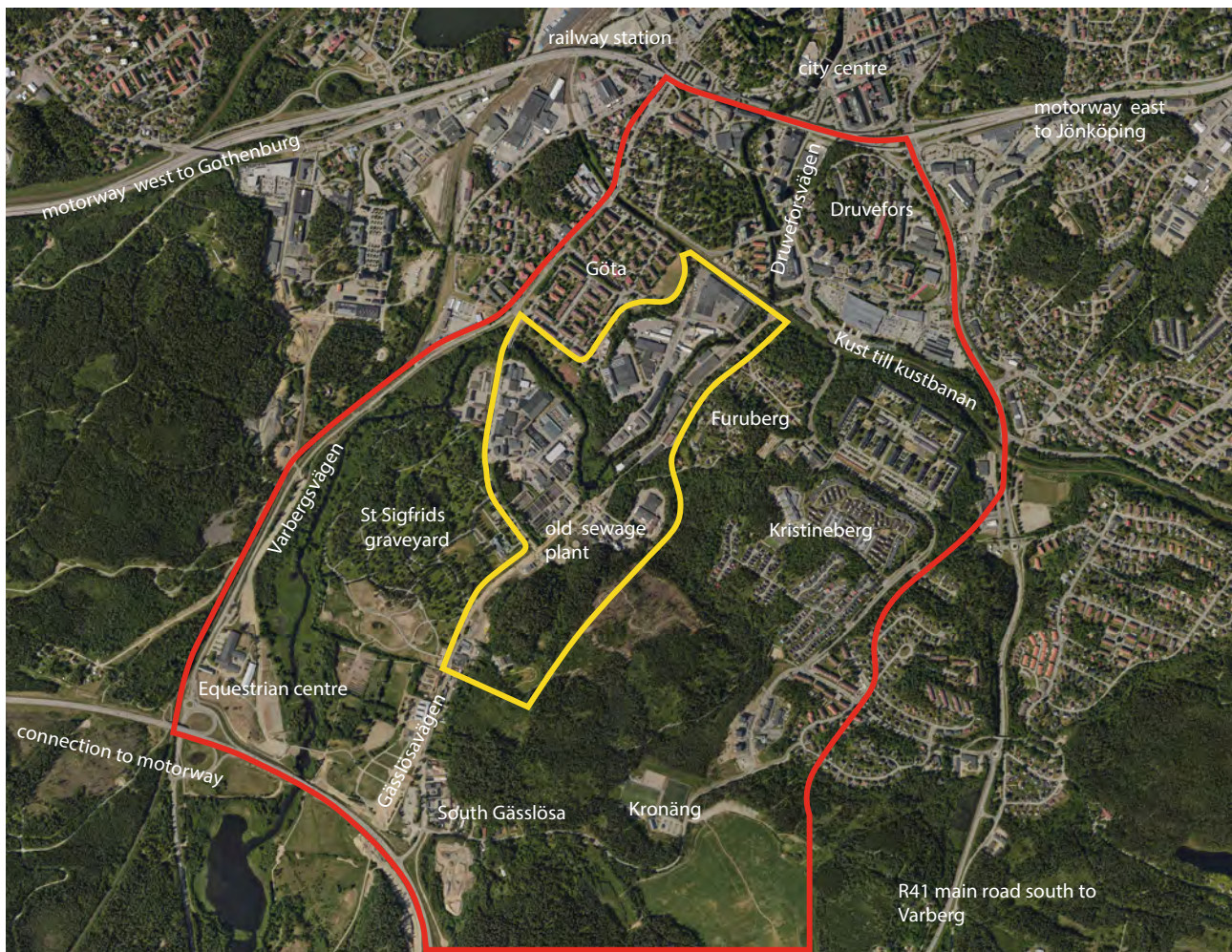
Equity

The production of post-industrial society is largely idea-based and thus linked to humankind and our ability to think and create. A productive city must encourage creativity and therefore needs to be characterised by inclusion and participation. The meeting of people is an important basis for new ideas and relationships. With small neighbourhoods and short distances, the central city becomes an important meeting place for the entire city. Borås has a vision of a city center where people meet, local Borås residents and visitors alike. The city will also develop the stretches along Viskan for additional homes and public spaces. Gässlösa can become part of an expanded city center with the River Viskan running through it. If Viskan's surroundings are opened up, it is important that public spaces are made available for meetings, trade, culture and non-commercial spontaneous activities. Here exists the opportunity to create added value compared to, for example, strictly commercial areas.

People young and old, regardless of background and personality should feel welcome. The fact that people meet physically and are directly exposed to each others' differences contributes to increased understanding and tolerance between the inhabitants of the city. In the long run, this can serve to break habitual social patterns, exclusion and segregation. With good planning one can develop Gässlösa to become an inclusive and socially sustainable neighbourhood in which the entire city's population can meet. A pressing question will be how to combine a dense living environment with commercial activities and public spaces with high visitor pressure.



