
EUROPAN 17 NYKÖPING

LIVING CITIES – COMPETITION BRIEF

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



European SE

“A resilient and self-sufficient area where
working, commuting, travelling, services and
recreation are interwoven through solutions that
encourage creativity and innovation”



NYKÖPING SKAVSTA



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EUROPAN 17
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GENERAL INFORMATION

Site Representative

Björn-Emil Jonsson, project manager for urban development, Nyköpings kommun
Tobias Ossmark, strategist for architecture in urban planning, Nyköpings kommun

Actors involved

Explore Skavsta, Nyköping Municipality, Region Sörmland

“Team representative”

Urban planner, landscape architect or architect

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 EUROSPAN 17!



INTRODUCTION

The Municipality of Nyköping and European Sweden would like to thank you for choosing to participate in Eurospan 17. 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 Eurospan 17 is "Living Cities".

www.eurospan-europe.com
www.eurospan.se

NYKÖPING SKAVSTA

Skavsta is the area next to the international airport Stockholm Skavsta. Located in a strategic position, seven km from Nyköping and about 100 km south of the City of Stockholm, approximately 1/3 of Sweden's population can be reached within 100 km. The project site consists of today of forest land and car parking lots. The construction of a new national railway with a station planned next to the airport will make it the most important intermodal node of the region and with great development opportunities. The goal is to create a resilient and self-sufficient area where working, commuting, travelling, services and recreation are interwoven through solutions that encourage creativity and innovation. How can a living environment be created in an area that focuses on providing a smooth travelling experience? What does innovation mean for strategic elements, such as the public square, the boulevard, and the block structure? An initial structural plan has been approved by the municipality, pinpointing the strategic elements that will organize the new area: Skavsta Square, Skavsta Boulevard, the Park, and the new physical structure. All of them are included in the project site.



REGION
SÖRMLAND



Competition brief

Nyköping Skavsta



URBAN CONTEXT

Description of the region

Region Sörmland is located southwest of Stockholm. Nyköping, its capital, is located by the Baltic Sea, close to the region's archipelago, an impressive extension of more than 5000 islands, most of them unbuilt and uninhabited.

Nyköping gained the status of a Royal seat in the 16th century and during the 17th century, many wealthy people built their countryside residences in Sörmland. More than 400 castles and manors can still be seen in the region. With its beautiful countryside and large agricultural lands, this idyllic region is the setting for the German TV-series *Inga Lindström*, which has aired since 2004 with six to eight million viewers for each episode. The countryside is also well-known for its outdoor activities, like the hiking trails of Sörmlandsleden.

Although it feels like being in the remote countryside, the connections to the city are many and strong. Several major roads and the rail line from Stockholm run through Sörmland on their way out to the west and south. Nyköping's strongest regional connection is towards the Stockholm region, followed

by the one to Norrköping. Many people commute daily in between these cities for work or studies and the regional train plays a crucial part. At the same time, the growth of the Stockholm region affects Nyköping, as many people find living outside the major cities attractive but still enjoy the closeness to Stockholm.

The East Link project

The East Link project is a planned high-speed railway line that is intended to open for traffic in 2035. Between Stockholm and Linköping the new rail will have stops in Vagnhärad, Nyköping, Skavsta, and Norrköping. The East Link will shorten the travel time between Nyköping and Stockholm, which will make it easier to live in Nyköping and work in Stockholm. The new line will also make it more attractive to commute in the other direction, thereby strengthening local businesses in Nyköping and creating new development opportunities. The stop in Skavsta will be the strongest intermodal node in the Sörmland region. The combination of a deep-sea harbour in Oxelösund, the E4 national road, the railway, and the airport will also make Skavsta unique in Sweden.

Nyköping history

Nyköping was founded in 1187 and it is one of the oldest cities in Sweden. Nyköpingsån (Nyköping river) runs through the city and has historically been of importance as a travelling route through the region and for enabling an early industrialisation. Today it produces electricity and has great recreational value. People have been living in the area since the Bronze Age and rock carvings can be found along the river. During the 11th century runestones were raised to mark the larger settlements. In the Middle Ages, the kings Birger Jarl and Magnus Ladulås built a castle that became the foundation of what is today called Nyköpingshus (Nyköping Castle). During the 16th century, Nyköpingshus and the city reached royal glory as it was rebuilt as a renaissance castle by Duke Karl, later King Karl IX of Sweden. Only small remains of the castle are left after the great city fire of 1665. The city planning that started after the fire, and has continued until the present day, in many ways is a small-scale reflection of the development of Swedish society as a whole. Nyköping is protected as a site of historical and cultural national interest, with its many historical layers from early industrialisation and the early grid street plan to several innovative modern architecture projects from the late 20th century, such as the City Hall.

