Uppsala kommun

The south-eastern neighbourhoods are being developed

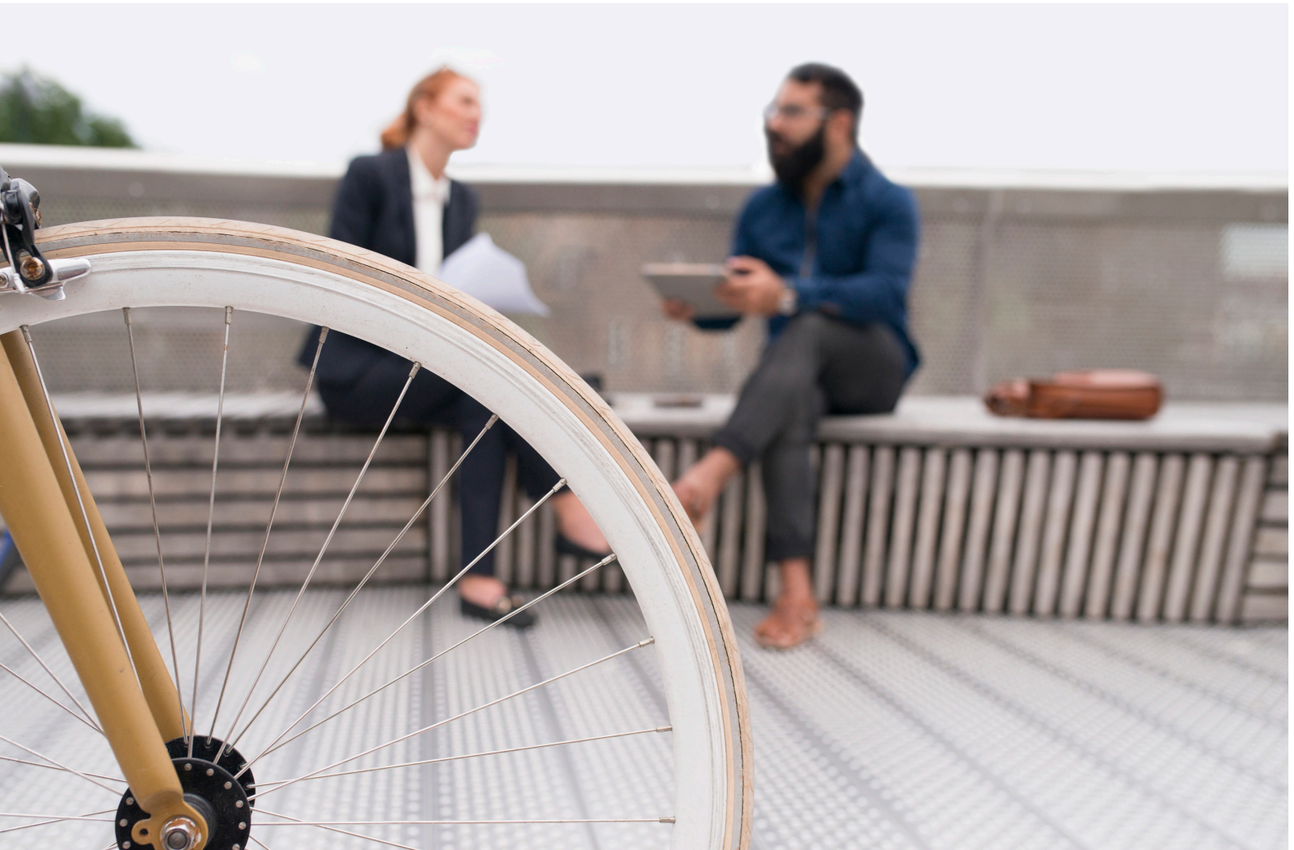
More and more people are discovering Uppsala's unique location in the metropolitan area, and this is the place for people who want a good life, a career, time for their family, the vibrancy of the city, and proximity to nature. Uppsala is also one of the government's prioritised areas in its investment in new, sustainable cities and neighbourhoods.

