
EUROPAN 17 PITEÅ

LIVING CITIES – COMPETITION BRIEF

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



Europan SE

"A new district that should bridge existing barriers between the city and the shoreline at the same time as the new railway North Bothnia Line is being built."



PITEÅ



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EUROPAN 17
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www.europan.se

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GENERAL INFORMATION

Site Representatives

Florian Steiner
City Architect
Municipality of Piteå

Johan Folkesson
Chief architect
Swedish Transport Administration

Actor involved

Municipality of Piteå
Swedish Transport Administration

“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!



Photo: Hansi Gelter - Guide Natura

INTRODUCTION

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

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

PITEÅ

Piteå is a coastal town in Northern Sweden. Due to the region's leading position in the green industrial transition, the city experiences strong and rapid growth, which requires new housing and infrastructure. The planned railway North Bothnia Line aims to connect the region's coastal towns.

The areas west and south of Piteå's city centre are characterised by open spaces that lack urban qualities. The land here is still rising, due to postglacial rebound, which increases the distance between the city and the coastline. This distance, together with the track from a freight railway and a heavily trafficked road, forms a large barrier that cuts off the city from the park, water, and shoreline. The corridor for the future railway track passes through this area.

The competition proposals should present a well elaborated urban design concept, where barrier effects are reduced, Piteå city centre is expanded, green areas are developed, and a sustainable transportation hub is designed and strategically positioned to enable the above. The proposals must take into account the special conditions that the northern latitudes entail in terms of daylight and snow management.



Piteå kommun



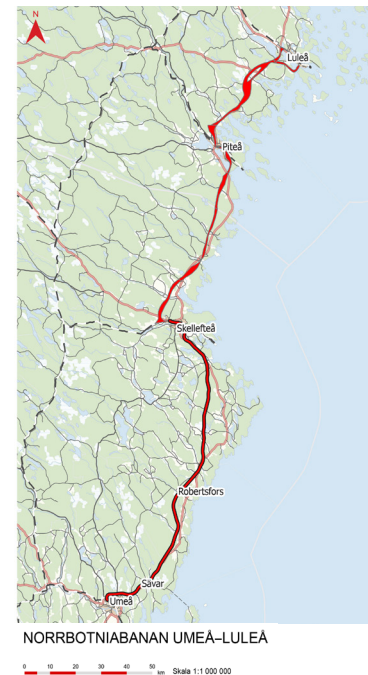
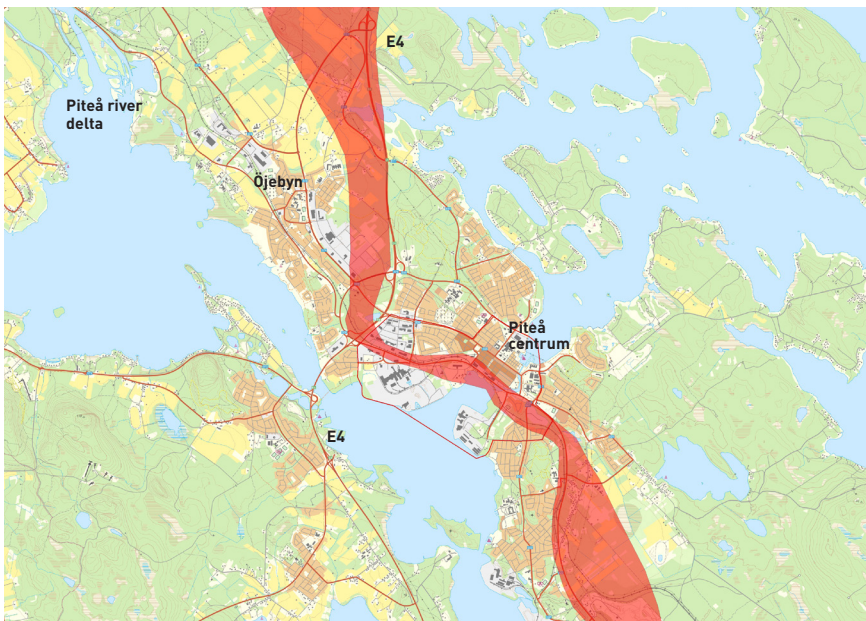
TRAFIKVERKET



**Co-funded by
the European Union**

Competition brief

Piteå



URBAN CONTEXT

Regional description

Norrbottnen is Sweden's northernmost county, partly located in the Arctic Circle and bordered by Norway and Finland. As Sweden's largest county by area, with about 250 000 inhabitants, the region is sparsely populated. Less than two inhabitants per square kilometre live in Norrbotten. Along the coast the population density is significantly higher. The European route E4, which is a central road through Sweden, connects the coastal cities. The coastal North Bothnia cities are currently not connected by train. The region has five airports, of which Luleå Airport in Luleå municipality is Northern Sweden's busiest.