History of the airport and study site

Skavsta airport has its origin as a military airbase named F11 dating back to 1941. The F11 air force wing was the centre of Swedish air-recognition operations until its decommissioning in 1980. In 1984 the airport was bought by Nyköping and Oxelösund municipalities. Its first commercial airline was Ryanair in 1998, with the route Stockholm Skavsta-London Stansted, which later established its Scandinavian base at Skavsta. In 2004 Wizzair set up operations, flying mainly to eastern Europe.

Skavsta has had several owners since 1998, when 90,1% of the airport was sold (9,9 % remains in the municipality) The airport has been run with a focus on flights, but the municipality has had plans to develop the area since the early '90s, when the first concepts related to the East Link project began to take shape.

Nyköping and the airport area today

Nyköping has a population of 58000 inhabitants and is estimated to continue to grow to 72000 people by 2040 and to 80000 by 2050. The East Link railway project, together with other strategic infrastructure will play an important role in the development of the city and strengthening its position in the region. In 2019 (before the pandemic) the airport had 2,3 million passengers, making it the third largest international airport in Sweden. The airport is designed with a capacity for up to 3 million passengers but has a permit for up to 6 million passengers. Today the area is very calm besides the short times when aeroplanes are taking off or landing, with many run-down buildings that say very little of the development that is to come. Yet almost 1300 people have Skavsta as their study or workplace. The connections to Skavsta are currently by car or by bus from Nyköping's train station. The East Link rail station will offer a more sustainable and easier way of travelling from nearby cities, thereby providing new business opportunities. In March 2022 the airport was bought by Arlandastad Group, a private real estate company with great experience in developing large, undervalued properties, which has given new energy to the area. Arlandastad Group, with the brand "Explore Skavsta", is working to develop the area, together with Nyköping municipality and with the support of Sörmland Region.

The airport and coming developments in the area, with its great location and connections, can become the natural "South gate to Stockholm"



Region around Nyköping. Photo: Björn-Emil Jonsson



Source "F 11 vid Skavsta ca 1957", Sörmland's museum's collections, retrieved 29 november 2022¹



"Skutskepparhusen". Photo: Lars Haydeke



Summer evening's stage. Photo: Gunta Podina



Nyköping harbour. Photo: Gunta Podina

SUSTAINABILITY/NATURAL VALUES

Skavsta Agenda 2030

Spatial planning creates basic conditions for sustainable development. Spatial sustainability means that ecological, social, and economic factors are physically coordinated as a whole through the built environment and that habitats are designed so that the inhabitants have the opportunity of living a sustainable lifestyle. The sustainability aspects in the planning program and Nyköping's comprehensive plan 2040 are based on the global goals in Agenda 2030. From the analysis of conditions in the Skavsta area, four physical aspects have been identified as important for the future process:

- Proximity, through connections to the greater region, as well as to international markets and the local community.
- Innovation, a unique, resilient, and self-sufficient area for a clustering of companies.
- Organic densification and transformation, growth that transforms existing environments and adds new elements in an organic manner (avoiding the impression of constant construction sites).
- Flexibility, growth that is open for unknown future needs.

Self-sufficient area

The area has the ambition of becoming self-sufficient in terms of energy and technical supplies. This includes functions such as energy production and distribution, water supply, wastewater treatment, stormwater management, and waste management.

Social sustainability

A growing city needs a growing labour market where the demand for skills and the supply of labour with different educational backgrounds and experiences can be met.

A growing population also needs housing but due to the noise levels from the airport, permanent housing is not suitable at Skavsta. Skavsta can however provide space for the establishment and growth of new companies. The separation between work and housing requires good travel connections. The travel centre at Skavsta and the East Link rail project are important components so people of all ages and genders can get to Skavsta by public transport, without the need for a car that is often associated both with airports and external business districts. The centre of Nyköping is within cycling distance and likewise, most of Skavsta will be reachable by bicycle.

Skavsta's natural assets

The area surrounding Skavsta has a shifting landscape with forests and large, cultivated fields. The fields are important for a secure and sustainable food supply. Nyköpingsån runs close to Skavsta and connects to the sea and the untouched archipelago. The valley along the river is protected as a national cultural interest. Several bronze-age graves can be found in the southeast area of Skavsta. Outdoor recreation is abundant and the 1000-km-long Sörmlandsleden begins directly at the airport arrivals hall.



Vision picture Skavsta. Produced by TMRW on behalf of Nyköping kommun.



Bird´s-eye view over the F11 area. Photo: WSP on behalf of Nyköping municipality



The southern part of Skavsta Boulevard. Photo: Tobias Osmark

LIVING CITIES

Reimagining architecture by caring for inhabited milieus.