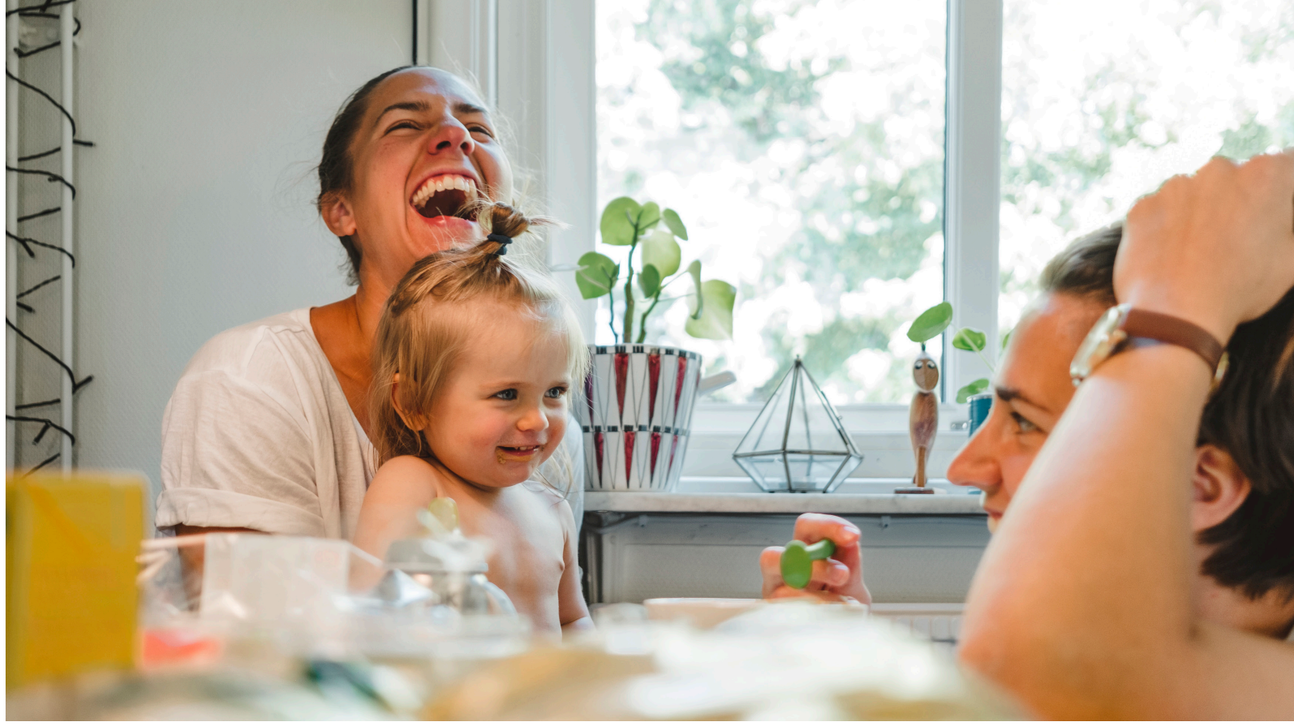
The development of the south-eastern neighbourhoods is part of this investment, and two new rail tracks between Uppsala and Stockholm, a new railway station in Bergsbrunna, new public transport routes and new neighbourhoods are planned. This is, of course, a long process. The development needs time and has to happen responsibly. But a plan is already in place for the development's implementation up until 2050.

Plan for the south-eastern neighbourhoods up to 2050

The south-eastern neighbourhoods of Uppsala are to be developed, and Uppsala Municipality has drawn up a so-called "detailed outline plan" for the area. This specifies the Municipality's focus and vision for the planning, and the balances between different areas of public interest. The starting point is Uppsala's outline plan, which marked out the south-eastern neighbourhoods as an important area of development in Uppsala as early as 2016.

The "detailed planning", which comes later, includes a more thorough investigation and determination of how the land is to be used. Thus the detailed outline plan is the first stage of a comprehensive planning and expansion process for the development of an attractive and sustainable urban environment.





Areas affected

The planned area covers Bergsbrunna, Nåntuna, Sävja and Vilan, as well as a group of villages and areas with detached houses. A limited number of the existing environments are directly affected by the new construction, but, as mentioned, it is a long process and no major changes will come about immediately.

The newbuilds will be constructed on undeveloped land, mainly forested areas, but to some extent also arable land and land that is not currently in use.

New meets old

The new construction is planned in a number of neighbourhoods that are linked by a new high-capacity public transport system. Where possible, the new neighbourhoods will also be connected to southern Sävja and Bergsbrunna, with streets for pedestrian and cycle traffic only. The newbuilds will be adapted to the scale and character of the existing buildings.

Around the new railway station, a city hub is being created, with an extensive range of cultural and commercial services, both night-time and day-time. In the west, around the intersection of Route 255 and the new high-capacity public transport route, a smaller urban hub is planned, but with similar content.