Norrbottnen has a subarctic climate with cold, dark and snowy winters in contrast to warm and bright summers. The sea is of great importance to both tourists and locals. Norrbotten's coast is one of Sweden's most sunny areas in the summer. Pite Havsbad is one of northern Europe's largest tourist destinations. During the winter months the sea freezes and opens up for various winter activities on ice such as ice skating and skiing.

Initially, the Sami people and various Finnish-speaking ethnic groups populated the region. In the Middle Ages, the area was colonised by Swedish peasants and became Swedish territory. Today the Sami people are a national minority and have gained the status of indigenous people. The landscape is characterised by woodland and several rivers that flow from the mountains on the Norwegian border to the Gulf of Bothnia. Mining, forestry, the wood industry, and energy production through hydropower have been the dominant industries in the county. Reindeer herding is still important.

In recent years, Norrland (the north of Sweden), including the Norrbotten region, has taken a leading role in Europe when it comes to the transition to green and fossil-free technology. This has positive effects for the region in the form of economic and population growth, which in turn requires an expansion of housing and infrastructure. In Piteå municipality, Europe's largest wind farm, Markbygden, is being built. The planned construction of the North Bothnia Line, a 270 kilometre coastal railway between Umeå and Luleå, is an important investment to connect the coastal cities along the Gulf of Bothnia.

Description of the city

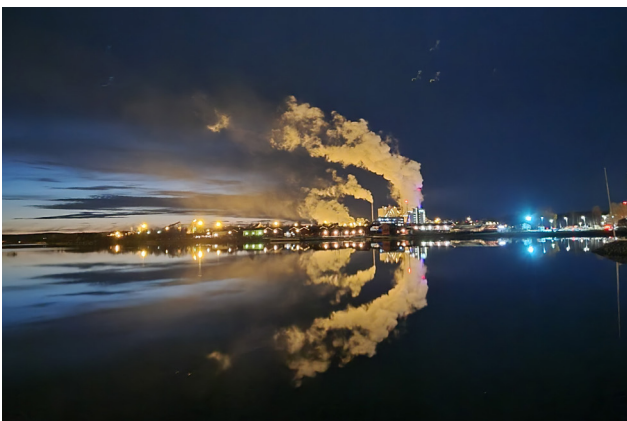
Piteå is located on the coast of the Gulf of Bothnia about 900 km north of Stockholm and 100 km south of the Arctic Circle. There are about 42 400 people living in the municipality, of which about 23 000 live in the conurbation of Piteå. Piteå is Norrbotten's second largest urban area after the region's capital Luleå. Piteå municipality aims to grow to 50 000 inhabitants by 2040. Piteå is part of the largest labour market region north of the Stockholm region and consists of five municipalities where people can commute within reasonable distances. Commuting takes place both in and out of Piteå largely on the E4 by car or by bus. With the North Bothnia Line through Piteå, commuting by train is expected to be a natural choice as it is a faster, safer, and more environmentally friendly alternative.

Piteå has traditionally been an industrial city characterised by the wood industry. Logs were rafted on the Pite River from inland to the sawmills on the coast. The woodworking industry still characterises the city today as it lies close to the centre. Industrial areas and the associated transport system are a limiting factor for natural urban development as they are large scale elements that create barriers that separate different areas. Future urban development projects need to take on this challenge. Piteå is a modern trade and conference city with universities with several research institutions. Culture plays an important role in the municipality. Music and dance maintain a high profile and have a natural scene in a new concert hall. Elite programs in biathlon and cross-country skiing have started, with world-class athletes as a result.