We are facing highly challenging conditions of climate change and social inequalities. This demands other ways of planning and living, in coexistence with nature and other species. We need to change how we think about and imagine the city and architecture, and we need new approaches to create projects within a context of ecological transition. This is what the theme of European 17 will explore.

Ecology is the study of how different species and non-living factors have an impact on an ecosystem and how they interact in nature. Our built environment must provide better conditions for urbanity and nature to coexist in stronger mutual relationships, that is more ecological. European 17 wants to study how our living environment can become regenerative by exploring how social planning and development can be a factor in recreating healthy conditions for all parts of nature and society. To do so, we need radical change towards a comprehensive approach in how we perceive and create space and care for living environments. This entails a radical paradigmatic shift. Sensitivity, responsibility, and creativity are aspects of care and interest in other beings. To care, you have to take the standpoint of the one needing care or attention. The political care ethicist Joan Tronto defines care as “the characteristic activity of the human species which includes all that we do in order to maintain, perpetuate and repair our world so that we can live there as well as possible”. With this as a starting point, European 17 approaches projects, sites and situations with the goal to create a living city for humans, other species and non-living factors in our surroundings.

The care-based approach will lead to a necessary interplay of innovative, dynamic and varied project processes:

- producing an active understanding of what is already in place (biological + socio-anthropological scales), a situational intelligence;
- repairing mistreated territories by taking away environmental loads and creating new, saner conditions;
- engaging in sober urban projects (reduced land consumption) and in architectural projects that are economical in terms of materials, technicality, and energy, that are attentive to resources with regards

to their impact on our planet;

- reinforcing, regenerating or creating qualities of hybridisation between nature and culture;
- linking the scale of the large-scale ecological challenges with the scale of everyday places and shared spaces to simplify and encourage the possibility of people engaging in their environment;
- imagining/creating architecture connecting the present and future to make it adaptable over time (sustainable development);
- tackling projects with a readiness for design and production processes that involve all actors with their diverse and different roles.

The sites present situations where the relationship between nature and culture will be studied to improve and reconnect them to each other. Questions asked are how to strengthen biodiversity in the presence of humans or revitalizing abandoned sites with obsolete uses. How to create new spaces by reuse and recycling and by enhancing areas with green and solidary projects? Some contexts will present mainly natural elements, even if they may have been weakened. Beyond granting special care to the natural areas, the question here will be how to integrate the presence of man in a subtle and non-disruptive way. The repair of nature in built areas most often serves to create landscape connections, a green grid or to reconnect fragmented areas. Here the question in focus will be how the human and other species in the environment may coexist? The present, the past and the future of a site can be linked through ongoing and continuous cycles and rhythms such as the variations of days and nights, seasons, sunrise and sunset, tides and social events. Can the inhabitants be involved in the ecological transition and maintenance of their district? During the pandemic, the potentials and benefits of proximity have become evident. To plan for the 15-minute city where you can walk, cycle or take public transportation to all functions and services needed, is of great value.

Mixing nature and culture, the European 17 sites are located in numerous environments. They have different histories and should in their future development solve different problems. The proposals should present ways to re-imagining architecture and social development by caring for inhabited environments by providing better conditions for urbanity and nature to coexist in stronger and more mutually beneficial relationships. This is the aim of European 17.

LIVING CITIES SKAVSTA

Understanding travelling conditions is an important aspect of the project. Skavsta airport is not a part of the project site, but it has a great influence in the area. The airport and aviation industry are working to rapidly reduce their climate footprint by transitioning to more sustainable fuels. Once the impact of the airport on the environment is reduced, the coexistence with the airport will not have the same meaning that it has today. However, the noise will still need to be considered, which is why permanent housing cannot be planned in the area.

The East Link project will also affect the area. It will mean that the car will not be prioritized in everyday life for the people working, studying, or visiting the area. This enables another coexistence with the natural environment, that must be re-imagined. How can landscape connections be reinforced? How can green structures become an integrated part of the new physical environment, bringing nature into people's everyday life? Can physical structures be planned in coexistence with the natural environment in such a way that a diversity of functions and spaces can be reached within 15 minutes?

The landscape offers a non-cultivated forest land,

with the layered biodiversity that comes with it. Can parts of this landscape remain intact while introducing new development in the area? Can fragmentation be avoided? Open solutions for stormwater are one of the possible uses that could benefit from the coexistence with the landscape. Other uses may be considered. During the planning process that led to Skavsta's structural plan, a rocky hill in the middle of the project site was identified as a valuable landscape resource to integrate into the business district. Instead of blasting away the rocks, the hill is planned to be kept as a park in the new block structure.