Along the entire public transport route and parts of Route 255, services and shops are proposed, to fill the neighbourhoods with inviting, functional and lively meeting places. Different types of special housing, health and dental care centres and other services are planned close to public transport stops.

Planning map
Ground and water usage
South-eastern neighbourhoods

The proposed plan contains urban planning, outline infrastructure, and natural, arable and grazing land, among other things. The plan presents a proposal for land use in the south-eastern neighbourhoods and the area's gradual development up until 2050.

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N

Länk mot Uppsala C

Vilan

Nåntuna

Uppsävja

Bergsbrunna

Berga

Sävjaån

Årike Fyris naturreservat

Länk mot Ultuna

Fyrisån

Vreten

Sävja

Söderby

E4

Pustnäs-Lugnet

Nåntuna backe

Norra Lunsens naturreservat

UPPSALA KOMMUN
KNIVSTA KOMMUN

Länk mot Knivsta

0 0,5 1 2 km

Skala 1:25 000

- Municipal boundary
- Plan boundary
- Mainly offices, hotels and commercial buildings
- Mainly blocks of flats. Premises at ground level for public and commercial services
- Mainly blocks of flats and ground-floor flats in blocks, and public services
- Mainly small houses and public services
- Urban areas
- The town's surroundings/ The Uppsala plain
- Mainly sports and leisure
- Careful completion of residential construction
- Neighbourhood park/ cultivation ground
- Large district park
- Green area
- Riverside trail
- Surface for treatment of runoff water Water treatment
- Water treatment
- Technical installation (built-in)
- Railway area including main street for motor vehicles and main street for high-capacity public transport (including protected area). Except for existing construction
- Railway area (including protected area).
- Reserved for traffic connection
- Investigation corridor for access road from proposed new interchange on E4 at Knivsta (being studied in the RFT)
- Investigation area ahead of Natura 2000 testing
- Nysala investigation area
- Investigation area business area
- Investigation area equestrian centre
- Power lines
- Green recreational areas
- Main street for high-capacity public transport
- Main street for bicycles
- Bridge
- Ground-level bridge construction
- Pedestrian and cycle underpass
- Road connection under railway
- Railway station
- Main stop for high-capacity public transport
- Entrance to nature reserve with access to existing paths

Innovative use of rain water and technical supply systems

All streets are green, and runoff water is infiltrated and cleansed in the streets. Resource efficiency and the target of a climate-positive city are also achieved through a new, innovative technical supply system, where the new technical solutions for the production and storage of energy, waste sorting and waste management form part of a cycle.

This will be visible from the shared multi-hubs, where, for example, parking, waste sorting and a number of other communal functions are combined.

The local production of energy is also apparent in the environment from solar cells on roofs and facades.

The new construction

The new urban environment is characterised by clear-cut districts, streets with greenery, squares and parks.

The land that is currently used for cultivation and grazing will be retained to a large extent. The exception is a zone with districts along the railway.

Most of the construction is in the city hub near the new station. Along the public transport boulevard, buildings as high as eight storeys are being tried out. In other districts they are between two and five storeys. The district comprises blocks of flats, small houses and ground-floor flats. Small house refers to a small detached house, semi-detached house, terraced house or town house.