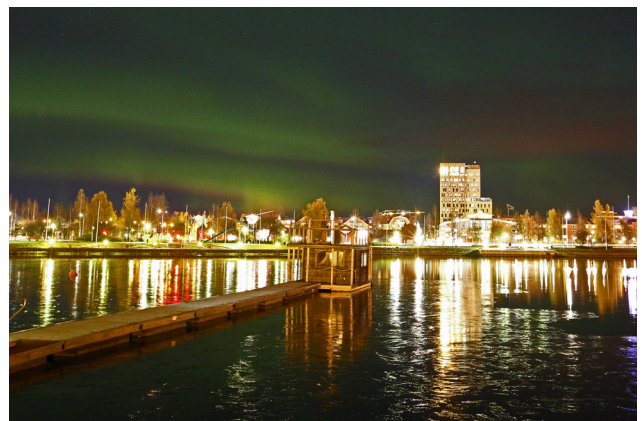
Due to the postglacial rebound the ground in Northern Sweden is rising about 10 millimetres per year. This geological process is still ongoing since the last ice age. As a result, the coastline is constantly changing. This phenomenon has left its mark on Piteå's history. The location of the city

of Piteå today, is its third location in its history. An initial settlement at the Pite River delta was one of the first central trading places in the 14th century in Norrbotten, which had a significant role in the colonisation and Christianisation of the region. When the port became unusable, the town was moved in the early 15th century to nearby Öjebyn, back then an island. It became the district's parish centre and trading post with a port. In 1621 city privileges were granted by the king. The new city was destroyed more than 40 years later by a fire. Since the port was becoming too shallow again, it was moved to its present location. During the first half of the 19th century, Piteå was the capital of Norrbotten. Like many other cities in northern Sweden, Piteå consisted originally of small-scale wooden houses and has been ravaged by fires throughout history. Some of the old wooden buildings remain, for example around Rådhusorget (The Town Hall Square) and the adjacent Storgatan. During the 20th century, especially after 1950, a transformation took place and larger scale buildings were built. Brick and concrete became dominant building materials. In the 2010s several high-rise solitary buildings made their entrance.

The Swedish Transport Administration has been commissioned by the government to plan the construction of the North Bothnia Line. The railway corridor for the future track passes centrally through Piteå, between the centre and Sörfjärden's (South Bay's) shoreline. Neither the transportation hub nor the railway's final position have been determined. The joint participation in European 17 will provide valuable input for the railway plan as well as for the municipality's future urban planning. For Piteå municipality, the North Bothnia Line is a great opportunity to achieve positive urban development, and to take the opportunity to remedy the urban deficiencies that currently prevail in the immediate vicinity of the historic centre. The Swedish Transportation Administration will begin the final plans for the North Bothnia Line in Piteå in 2024.



The paper mill by the bay. Photo: Frida Åkerström



Aurora borealis over the city. Photo: Hansi Gelter – Guide Natura



Piteå city centre, with part of the project site in the foreground. Photo: Maria Fäldt



Piteå by night. Photo: Jens Wennerberg

SUSTAINABILITY/NATURAL VALUES

The vision is that the North Bothnia Line will add values to the city and improve the city's growth potential. Piteå municipality offers a safe and thriving environment. Environments should be designed for people's different needs and conditions. This way, planning contributes to an inclusive society where everyone can live and work on equal terms. Culture is considered a driving force for democracy, growth, and social development, which is particularly important to take care of in times of fast growth. Piteå centre should, according to the development plan, have a mix of housing, commerce, services and businesses. Building areas and important destinations should be linked together through new buildings and green structures with walking and cycling paths protected from other traffic. The expansion of the city centre should be based on the grid plan's qualities, consisting of city blocks with a small-scale character and attractive streets. The consideration of the northern climate and light conditions are seen as important parameters and should guide the design of urban living environments.

Proximity and accessibility to good-quality nature and green areas are a prerequisite for being able to develop as an attractive, sustainable, and social city. Special focus is on the entrances to the city and on the shores, which will be given a more prominent role for use all year round. In the densely populated city centre, land

use will be more efficient, which among other things, means creating green courtyards instead of paved parking areas. An important prerequisite for the future development of Piteå is good communications and sustainable travel. Besides the already established habit of cycling (even in the winter), the new railway is of great importance.

The new railway increases commuting possibilities and contributes to greater accessibility to education, healthcare, trade fairs, culture, and sports events. A centrally located transportation hub in Piteå near housing, workplaces, schools, care, and other important destinations, creates good conditions for developing sustainable travel patterns and a sustainable society.