Other questions concern the cultivated landscape. There is farmland in the surrounding area, but the site is not traditional agricultural land. Could small-scale food production, perhaps with the use of greenhouses, be considered? Could that be a way of giving people in the area the possibility to engage in the environment? What other ways might there be? Extensive energy production in form of solar panels is foreseen for the fields next to the airport. What kind of energy production could be integrated into the project site?



Bird's-eye view over the airport area. Photo: WSP on behalf of Nyköping municipality Flygplatsområdet.

REFLECTION SITE (MARKED IN RED)

The Skavsta reflection site occupies around 324 ha. Its **northern part** is dominated by the airport with its terminals and related activities such as parking areas, car services, offices and more. South of the terminal building there is a small hotel, a larger building for The Swedish Customs Administration, the border police, and a gas station. There are approximately 40 companies in the business park and around 1400 people work in the area.

The **southern and south-eastern** areas consist of unexploited, partly hilly, natural forest land. There is also a larger area with long-term outdoor parking as well as parking garages. To the east, the reflection site borders the valley of Nyköpingssån, an agricultural landscape protected as a cultural national interest. The **F11 area**, located east of the airport, is a former military area characterized by lots of greenery, avenues, mature trees, beautiful views, some fine older buildings in varying condition, as well as small-scale businesses, a museum, and educational buildings (Nyköping's Vehicle and Transport High School and The Flygteknik Technical Training, one of Sweden's seven aviation technical schools) F11 is a visitor destination due to its historical aviation and

car museums as well as a vantage point for aviation. There are two access roads to Skavsta. Road 627 to the east, is the old access road and 629, placed in the middle of the area, is a newer access road from road 52. With the building of the railway, road 629 will be relocated according to the initial structural plan. A bike lane that connects to Nyköping is being planned along Road 52.

The initial structural plan

The municipality has approved an initial structural plan for the study site. It is a plan on an overarching level (a structure zoning of infrastructure, traffic, buildings, and greenspace) that reflects the impact that the new railway and the ambitious new business area can have on Skavsta. The development of the airport area is a chapter of its own. In the F11 area, some of the existing features will be preserved while new uses and structures will be added. According to the initial structural plan a visitor destination should be placed in the landscape of the southeastern area. While some of the elements are merely illustrated at this stage and are open to new proposals as part of the competition, others are already decided and will be further explained in the coming sections.