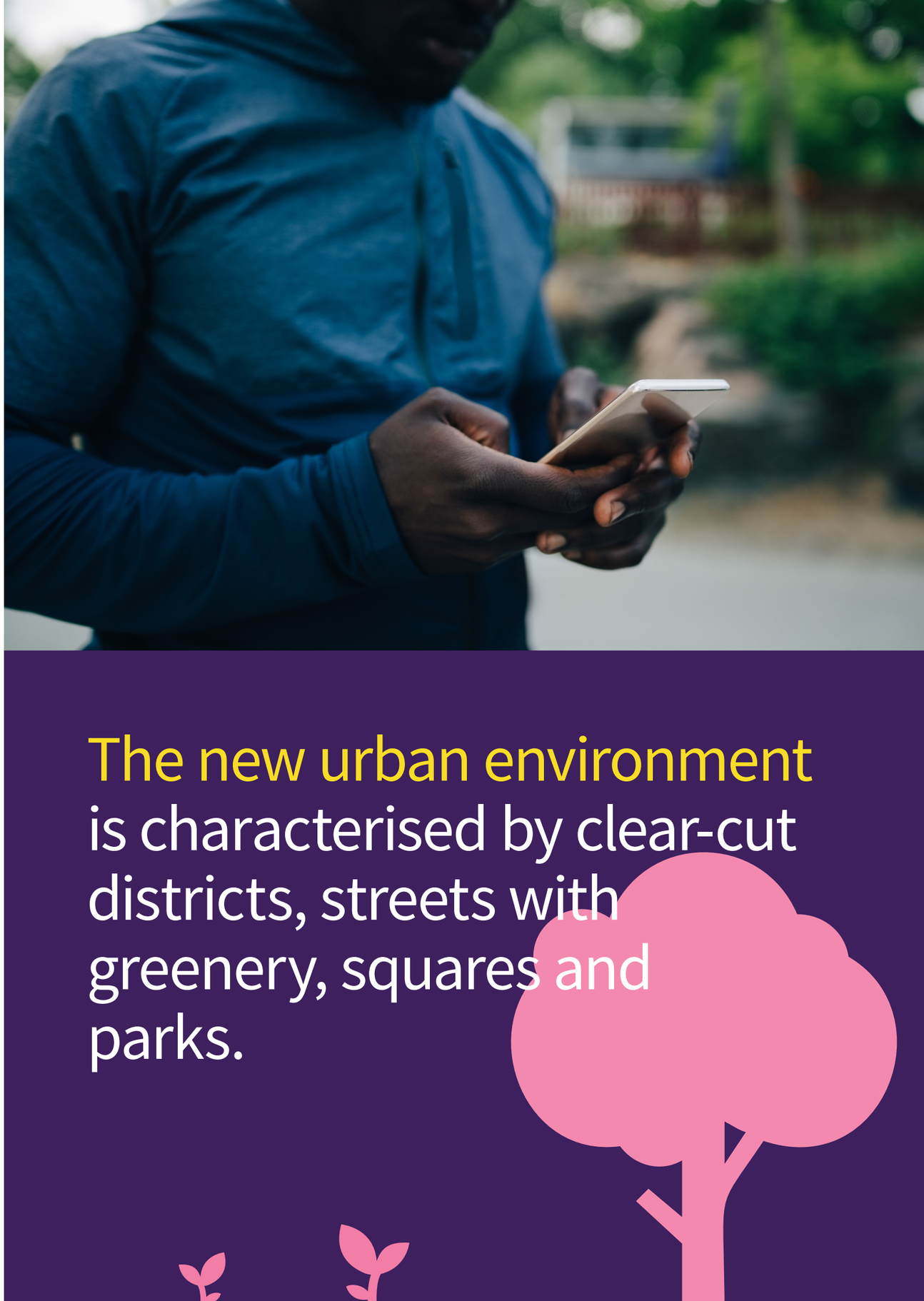
School and pre-school buildings will be of a high architectural quality and located in their own school grounds.

Green streets

All streets have approximately the same generous width. The exception is the public transport route and Route 255, which will be more like boulevards, to make space for greenery and public transport.

The streets have different kinds of traffic, depending on their location, but what they all have in common is the extensive greenery. Narrow alleyways in the largest districts are also proposed.

A priority area of focus of the street planning is on the possibility of holding social activities. For streets with low traffic volumes, the surface area for traffic will be minimised and replaced with even more greenery, space for recreation, socialising and cultivation.