The construction of the North Bothnia Line means that the Swedish Transport Administration together with Piteå municipality can take a comprehensive approach to the existing infrastructure. The road 506, Timmerleden (Timber Trail), and the railway will be upgraded to a higher safety standard of safe traffic solutions. All passages across the railway line will be on separate plans, i.e. with passages above or below the railway. Rebuilding the Timmerleden and connecting roads, footpaths, and cycleways means that today's barrier effects will be reduced and important destinations in the city will become more accessible.



Södra Hamn at daytime in midwinter.



Ice skating at Nördfjärden. Photo: Pite Outdoor



Västra Kajen. Photo: Maria Fäldt

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 PITEÅ MUNICIPALITY

Promoting walkable spaces, community spaces, and green spaces is important for cities, but is insufficient for a living city. Adding biodiversity and ecosystems is important for the wellbeing of both humans and nature. Both in nature and in built areas, barriers tend to divide ecosystems and block potential overlapping structures. How can the barriers between Piteå city centre and the recreational area by the water be bridged, while adding a new railway?

The future railway corridor passes through central Piteå where the geography forces buildings, central transport routes, and green areas to coexist in a small area. Some of the local population are concerned that a new railway track will create a new barrier. This concern might be justified if the planning and construction takes place without a necessary change in the immediate area. Good planning, on the other hand, will lead to more attractive and sustainable living environments. The areas adjacent to the city centre lack urban qualities. These need to be cared for and repaired. Some areas, such as the railway yard and the area behind the camping grounds are contaminated by previous operations and need to be cleaned up.

The main goal is to increase high-quality urban spaces and provide meeting places for all ages. Sustainable choices in everyday life should be facilitated by adding connections between areas and functions that are currently separated by the road Timmerleden, the railway yard, and the old railway. Increasing the presence of the surrounding nature in the city with new green areas, facilitated accessibility, and sight lines, is valuable. At the same time the access from the city to the water and its surrounding green areas must be improved and facilitated. This sets the conditions for urbanity and nature to coexist within the project site. Planning and constructing the railway through Piteå should implicate new life and an improvement of the area.

Special focus should be on the children's perspective. Environments must be safe, easily oriented, and inspiring. Physical and visual contact with nature is elementary for the latter. Much of it is about preserving and refining existing green areas and improving access to them. Access to the water and the activities and recreational opportunities they can offer are essential for the population. It is important to provide green spaces within the existing city as well as in the new quarters.



Part of the area between the city and the shoreline. The photo is taken at noon a couple of days before midwinter.

REFLECTION SITE (MARKED IN RED)

Site description

The reflection site includes central Piteå and the adjacent districts surrounding Sörfjärden, which is part of the bay that connects the Pite River to the open sea, and Nördfjärden which is the pendant on the north side. About 7 000 people live in the area which employs about 5 000 people.

The city centre is on the former island Haggholmen, and its central part is today on a ridge between the two bays with the shopping street Storgatan following the ridge. Storgatan is Sweden's first established pedestrian street, and together with the intersecting Uddmansgatan, it forms the city's largest shopping area with commerce, cafes, and restaurants. The land closest to the city centre was filled up when the port was moved due to the postglacial rebound. This made room for an area that later came to be developed with two larger grocery stores with associated large parking areas, and closer along the water the route Timmerleden. Both the grocery stores and their parking areas as well as the road and existing railway break off in scale and form from the city's grid structure and create both visual and physical barriers between the city and the water.

The city centre is Piteå's most popular housing location due to the proximity to commerce and service. Compared to other cities of comparable size, Piteå has managed to maintain a vital commerce centre. Success factors are not only Storgatan's special charm but also the two large grocery stores. In addition to retail, there is also a growing number of offices as well as hotels and conference venues. The city centre contains several of Piteå's most valuable cultural heritage environments

representing the historic wooden town of Piteå. These are in particular Rådhusorget (the town hall square), the preserved wooden houses at Norrmalm, and the old city church north of the city centre. There, close to Nördfjärden, you will find the school's sports halls, the city's fairgrounds, and the popular Norrstrand area offering a marina and several recreational activities. It's the central place for Piteå Summer Games, which is one of Scandinavia's largest international youth football tournaments. Every winter Nördfjärden becomes a popular ice arena, open for everyone.

The city centre is surrounded by several parks in areas that were previously under water. East of the city centre there is a canal that connects Sörfjärden with Nördfjärden, which is a reminder that Piteå was once a city on an island.