Airport terminal building. Photo: Björn-Emil Jonsson



Road to F11's area. Photo: Tobias Osmark

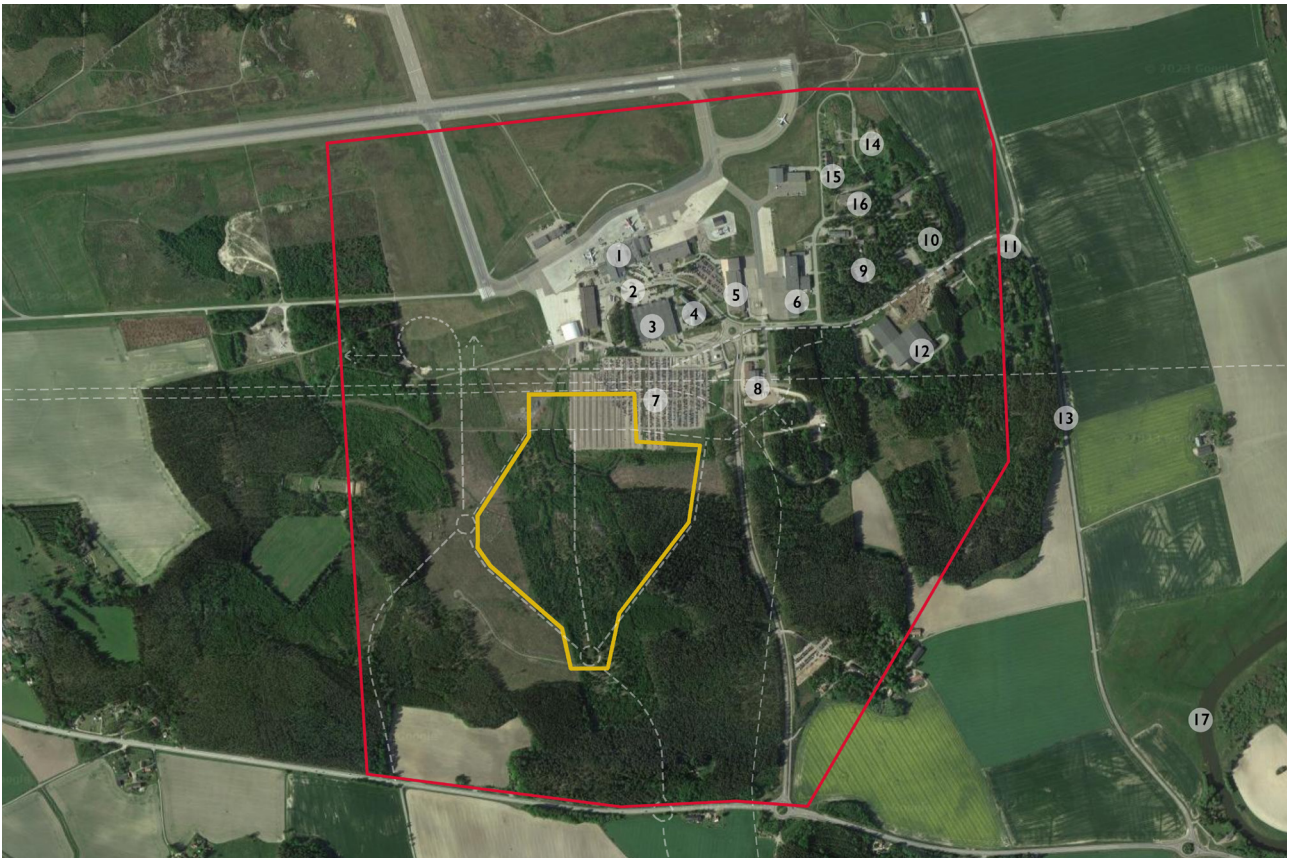


The long-term parking with a view towards the future travel center.

Photo: Tobias Osmark



View over airfield. Photo: Tobias Osmark



1. Terminal, 2. Shuttle busses, 3. Indoor parking and offices, 4. Hotel, 5. Flygteknik technical training, 6. Hangar, 7. Long-term parking to be moved, 8. To be demolished, 9. Office, 10. Alley, 11. Old barn, 12. Indoor parking, 13. Road 627, 14. Association premises, Former officer´s mess, 15. F11 museum, 16. Sports center, 17. Nyköpingsån



Bird´s-eye view over the reflection site and travel center. Photo by WSP on behalf of Nyköping municipality

PROJECT SITE (MARKED IN YELLOW)

The project site has an area of approximately 28 ha. It is owned by Skavsta Explore and Nyköping municipality. Today, a large parking lot covers the northern part of the site, while the rest is a rather flat forest land. In the middle of the area, corresponding with a block of green park in the structural plan, there is a small natural hill.

The project site is characterized by the strategic elements pinpointed in the initial structural plan. Though they are still flexible in their design, it has been decided that they will structure the development and they should be therefore considered as a part of the existing conditions for the competition. They can be sorted into the following themes:

The projected **ground levels** are estimated in the digital model. Most of them can be modified, but the following ground levels and placement of roads are fixed:

- The entrance level of the new **platform building** (1) is +47 m
- The two **roundabouts** (2,3) and the **tunnel under the rail track** (4) are fixed

The **green structure** is an essential planning element for the area. It is identified as an integral part of the public space, the square, the boulevard, the **park block** (the hill) (5), the courtyards, and smaller paths for recreation. Most of these elements are open for reinterpretation as a part of the competition, except the park block in the middle of the boulevard which is considered a fixed condition.