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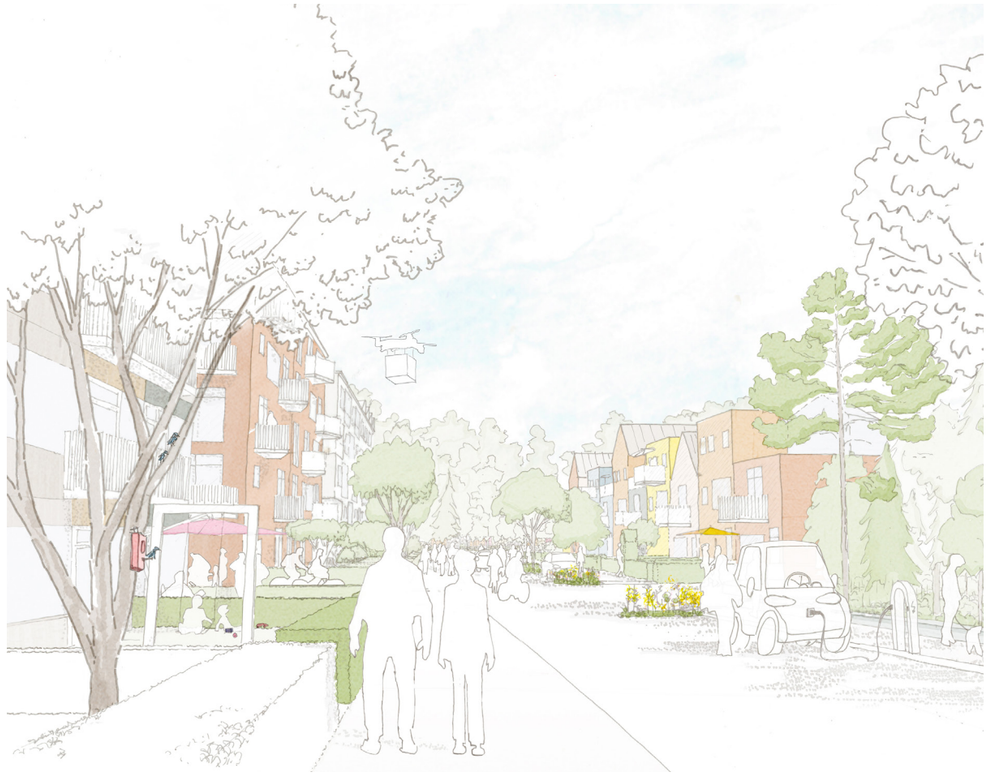
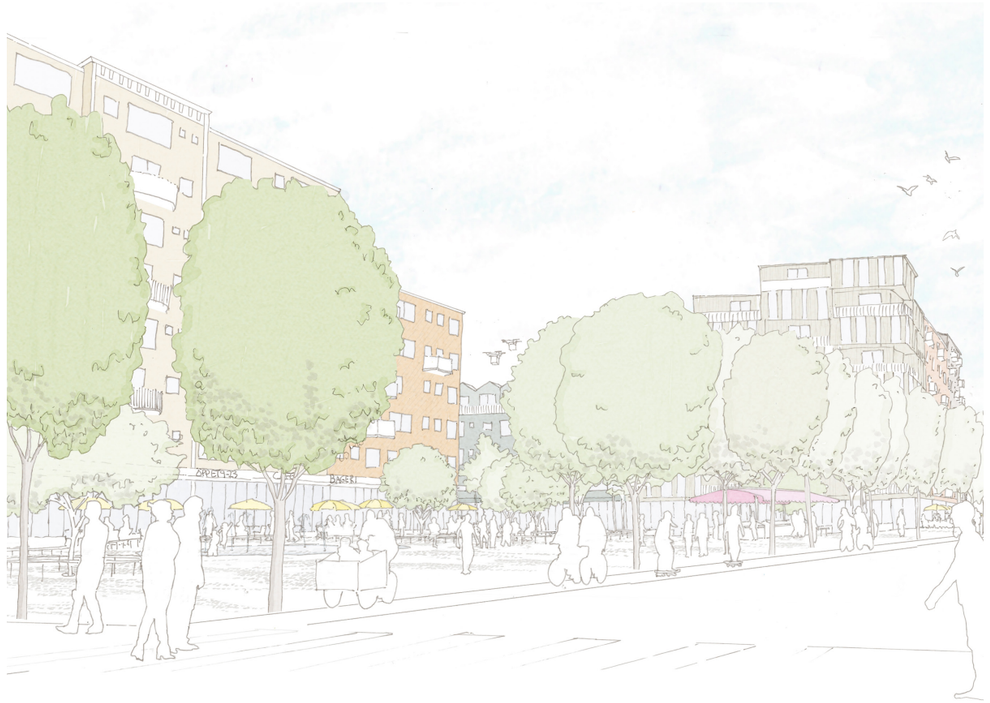
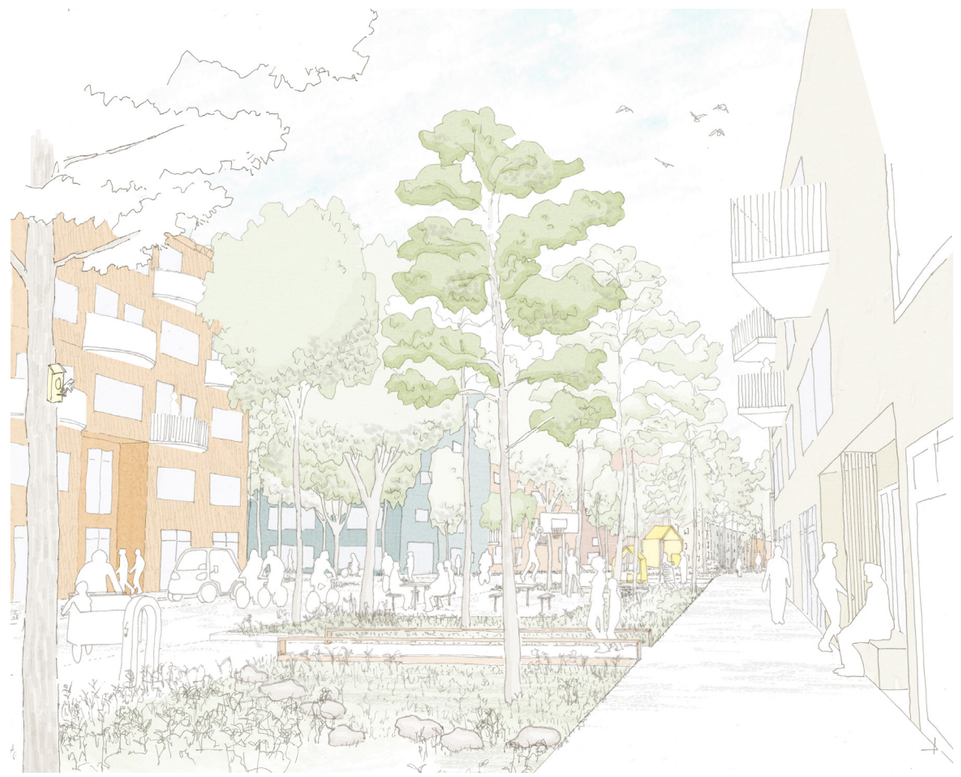