Borås is famous for its textile production

STUDY SITE
(MARKED IN RED)

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

Gällösa is located in Viskan's valley surrounded by forested, elevated plateaus. Between the open heathlands and adjacent to the river are forest groves, shrubs and damp meadows. Viskan runs from Centrum in the north via Druvefors, Göta and along St Sigfrid Griftegård's west side, southwards.

Between Gällösa and Centrum lie neighbourhoods Göta and Druvefors. The neighbourhood Göta is a residential area along the KtK railway line and the access road Varbergsvägen. The area was designed in the 1940s and is a well-preserved example of Swedish functionalist and social ideals.

Varbergsvägen is an old main road that runs through the city from the central transport hub, past Göta and Gällösa, to the districts south of Borås. After the expansion of road 41, the road is now used as a local access road to the districts southeast of the centre. There are plenty of public transport, walking and cycling routes along the route, as well as some shops, businesses and municipal services.

Varbergsvägen is designated as an urban trail.

Druvefors is a district originating in the 1950s, with housing and businesses mixed, which lies north of the KtK railway and adjoins Gällösa to the northeast. Here, River Viskan runs through a few older power plants and is surrounded by old industrial buildings. Grocery retail and a local branch of Systembolaget (a nationwide, state-run chain of off-licences in Sweden) are currently being developed in the area. Several new multi-dwelling building projects extend outwards from Centrum, and via road Druveforsvägen, to Kristineberg. Druveforsvägen is designated as an urban trail in the municipal comprehensive plan.

A strong expansion of developments coupled with the retail area, have attracted a great deal of car traffic, which is straining on the ageing street structure. The area is reached from Gällösa via an underpass — beneath the KtK railway — which is low and offers poor visibility.

"Kust till kust" line

The KtK railway runs from Gothenburg, via Borås, to the east coast of the country. Currently, the railway is used for both passenger traffic and haulage. Ongoing work on a high speed train line between Gothenburg and Stockholm includes a stop at Borås station. Until the development of the new main line is completed in full, parts of the route might necessitate a connection via the KtK track, which thereby may experience heavier traffic and noise pollution.

S:t Sigfrids griftegård ("St. Sigfrid's Burial Ground")

At 30 hectares, this is Borås largest burial ground. With its landscape character, it is known as one of the most beautiful cemeteries in the country. The crematorium on St. Sigfrid's griftegård (1944) is one of functionalist architect Harald Ericson's most notable buildings.

Riding Stables

Southwards, along road Varbergsvägen lies Borås riding stables ('Borås ridhus') that keeps about 70 horses, and features a few small paddocks. Some riders head out into the local area of Bråt — the natural landscape features large sandy heaths, scrubland, riparian forest and damp meadows. The area is owned by the military but used extensively for riding, dog training and walks — it is one of the municipality's most popular recreational areas.

Future development Gässlösa södra ("South Gässlösa")

Along the southern section of the road Gässlösavägen are storage buildings and simpler warehouses, a temporary school is also built on the flat land that leads to national road ('riksväg') 27. In time, the city expansion will reach this area too, so



Aerial view with Gässlösa in the foreground and the district Druvefors on the other side of the railway

any exploitation that occurs now needs to be able to remain even when the city grows. Several societally important functions that need to exist outside of the densely developed city areas, may be suitably allocated here — such as centres for recycling and building material reprocessing, emergency services and more. Certain businesses that cannot remain at the project site could possibly be relocated here, along with other businesses and residences.

Kristineberg

This residential area was built in the 1970s following the urban ideals prevalent at that time, with large-scale and traffic-separating structures. Several new housing projects are currently being developed to densify the area of Kristineberg. This raises the question of new roads between the district on the forested hill and its surroundings. Such a link can extend between Kristineberg and Gässlösa, at level with the former sewage treatment plant.

Furuberg

Along road Gässlösavägen lies Furuberg. The area features one or two dwelling houses mixed with smaller multi-dwelling buildings that have been added over a longer period of time. The area is well preserved and has cultural-historical value. On a mountainous hill between the railway and the residential neighbourhood lies a treasured small mixed forest.

Kronäng

In the large forest area is sports ground Kronängs Idrottsplats, a former landfill that is now being developed as a recreational area. The facilities currently include soccer fields, boules courts, an illuminated exercise trail, a foot path, and a disco



The crematorium at St Sigfrids griftegård (1944) is one of the functionalist architect Harald Ericson's major buildings

golf course. Borås City is developing the area to include more activities. An illuminated exercise trail and a longer hiking path are planned in the forest between Kristineberg and Gässtösa.