The transportation hub

The area is bound by the planned railway line to

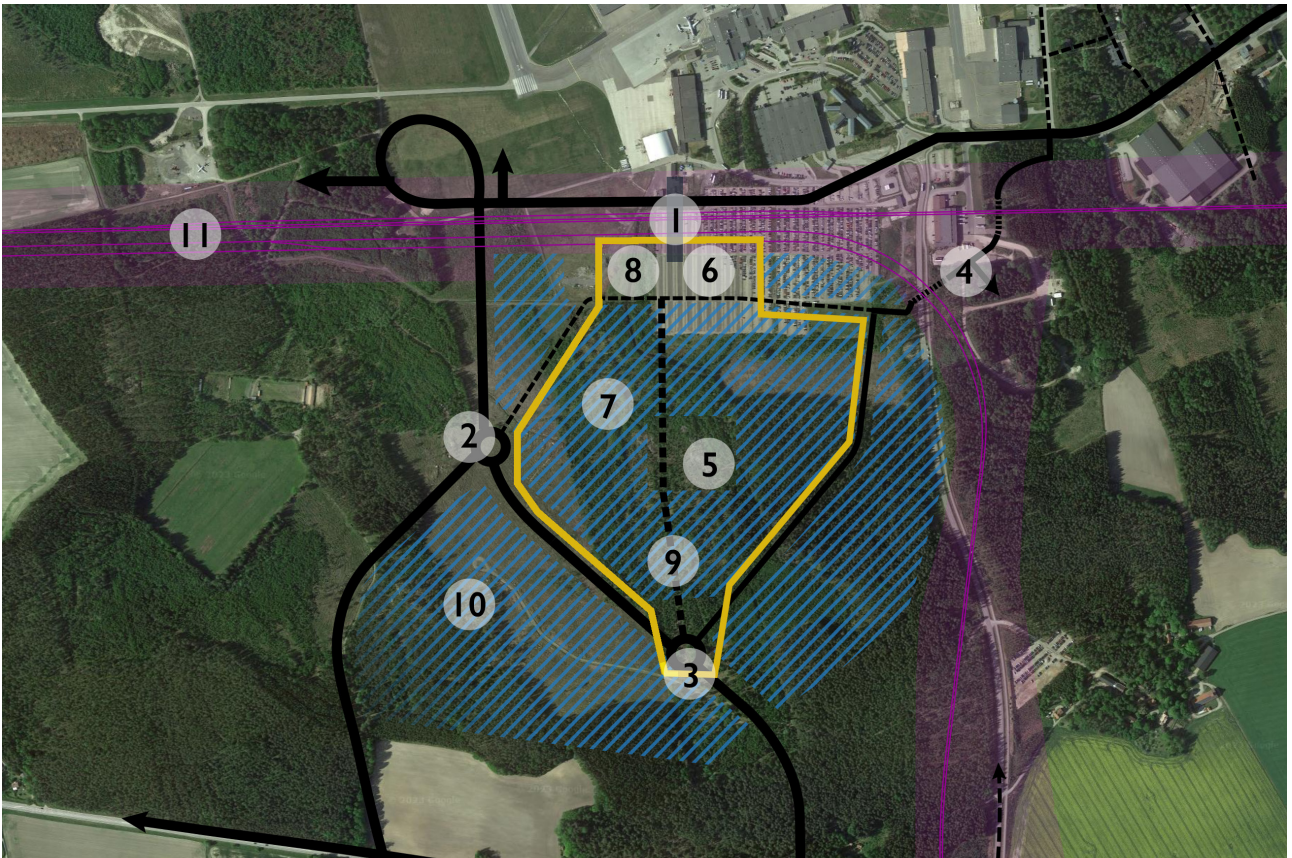
the north. The planned station is designed as a **platform building** (1) that will be placed in front of a planned public square, **Skavsta Square** (6). Given features are the design concept of the station and its entrance level but managing the slopes and the design of the square are part of the competition task. The regulations prescribe a security distance of 30 meters to the planned railway where no buildings for permanent residence/work can be built, but buildings for other uses are possible, as bike parking or likewise. The western side of Skavsta Square is defined by a **bus terminal** (8) with space for ten buses to stop, and canopies to provide shelter for passengers waiting at the bus stops. Other services that are required around the train station are: Taxi service, Kiss & Ride (pick up and drop off), Bike shelter and Kiosks/Snack stands. From the eastern and southern sides of Skavsta Square, the structural plan defines blocks intended for commercial use (restaurants/café and hotels)

The business district

The borders of the **business district** are defined to the north by the travelling node, to the south and the west by the **roundabout** (3) and road 629, and to the east by the main road 3. **Skavsta Boulevard** (9) should be considered Skavsta's main street, heading from the Skavsta destinations in the south to the central public square and the train station. It is intended to be for walking, biking, and public transport as the dominant traffic mode, and serve as secondary smart access to the properties with light transportation service. It is not intended for heavy transport. When it comes to the **business blocks** (7) determining the scale is part of the task, yet the general height of the buildings should be 3 to 6 floors.



Concept proposal for the south entrance of the platform building (Not decided). Illustration: Trafikverket



1. Platform building, 2,3. Roundabouts, 4. Tunnel under the rail track, 5. Park block, 6. Skavsta Square, 7. Business blocks, 8. Bus terminal, 9. Skavsta Boulevard, 10. Logistik, 11. East Link High Speed Rail



View from the central park's hill. Photo: Björn-Emil Jonsson

COMPETITION TASK

The overall purpose of the competition is to establish a structural plan based on an urban and architectural study of the project site. While the proposal should be a **holistic design** for the whole site, the design should also show and **solve in detail the area of Skavsta Square and Skavsta Boulevard, along with its closest surrounding blocks.**

The vision: Innovative Skavsta – and challenges

The vision for the project site is “Innovative Skavsta- a unique, resilient and self-sufficient area for a clustering of companies” Here there are places for working, commuting, travelling, community services and recreation interwoven in an entirely new way, through solutions that encourage creativity and innovation.

When fully developed the area will be a buzzing workplace for more than 10000 people.