1. Illustration of a street with courtyards in front of blocks of flats and town houses.
   By Christiaan Smits, Nivå landskapsarkitektur AB



2. Illustration of a square along the public transport boulevard.
   By Christiaan Smits, Nivå landskapsarkitektur AB



3. Illustration of a street with greenery for both leisure and rain water management.
   By Christiaan Smits, Nivå landskapsarkitektur AB

Image 1

The streets in the new urban environment will have greenery and provide space for both transport and recreation. This picture shows an example of how part of the street area is used for gardens for the adjoining dwellings. In this case, various types of small houses built close together to form a row resembling terraced houses can be seen on the right of the picture, and the left side shows how the ground-floor flats have outside areas facing the street, and a little further along the street is a block of flats with a small communal garden giving onto the street. Greenery on an intersecting green wedge can be seen In the foreground.

Image 2

This image illustrates an example of how a square along the boulevard for public transport could be arranged. The houses here are higher than in the other urban environments. The intention here is that the environment should be more city-like, with city life on the square and streets, and a wide range of services in buildings at street level. Squares are important meeting places and contribute to both social cohesion and identity.

Image 3

Image 3 is an illustration of a typical street in the proposed plan. On the green surfaces running along the whole street, rain water falling on the street and pavements (known as runoff) is retained, cleansed and infiltrated. Trees and greenery can grow and flourish here, as there is ample space for their roots and they are automatically watered. The greenery helps to cool the street area during hot summers, and they produce oxygen, so that the air quality is good. The green surfaces will be generally used for recreation. It may get a little clayey and wet after a downpour though. Flowers can grow on the ground, and woodland birds may choose to set up home in the trees.

Nature and city interacting

Parks, streets and squares, along with extensive preserved nature trails, form a system of recreational walkways in the urban environment. They connect individual districts and neighbourhoods with Lunsen, the lowland area and the Årummet. In districts that are large enough and on school grounds, plots of natural land are preserved.

Two communal urban and cultivation parks are proposed to the east of the railway and the west of Route 255. Schools and pre-schools are localised, so that they have good access to the green areas.

Sustainable transport is prioritised

Sustainable means of transport are prioritised in the proposed plan. The pedestrian and cycle path network makes it easy to get around by bike and on foot. A new interchange for motor vehicles on the E4 is included in the proposed plan, and also a road connection up to the new railway station.

Three different tunnel passages under the railway are proposed, to link the eastern side with the western side. One suggestion is that Route 255 is converted to a boulevard, and a new street parallel to the eastern side of the railway is proposed.

Business area beside the E4

A business area for light industry, logistics and services is proposed to the west of the E4 at the level of the Mora Stenar service area. The design and content of the business area will require detailed studies.

Food provision

The fertile agricultural land to the east of the railway is secured for the production of food. This will facilitate local production with direct sales to private individuals and traders.

Timetable and implementation

The expansion is underway until 2050. In order for the set target of 21,500 homes by 2050 to be reached, the first approx. 800 new homes must be ready by 2025, and then the same number each year until 2050.