On the other side of the canal lies the hospital, the city administration building, and the upper secondary school, which are all important nodes for commuting. Adjacent to these, there are residential areas. Next to Sörfjärden, the urban structure is fragmented. Wasteland and smaller forest sections between industrial and business areas, crossed by traffic routes and railway tracks, mean that the area lacks urban qualities. The industries and businesses are also important nodes for commuting. North of the railway yard is the Backen area, which consists of a residential area and the municipality's largest external commerce centre.

The municipality's vision is to expand the city centre. Commerce, and especially the service sector, needs to be strengthened in central Piteå.



The heated pavement makes Storgatan snowless. Photo: Maria Fältdt



Rådhusorget in winter. Photo: Maria Fältdt



Purple zone marks the railway corridor. 3. Railway yard, 5. Bus station, 9. Västra Kajen, 14. Sörfjärden, 19. Nördfjärden, 20. City Park, 21. Saw mill, 22. Klubbgården, 23. Industrial area, 24. Strömsborg, 25. Strömnäs, 26. Hospital, 27. Upper Secondary School, 28. Town Hall, 29. Marina, 30. Rådhusorget, 31. Storgatan, 32. City centre, 33. Parish City church, 34. School, 35. City Library, 36. Fair ground, 37. Sports hall, 38. Norrstrand, 39. Sports ground, 40. Football stadium, 41. University, 42. Backen, 43. Timmerleden, 44. Paper mill, 45. Industrial park, 46. Backen, 47. E4, 48. Norrmalm, 49. Lövholmen



Aronsgatan, view towards Sörfjärden.



Storgatan in Piteå is Sweden's first pedestrian street.

PROJECT SITE (MARKED IN YELLOW)

Site description

The project area is located south and west of the city centre. Large parts are located within the North Bothnia Line's future corridor, which passes through central Piteå, between the centre and the water. Due to its location on the waterfront and its orientation towards the south, the area has a high potential for being an attractive living environment. However, today the situation is different. The area to the west is dominated by a lack of urban qualities. Extensive areas with a high proportion of wasteland characterise the area closest to the paper mill. The buildings are detached and of various typologies. Warehouse buildings are mixed with single office buildings. Here lies the fire station, the police station, and the city bus station – functions that may need to be moved when the North Bothnia Line is built. The factories are a visible feature of the cityscape, raising their high volumes next to the water. The bay where the Pite river meets the sea is surrounded by recreational green areas, a marina, a boat museum, and the camping Västra Kajen, which is a nice environment with views over Sörfjärden and the city centre. Following the shoreline from the marina towards the centre, you come to the park Södra Hamn (South Port). It is a well-visited green area that is sunny and offers nice views of the water. Unfortunately, both the park and Västra Kajen are cut off from the city centre by the dominating transport route and by the old railway track for freight traffic. Timmerleden is a busy road with both passenger traffic and heavier transport, partly from the port and partly from the nearby factories.

The city centre ends abruptly at Västergatan, where the dense urban structure meets the railway yard and its open spaces. Storgatan, which is generally a lively pedestrian street, lacks the urban conditions that are required to be attractive for commerce, in

its stretch toward the railway yard. The situation was different until the 1980s when Storgatan had contact with the railway station, which was demolished when passenger services were discontinued. The railway yard is currently used exclusively for freight traffic. The railway track running diagonally across Västergatan's intersection with Timmerleden, is Sweden's longest level crossing. When freight trains cross this central transport route, long queues are produced.

Today, pedestrians and cyclists cross both the railway track and the road at the same level in a few crossings, regulated by traffic lights. When the North Bothnia Line is built, all new passages of the railway will be made level-separated, and no passages will be allowed at the same level as the railway tracks.

The aim is to reduce barrier effects and free up space to create new attractive areas for housing, offices, and public functions adjacent to the water and a future transportation hub. The goal is to build up to 1000 apartments in the area.

Swedish legislation prohibits new buildings closer than 100 meters from the shoreline¹. However, there is the possibility of exemption if there are special reasons. For example, shoreline protection can be lifted if the area has already been developed or if it is needed for a large public interest, such as a railway. Facilitating public access to the shoreline in the proposal is nevertheless important, even if done by adding buildings for that purpose. Housing and non-recreational operations can not be planned in shoreline protected areas.