One of the biggest challenges is: **How can Skavsta become a lively area throughout the day?** The focus on efficiency, flows, and cost optimization in the design of buildings often results in business areas experienced as dead. Transportation hubs tend to be optimized with similar consequences. Permanent housing is not possible, but other kinds of short or long-term stays could be considered. What other uses could be added to activate the place? How can a transit node and a business district be designed so people want to stay? Even become a visitor destination in and of itself? Can it develop the all-day diversity of a living environment like urban areas in the city?

With focus on these challenges and to forecast a development for the next 20 years, some key factors that will play a crucial role in the development to happen successfully have been identified:

-A carefully modulated **space for commuters/ travellers**, a common and uninterrupted space which can support a smooth everyday travel experience. How can that space meet both the needs of the people commuting and the travellers arriving at the airport? How can such a living environment be created with urban planning and architecture as tools? Which structures bring people closer together? How can the central public square be reinvented for this context?

-The **physical structure for future companies and industries** in the area. How can familiar concepts be challenged to support innovation in a multitude of ways? What does innovation mean for the physical structure? When it comes to energy, the area strives for **self-sufficiency** through large-scale solar energy. It also implies new ways of promoting social and ecological aspects in the living environment. How can a unique, resilient, and self-sufficient structure be reinvented? How can it support the **clustering**

of companies in such a way that new synergies are created between them?

The context of being close and connected to the historical **Nyköping remains crucial for the character of the future Skavsta.** Once the area develops, a large number of visitors to the region will enter through Skavsta. With its new transportation hubs, Skavsta and Nyköping will be connected more strongly, by both bus and train.

Competition brief content

The proposal should be based on the vision and the conditions provided in previous chapters of this program and study, and the main components described below:

-**Skavsta Square.** The proposal should explore the spatial and functional qualities of the public square. How can the components of the transportation hub be interwoven into a whole living environment? How do we find co-use and all-day use of the area as opposed to a large and empty space? How can the views and needs of children be considered in transportation hubs, where the efficiency of transport is often the focus? How can the green structure be integrated into the square?

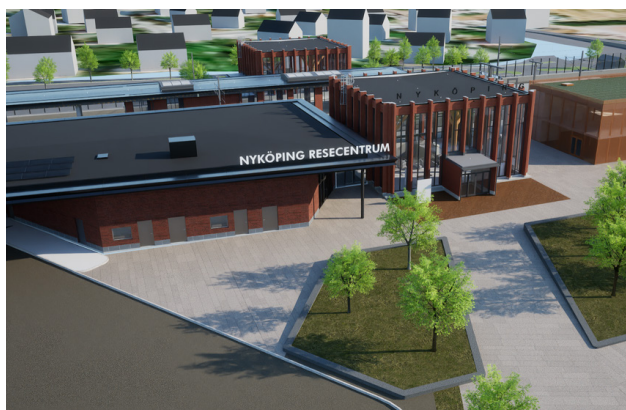
-The **lifestyles and behaviours of working people** and companies should be considered regarding their impact on the physical environment. For example, in relation to the common spaces in their surroundings (restaurants, hotels, art, or recreational spaces) or in relation to the parking solutions in the area. Can urban design promote sustainable behaviours?

-For **Skavsta Boulevard** the proposal should include an innovative masterplan including a section, building structure, ideas for the ground floor, greenery, etc. The functional qualities - as previously described for the project site- are a given condition.

-Design principles for **greenery, recreation, and stormwater management.** What are new ways of integrating these elements in public space?

-For the **block structure** proposal, it is important to invent a central block type (for the northern half of the area) which can be flexible when it comes to the scale of the property so it can accommodate different scales of businesses as well as be flexibly built in different stages. For the peripheral block (in the southern half of the area) it should be possible to integrate logistic/ shipping businesses within the innovative character of the Skavsta vision.

The following presentation techniques could be a relevant way to better illustrate the **parts of the proposal that should be presented in more detail:** ground-level perspectives; illustration of public areas and street sections; design principles; specifications of buildings forms and sectioned plans; façades or axonometric drawings of buildings.



Nyköping travel center in the center of Nyköping



Central park's hill. Photo: Björn-Emil Jonsson



View over the Nyköpingån valley in the eastern part of the Skavsta area. Photo: Tobias Osmark



Bird's-eye view over the project site and travel center. Photo by WSP on behalf of Nyköping municipality

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 “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

European 17 jury

Members of the competition jury:



Fredrik Drotte, SE
 – Chairman of jury
 – Architect and Planner
 – Head of Urban Planning and Innovation at Vincero
 – Stockholm, Sweden



Cecilie Andersson, NO
 – Architect and Ph.D in Architecture
 – Vice Rector and Associate Professor at Bergen School of Architecture
 – Bergen, Norway



Camilla van Deurs, DK
 – Architect and Ph.D in Urban design
 – Chief City Architect of the City of Copenhagen
 – Copenhagen, Denmark



Björn Förstberg, SE
 – Architect
 – Founding architect at Förstberg Ling
 – Winner E15 in Helsingborg, SE
 – Malmö, Sweden

Competition timeline and dates of importance:

27 March – the competition opens. All competition sites are presented. Registration and download of complete competition documents starts.