The city's vision for the area

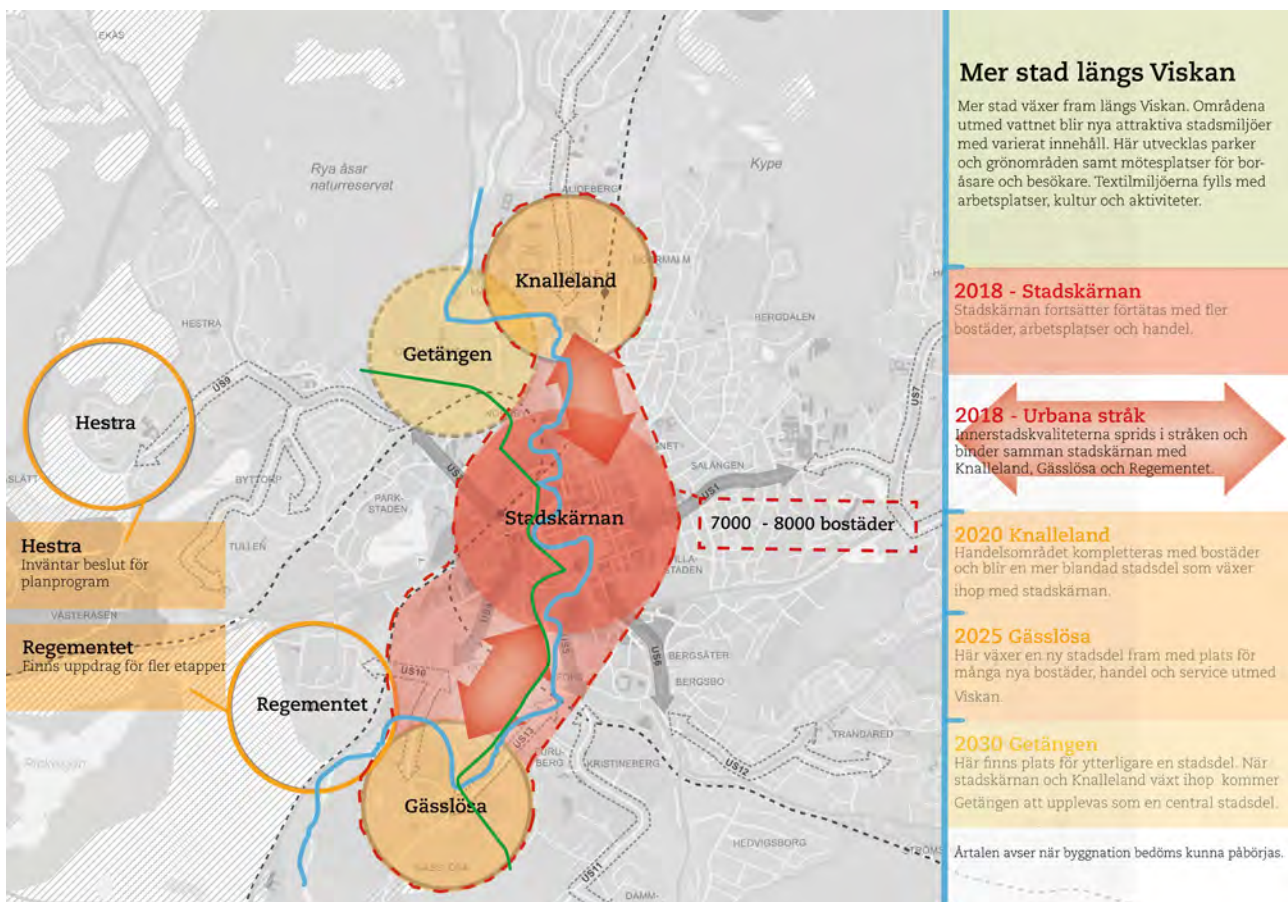
The City of Borås strives for ecological sustainability locally and globally, and for ensuring sound long-term management of resources from an ecological, social and economic viewpoint. Through the way the city exploits, it contributes to long-term sustainable use of land and water, and climate change adaptation. The integration of environmental and natural considerations in planning contributes to good environmental status and a healthy living environment, and thus an attractive neighbourhood.

Gässtösa's most advantageous features are its central location and the flow of River Viskan through the area. With these underlying conditions, the City of Borås wants to show that it is possible to build a new city and highlight all the benefits it can bring

in terms of sustainability. Resource-efficient land use, the opportunity to develop urban qualities and sustainable mobility are just some aspects that make Gässtösa an exciting place for exploring new ideas for the sustainable city of the future. Urban farming can add value to the district.

Gässtösa is one of the designated development areas for Borås. Developing attractive neighbourhoods with good connections to the city centre requires well-designed stretches with developmental continuity, inviting walking and cycling paths, and a variety of impressions. The stretches and development sites must be viewed in a holistic perspective.

The public space features outdoor art and sculptures of international standard, and the meeting places created attract locals as well as visitors from other cities. Civil anchoring can provide valuable input in this work. The area might perhaps be suited for cultural planning.



Consultation version of the Borås expansion device "Utbyggnadsordning"

1.The modern transformative city

The city will expand out towards Gässslösa and the area will become an integral part of the urban fabric. What is built is meant to endure or be fit to re-use so as to spare natural resources. The city also needs to be able to change in line with the development of new technology, new modes of transport and new ways of living, residing and working. Connections and communications to adjacent streets and districts are essential to the area's flexibility, both physically and psychologically. Developmental and experiential continuity can also make walking and cycling more attractive.