¹. Miljöbalk (1998:808) Svensk författningssamling 1998:1998:808 t.o.m. SFS 2022:1272 - Riksdagen



Södra Hamn



The railway yard.



Purple zone marks the railway corridor. 1. Fire station and Police station, 2. Locomotive shed, 3. Railway yard, 4. Future stormwater reservoir, 5. Bus station, 6. Västergatan [street], 7. Grocery store, 8. Uddmångsgatan, 9. Västra Kajen, 10. Municipal storage, 11. Marina, 12. Camping, 13. Boat museum, 14. Sörfjärden, 15. Timmerleden, 16. Grocery store, 17. Park Södra Hamn, 18. Existing railway.



The project site towards the paper mill and Pite river. Photo: Sara Holm

COMPETITION TASK

The competition proposals should present a well elaborated urban design concept, including proposals for the location and design of a transportation hub and how it is connected to the existing and expanded city centre. The proposals must take into account the special conditions that the northern latitudes entail in terms of daylight and snow management. It is important to consider attractive solutions that work in all seasons.

Expand Piteå centre

Piteå municipality wants to develop the city centre westwards to the existing railway yard. This will become an attractive area where housing, commerce, and businesses are mixed. This presupposes a relocation of the existing railway yard. The city centre may also grow closer to the shore at Sörfjärden. This densification can take place where there are large commerce buildings with adjacent parking spaces today. According to the comprehensive plan, urban planning will be based on a grid pattern that characterises Piteå's historic centre. However, this can be interpreted more freely, given the fact that it is outside the historic centre. The development of the area at Västra Kajen is also included in the competition task. The area contains surface parking lots, municipal storage buildings, and garages as well as the rescue services and police station. The latter will be moved when the North Bothnia Line is built. Due to the area's proximity to the paper mill, it is not suitable for housing, but can be used for culture, sports, offices etc. At the railway yard the old locomotive depot needs to be preserved. The railway yard and its surroundings are one of the lowest points in the city, which can lead to flooding in the event of heavy downpours. The municipality will build a stormwater reservoir that is designed as a park, with a dry stream bed (see Appendix).

Remove barriers between central Piteå and the shore area Sörfjärden

It is important to strengthen the city's connection and contact with the water and to bridge existing barriers such as Timmerleden and the future barrier that the North Bothnia Line might create. The view from the centre over the shoreline and the water is an important quality to consider. It must be possible for pedestrians and cyclists to easily reach the transportation hub and move between the city centre, Södra Hamn, and Västra Kajen.

Develop the green area/recreation area at Sörfjärden

Piteå's city centre is densely built and largely covered by hard surfaces. The residents of the city centre lack access to green spaces. The green peripheral ring of parks is of great importance as social meeting places, areas for activities, play, exercise, and relaxation all year round. The proposals should present how Södra Hamn can be preserved and developed as a green oasis and social meeting place.

A welcoming, traffic-safe and sustainable transportation hub

The future transportation hub, consisting of a railway and bus station, will promote travel by public transport by linking different modes of transportation. The proposals should suggest a location for the transportation hub, where the railway station is within the corridor of the North Bothnia Line. The location should be based on the information from the Swedish Transport Administration in the Appendix. Proposals should include platform type (middle or side platform), and connections between the platforms, as well as passages that strengthen the connection between central Piteå and Sörfjärden.

It is important to consider a location that enables contact with the expanded city centre to strengthen its attractiveness. To create a sustainable, traffic-safe and welcoming transportation hub, its surroundings must be used in the best possible way. The proposal is based on moving the existing bus station and co-locating it with the future transportation hub. The proposals should propose which traffic infrastructure is needed to safely and functionally reach Piteå's future transportation hub, with particular focus on creating strong connections to central Piteå and other important destinations. In addition to the station building itself, the proposals should show the locations of various functions that can be linked to the transportation hub: bicycle parking, car parking, bus cargo transports, and bus terminal.

The proposal should study what functions and activities should exist within the transportation hub and its immediate surrounding, so that the travellers may easily reach services on their way to and from the station.