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

2 May – site visit with site representatives (pre-registration to info@europan.se required).

2 June – last date for competition questions.

16 June – last date for answers to competition questions.

30 July – last day for submitting competition entries.

4 December – competition results and winners are published.



Johan Paju, SE
 – Landscape architect
 – Founder of Paju Arkitektur och Landskap
 – Stockholm, Sweden



Rebecca Rubin, SE
 – Architect and Urban planner
 – Assistant Professor at KTH, Architecture school
 – Head of social sustainability at Sveafastigheter
 – MDA, Mayors Design Advocat, GLA London
 – Stockholm, Sweden



Meike Schalk, SE
 – Architect and Ph.D. in Theoretical and Applied Aesthetics of Landscape Architecture
 – Associate Professor in Urban Design and Urban Theory
 – Docent in Architecture at KTH School of Architecture
 – Stockholm, Sweden

Substitutes:

Moa Andrén, SE
 – Architect
 – Founding architect at AndrénFogelström
 – Winner European 15 in Täby, SE
 – Stockholm, Sweden

Klara Wahlstedt, SE
 – Architect and urban planner
 – Co-founding architect Studio Träda
 – Runner-up European 16 in Västerås, SE
 – Urban planner at Uppsala municipality
 – Stockholm, Sweden

REFERENCES

About the European competition

European Europe. This includes rules for the the competition:

– <https://www.european-europe.eu>

European Sweden:

– <http://european.se>

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

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

Instagram account for European Sweden:

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

About Nyköping Municipality

Nyköping Municipality website:

– <https://nykoping.se>

Visit Nyköping:

<https://nykopingsguiden.se/visit-nykoping/>

Vision for the development of Skavsta

<https://nykoping.se/bo-bygga--miljo/byggprojekt/verksamhetsomrade-skavsta>

Sustainability in Nyköping Municipality:

<https://nykoping.se/bo-bygga--miljo/samhallsutveckling-och-hallbarhet>

Arlandastad group website:

<https://arlandastadgroup.se/en>

Stockholm Skavsta International Airport website:

<https://www.skavsta.se/>

The East Link Project:

The East link line in Nyköping Muicpality:

<https://nykoping.se/bo-bygga--miljo/byggprojekt/ostlanken>

Video:

<https://www.youtube.com/watch?v=uai8Zf98l2c>

Skavsta initial structural plan:

<https://nykoping.se/bo-bygga--miljo/stadsplanering/detaljplanering/detaljplaner-under-arbete-i-centrallorten/planprogram-skavsta>

https://nykoping.se/contentassets/f53da-856689b4046ab52e7e80e1572e7/2022-06-20_plan-program-skavsta-v2.pdf

Footnotes

1. <https://sokisamlingar.sormlandsmuseum.se/objects/c24-366647/>

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/a9a584aa0e564c8998d079d752f6b76d/konsoliderad_bbr_2011-6.pdf

BBR in English:

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

Swedish - English Glossary

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

PUBLIC PROCUREMENT

Public tendering – Swedish sites

European 17 is a design contest with the purpose of negotiating a subsequent service contract. We will further inform the Swedish contracting authorities in the document "Europeanhandboken".

A registered company is not required to compete, but it is required for a subsequent commission from the site owner.

Legal Provisions for Foreign Architects

In Sweden the title "architect" is not protected, nor is the profession. Anyone can apply for a building permit. There are no legal restrictions to foreign architects exercising their profession in Sweden or having their projects implemented. It is however common that foreign architects in this situation for practical reasons collaborate with a Swedish architect.

In European, the competition rules stipulate that each team must include an architect. As architect counts all persons with a five-year architectural degree (master's degree). For the Swedish sites, we will approve everyone with a European degree that is accepted for a professional title by Architects Sweden (in Swedish "Sveriges Arkitekter", the national architects' organization). If your degree is not from a European country, you have additionally to be a member of a national European architects' organization affiliated with ACE or UIA.

For more information please see <http://european.se/faq/>

About European

■ WANT TO KNOW MORE?

Visit our website:
www.europan.se

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EUROPAN SWEDEN



**The Swedish European Secretariat is
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Carolina Wikström and Frida Öster
through Asante Architecture & Design.
Europan 17 is under the auspices of
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