2.Textile and trade, our heritage and our future

Borås is a trade and textile city and has been so ever since the seventeenth century when pedlars went from farm to farm in Sjuhäradsbygden (informal term for the wider geographical region), selling their goods. During the post-war period, Borås was one of Sweden's fastest growing cities, thanks to the then expansive technology industry. The city was hit hard by the Swedish textile crisis that culminated in the late 1970s; 13,000 jobs in Borås disappeared and the population fell by 10,000. Since the 1980s, the population has increased once again and Borås is now an expansive municipality with a rich business community. An important lesson: an adaptable city that can handle prosperity as well as adversity is attractive for companies to invest in and for people to live in.

Borås is a business-friendly municipality that stimulates networks between different industries to re-examine, discover and develop new business segments. Textile, digital commerce, logistics, resource recovery and high-tech vehicle solutions are areas where Borås has the competence to make a difference in the future. With innovation as the driving force for productivity and work in the post-industrial society, conditions for driving innovation are good.

3.The Park stretch extending through the city — the green stretch



Production and sale of new textiles in Simonsland

One idea is to create a green stretch of park extending through the city, and to develop the blue stretch Viskan. The 5 kilometre-long park is proposed to extend from north to south, straight through the city centre — thus linking the large nature reserve of Rya Åsar to the north with nature and the recreational opportunities in Bråt, south of the city. Over the next 50 years, much of the urban development in Borås will take place along this green stretch.

4.Beautiful Viskan - the blue stretch

As a twin to the green stretch, Viskan also runs through the city and Gässslösa. River Viskan is a foundation to how Borås has developed over 400 years. Here, like in several other cities, the river has filled many needs over the years — as a source of energy for the factories, as an inlet and as an outlet. Nowadays, Viskan enriches our urban environments and many treasure being close to the river, its sidewalk cafes and meeting spots. Viskan's meandering river course, impervious quays and green banks should constitute an important part of the urban development and future shape of Gässslösa.

5.A template for continued development in Borås

The goal is a neighbourhood that can offer different types of housing that include all groups in our society: old and young, rich and poor, whether you're studying or working, part of a large family or single — regardless of cultural background. It should be an inclusive neighbourhood providing the opportunity to quickly re-adjust — housing type, how we shop, socialise, get around or work — based on changing external factors. Gässslösa is to be a template for the city's future development. The structures and innovations applied here should be applicable to subsequent city planning projects in other parts of Borås. To meet the challenge of reduced climate emissions, alongside providing a good quality of life, will require technical solutions that reduce resource use, benefits residents and the business community simultaneously, and demonstrate new ways of thinking about how we live our lives in the future.



Viskan in the centre of Borås, hard quays and soft green river-banks



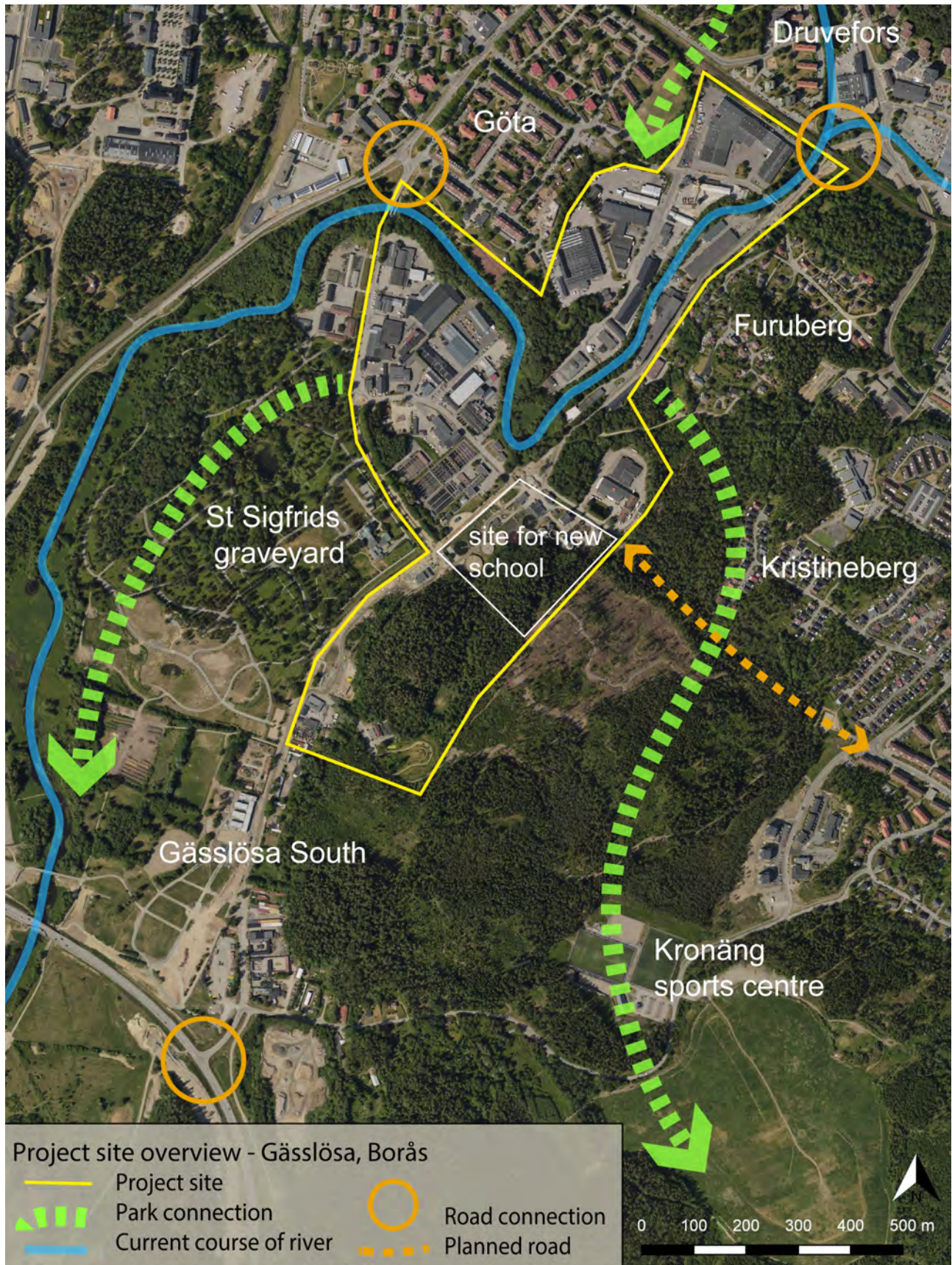
View of study site Göta (northwest) looking south along the road Varbergsvägen and the access point (Jössagatan) to Gässtösa and the project site.



View of project site looking southwest, in the foreground the old sewage plant and the road Gässtösavägen leading to South Gässtösa. In the background St Sigfrid graveyard and recreational areas along the river Viskan. On the right is the road Mårtensgatan.

PROJECT SITE

PROJECT SITE
(MARKED IN YELLOW)



Zooming in on the project site

The business community today

There are more than 100 businesses currently registered in the area. Most companies are in the construction sector with rather few employees. The area has traditionally been the centre for the construction sector in Borås. The area also features related businesses such as equipment rentals and a concrete plant. A few wholesale and logistics businesses exist here, as well as a couple of service companies. — The southern part of the area is home to an animal hospital and appurtenant animal cemetery.

Many companies have been in the area for a long time and appreciate its proximity to the centre and the good transport links. The area is relatively unchanged, some businesses have outgrown their premises but remain on site. It is difficult to expand within Gässlösa, which hinders development. Borås's sewage treatment plant is being relocated elsewhere. A building (a pumping station) will remain, along with a some smaller facilities. The rest of the grounds will be available for exploitation. The area is also home to a filling station for bio-/ natural gas-fuelled vehicles.



Aerial view of the project site



Aerial view of the project site

Valuable buildings

In 1890, the first local businesses were established in the vicinity of Kamgarnsspinneriet ('The combed wool yarn mill'). Only in 1916 did the next major business set up on site. In the 1950s, the area developed — more land was made available with the alterations to Viskan's river course, and the addition of a railway siding track. Business developments continued during the 1970s and -80s. Today, the area consists of a mixture of new buildings and re-modeled premises with roots in industry. It is

dominated by large building structures of different materials, eras and expressions. Some quality elements of industrial architecture remain, such as the saw-toothed ceilings on Silverpoppeln 4 and the beautiful brick façades of Gässtösa 5:11 along Gässtösavägen. There are also some functionalist buildings of interest, but the sewage treatment plants and extensive renovations make it difficult to spot the historical traces. The area is also home to new features, recently developed buildings and offices.



Cement factory in Gässtösa



Gässtösavägen and newly built pumping station at the old treatment plant



Cement factory in Gässtösa



Property Silverpoppeln 4



Old industrial buildings along Viskan, Gässtösa



Old shoe factory Wiskania by Viskan

Pollution, soil and water

Pollution, soil and water Since Gässlösa is an old industrial area, one must assume a risk of contamination present in the soil, which would require treatment upon construction. Viskan's course

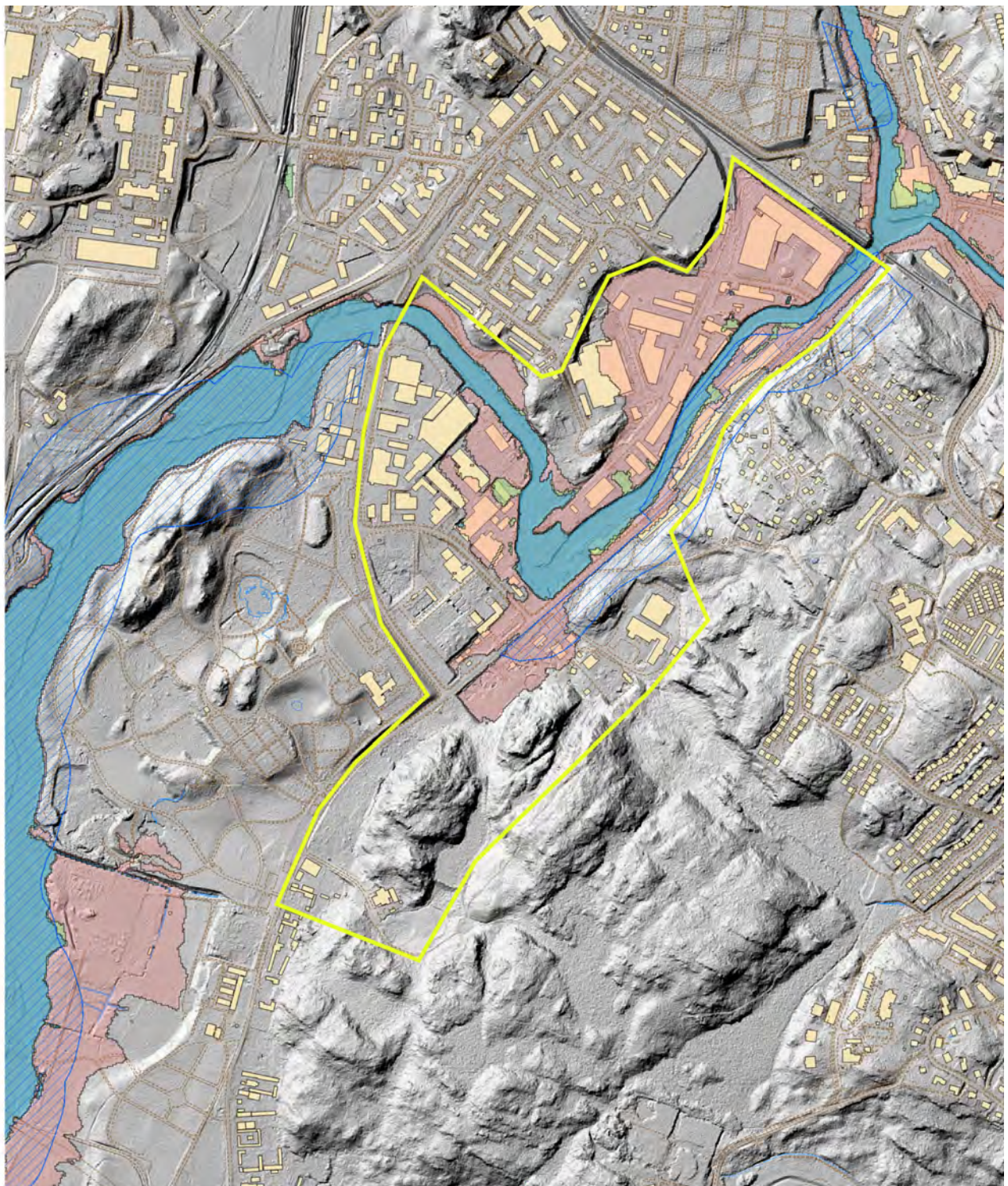
has also shifted, which means that the underlying geotechnical conditions, and run-off from the area, may require study. Viskan is a regulated watercourse with many power plants and ponds, however, parts of the area have a small but elevated risk of flooding.



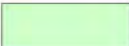



Map of Viskan through Gässlösa, the dashed line shows the river's previous route which was later straightened out

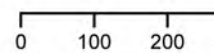


Conduit over Viskan between Gässlösa and Göta



-  Protected river banks
-  Today's estimated maximal flood
-  Today's 100-year flood
-  Projected future 100-year flood

Copyright Municipality of Borås
The map report has no legal effect



Map showing the flood risks and the protected river banks

Infrastructure

The area has well-developed infrastructure for streets, drainage and sewage. Local road width is generous and the traffic load is modest. Gäsoslövägen's connection to Druvefors in the north consists of a narrow passage under the KtK track, with poor visibility, and a low level of traffic safety for motorists, pedestrians and cyclists. At the southern end, Gäsoslövägen connects to national road 27 which leads westwards to national road 40 (Gothenburg / Jönköping) and eastwards towards Växjö. With regard to Jössagatan's connection to Varbergsvägen, there are talks of reconstructing the bridge, a roundabout and a road connection to the nearby district of Regementet. This will create an entrance to the Gäslosa area and improve accessibility.

The banks of River Viskan

The river is noticeably influenced by city development and activities, but it still has high natural value. One of the area's most striking stretches is the part of Viskan that runs along Gäslosa's border with Göta. Along large parts of the watercourse, the river is lined with a lush band of deciduous trees. Fences and industrial areas restrict access to the river; plant and animal life are fairly undisturbed in their habitat in many places.

Land ownership

The municipality owns the sewage treatment plant, and the green and the undeveloped parts of the area. The municipality has also acquired a few small local properties but most of the existing buildings are privately owned.



Street view in Mårtensgatan



Street view in Mårtensgatan



Jössagatan



The river Viskan at the height of Göta

THE COMPETITION TASK

1. The modern transformative city

What does life in the future look like in the new neighbourhood in terms of ecological, economic and social sustainability?

How can Gässtösa be designed with a built-in resilience that functions in a rapidly evolving future, where we don't know which technological achievements and external factors will prevail over others? By resilience, we mean a system's long-term ability to handle changes and continue to develop. For a city, it can denote accommodating a variety of businesses so that the city is not unilaterally dependent on one industry. This reduces vulnerability to cyclical fluctuations and structural changes.

The rapid changes for companies and their shifting property needs, can be an element in a neighbourhood that also contains housing, where housing developments often involve a slower process. A transformative city is ever-changing and will never be completed. How can surfaces and premises be adapted to changing conditions and be part of a vibrant city?

2. Textile and trade, our heritage and our future

In Gässtösa, there are several buildings with preserved industrial history from the early 1900s onwards. One of the most distinguished ones is Wiskania sko, a former shoe factory whose premises have great potential for exciting solutions. The factory contains a number of activities and can be developed into a cluster for small or new businesses. Here, productivity can be created by applying new technology and innovation to small-scale manufacturing. Premises of this type can also be suitable for creative professions, and for new ways of owning and consuming goods and services in the future Gässtösa.

Catering to small scale businesses could be the area's strength in the future as small premises of varying age could form the basis for local production. How can the area's blue-collar character complement the more design and development-focused, white-collar clusters in other parts of Borås?

3. The park stretch extending through the city — the green stretch

The new Borås should be perceived as a coherent green and blue structure. By park stretch, we mean a coherent structure with primarily green elements and meeting places. To create such a stretch requires both conservational and developmental



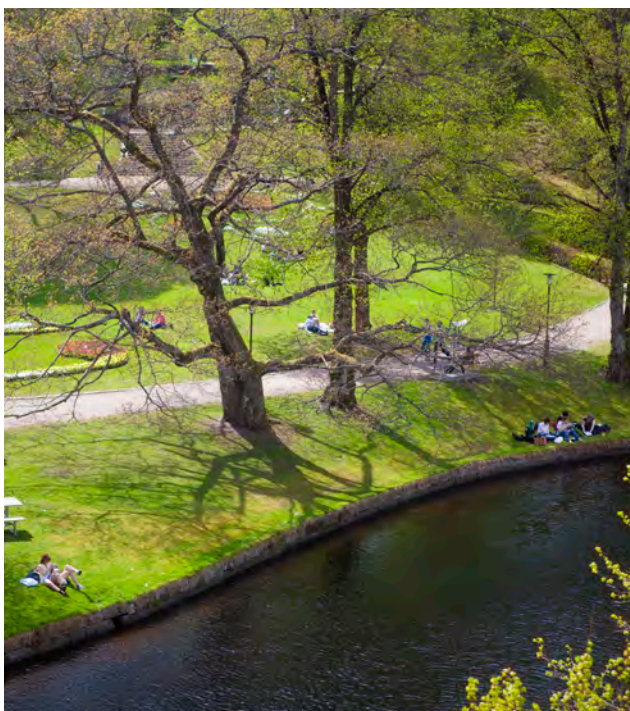
The entrance to the well-preserved shoe industry environments in the Wiskania factory "Wiskaniafabriken"



Preserved industrial environment in Gässtösa, right now no business is going on here but there is great potential to start new businesses on the premises



Aerial view of central Borås with the green stretch and Viskan



The park "Stadsparken" and Viskan on a summer day

measures of varying scales. In some parts, the park can only be a few meters wide while in other parts it spreads out and includes forest groves and water mirrors. Another ambition is for the park to serve as a biological corridor, for animals and plants, extending through the city. The park grows outwards from the city, through Gässtösa and connects to three points.

Birgitta's griftegård (Birgitta's burial ground)

The park runs from the city, along with Viskan, rounding the cemetery on its western side. Additional entrances between the park and the cemetery are requested.

Kronängs idrottsplats (Kronängs sports ground)

The park connects to the area via the hill to Kristineberg from the former sewage treatment plant and ties Gässtösa and Kristineberg closer together.

Druvefors

The park proceeds from the centre (centrum), runs alongside a small cemetery and via a narrow path across the railway. It connects (the edge of) Gässtösa to the neighbourhood of Göta.

4. Beautiful Viskan - the blue stretch

Along the green and blue stretch exists an opportunity to create and tie together several urban open spaces along the route in such a way that it gives the stretch a new dimension, and enhances its attractiveness as a whole.

The blue and green stretches

By consolidating the development along the stretch of park and Viskan, the city can grow alongside natural and historical structures. Urban areas that have developed alongside Viskan can be revitalised and the green presence contributes to good living conditions and attraction value. For Gässtösa, the park and waterways become the very basic structures that connect the neighbourhood to the fabric of the city. The park and the water complement the so-called urban trails, which mainly consist of built-up areas and city streets; here are good opportunities to form a positive unity.

The new buildings can be based on, and subordinate themselves to, the blue and green structures, which can in turn be perceived as the link in forming an interesting urban environment. What happens when you put the green and the blue first, and existing buildings second? How are the green and blue interconnected to the surroundings and what path do the blue and green stretches take through the neighbourhood?

5.A template for continued development in Borås

A hundred years from now, Gässlösa is meant to be part of a modern city. This is why we desire great ideas and systems for how life looks like in the future, employing Gässlösa as an example. Determining the issues one deals with through the prism of an anticipated future provides a context to the proposal from which you then draw for Gässlösa. Gässlösa will be the prototype for the city's continued urban development. The achievements that help inhabitants to work and live a modern life in Gässlösa, will form the template for another large development area, north of Borås Centrum. The climate footprint of buildings can be reduced by decreasing energy consumption or by building with materials with little climate impact, such as wood. Buildings and site development contractors must be sustainable in terms of environment and health standards. As the environmental impact of buildings is influenced by choice of materials, a life-cycle perspective should be employed at an early stage to ensure as environmentally friendly choices as is possible.

Borås City's vision 2025 describes, among other things, how future city planning should look like. The ambition is to safeguard long-term sustainable use of land, water and physical environments, from an ecological, social and economic aspect. Reuse, recycling and other economising on goods, raw material and energy are encouraged so as to achieve a cycle. The municipality strives for ecological construction methods with minimal consumption of water and energy, conscious waste management, and material choices that do not contain substances that harm our health or environment. Setting requirements — upon new construction— for energy use, energy supply, construction method, material selection and waste management increases the possibility of reaching several of the national environmental goals and achieving long-term development of a sustainable society.

Gässlösa is an area with a large proportion of existing businesses. These will largely remain for the foreseeable future. The mix of businesses and residents will make an imprint in the area for a long time, which means that special requirements and expectations are set in regard to considerations and designs for the new district. It is reasonable for the development in Gässlösa to occur in stages over a longer period of time. How can different functions share / co-use surfaces and change over time?






















Residents and entrepreneurs give life to Gässlösa

In the future, Gässlösa will potentially accommodate 5,000–8,000 residents and provide 1,000–2,000 job opportunities. To better explain the demands in terms of municipal services and land use requirements, there is an example illustrating how a

similar Borås neighbourhood looks like.

Example of a typical neighbourhood and demographics in Borås

The figures are approximate and car ownership is based on today's travel patterns. Borås strives to increase travel by public transport, walking and cycling, and to reduce car dependency. (Currently, almost two out of three trips within, or to/from the City of Borås are made by car. 18% are by bicycle or on foot. 16% are made via public transport.)

- 6200 residents 
- 3500 households 
- 1900 of households own a car  
- 2800 cars are registered in the area 
-  400 children aged 0–5 years 
-  500 children aged 6-15 years 
-  200 adolescents aged 16-18 years 
-  3800 residents of working age 
-  1,200 elderly aged 65+ years 
-  1300 residents with higher education 
-  1000 – 2000 job opportunities 
-  300-500 companies 

The requirements for this new school that will become part of the neighbourhood are:

- School and preschool proximity to home, good public transport and walking/cycling routes.
- Buildings are placed directly adjacent to the street room with outdoor environment on courtyards.
- Clear entrances to preschool and school
- Enable co-localisation of municipal activities to contribute to resource efficiency.
- School about 750 students
F-6, 4 parallels (ie ex 1A, 1B, 1C, 1D),
Building approximately 8,500 sqm (max three levels),
gymnastics building about 1,500 sqm, school yard about 15,000 sqm
- Preschool 120 children
Building approximately 1,400 sqm (max. two floors),
play area about 3,000 sqm.
Preschool should be located in the direct vicinity of a park.

GENERAL

Submission requirements

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

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

Competition timeline and dates of importance:

180318 The competition opens. All competition sites are presented. Registration and download of complete competition documents starts.

Launch event, with lectures and presentations. See European Sweden’s website.

190403 Site visit with site representatives (pre-registration to info@europan.se required).

190614 Last date for competition questions.

190628 Last date for answers to competition questions.

190728 Last day for submitting competition entries.

191202 Competition results and winners are published.

JURY

European 15 jury

Members of the competition jury:



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



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



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



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



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



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



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

Substitutes:

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

Borås municipality:

– <https://boras.se/>

Gässlösa:

– <http://boras.se/Gasslosa>

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:

(från 2016, ej den senaste versionen)

– <https://www.boverket.se/globalassets/publikationer/dokument/2016/boverkets-building-regulations--mandatory-provisions-and-general-recommendations-bbr-23.pdf>

Swedish - English Glossary

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

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