Other terms and conditions

- Existing industries must not be moved. The logistics functions for them must not be impaired.
- The old locomotive shed in the railway yard area shall be preserved.
- The planned stormwater reservoir shall be taken into account.
- A new location for the railway yard does not need to be studied and suggested.
- The marina at Västra Kajen must be preserved.
- The shoreline may be changed.
- A prerequisite is that the municipal storage buildings, garages, the rescue service, and police station are all moved to another area.
- An image showing the station with a train in relation to the city and the water is required.
- Technical conditions for the tracks: 3 tracks through Piteå, of which one track is for 750 meter long trains. There are 2 possible options for passenger interchange platforms. Regardless of the option, the location requires a straight track with a platform length of 455 meters. See more technical information in Appendix.



Part of the project site.



The bay and the barrier zone.

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.

26 May – site visit with site representatives (pre-registration to info@european.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 Piteå Municipality

Piteå municipality's comprehensive plan, 2030:

<https://www.pitea.se/invanare/Boende-miljo/Planer-och-fysisk-planering/oversiktsplanering/oversiktsplan-2030/>

Piteå municipality's guidelines for buildings:

<https://www.pitea.se/BOKHYLLAN/Styrande%20dokument/5.RIKTLINJER/Riktlinjer%20för%20bebyggelse%20Piteå%20centrum.pdf>

About Swedish Transport Administration and the North Bothnia Line

Handbook for planning stations:

<http://trafikverket.diva-portal.org/smash/record.jsf?pid=diva2%3A1364009&dsid=-6418>

About the North Bothnia Line:

<https://www.trafikverket.se/vara-projekt/projekt-som-stracker-sig-over-flera-lan/norrbotniabanan/>

The Railway Report, North Bothnia Line

<https://bransch.trafikverket.se/norrbotniabanan/jvutredningar/w>

Trafikverket's Swedish Glossary:

<https://bransch.trafikverket.se/contentassets/5dca3d8e26ad4877b6c00afaf8c99775/01-termer-2022-06-01.pdf>

Relevant laws and regulations

Safety distance from dangerous goods:

[Riktlinjer farligt gods i Norr- och Västerbottens län \(lansstyrelsen.se\)](http://lansstyrelsen.se)

Process to approve a railway facility:

<https://bransch.trafikverket.se/for-dig-i-branschen/teknik/anlaggningsteknik/godkannandeprocess-jarnvag/>

Trafikverket's infrastructure regulations:

<https://bransch.trafikverket.se/tjanster/publikationer-och-styrande-dokument/trafikverkets-styrande-dokument/information-och-hjlp-om-trafikverkets-infrastrukturregelverk/>

Recommendations and requirements for the design of roads and streets:

<https://bransch.trafikverket.se/for-dig-i-branschen/vag/Utformning-av-vagar-och-gator/vagar-och-gators-utformning-vgu/>

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

CONTACT INFORMATION:



E-mail: info@europan.se

EUROPAN SWEDEN



**The Swedish European Secretariat is
run by:**

Carolina Wikström and Frida Öster
through Asante Architecture & Design.
Europan 17 is under the auspices of
Architects Sweden.

asante
ARCHITECTURE & DESIGN

Architects Sweden

APPENDIX

A generally lower solstice means increased shadow formation. The large amounts of snow in winter demands specific logistics. A snow storage area is needed on or near the property before the snow is

transported to a snow dump. Planning for light is an important issue considering the lighting conditions in the northern latitudes.



Drawing of the planned stormwater reservoir, designed as a park, with a dry stream bed.

Description of the area and planned new railway.

The North Bothnia Line's corridor is shown on page 13 in the brief. The purple zone marks the railway corridor. Also see attached SHAPE file in the complete site file folder. The corridor marks the area where the new railway will be built.

Through the central parts of Piteå, the railway will consist of three tracks: the main track, an alternative main track, and a sidetrack.

Existing industrial tracks from Smurfit Kappa and Backen's industrial tracks in the west are to be connected to the new railway and will therefore be determining parameters for the new track in both plan and profile to ensure a functioning freight solution.

This means that the North Bothnia Line should be

on the same level as the existing freight tracks, so that junctions are made possible.

Timmerleden should cross the North Bothnia Line level-separated on a bridge. On its passage along Timmerleden, the North Bothnia Line should be on the same level as the road as much as possible.

The SHAPE file in the complete site file folder shows a suggested position for the railway, from the Railway Report JU 140. This suggested position is not the final proposal, but can give an indication of a possible location.

A future railway station needs to include 455 meter long platforms, with switchgears located on straight tracks. For more details see drawing NBB-Piteå C, Principles for middle and side platforms. Dated 2023-01-12



Key parameters

Geometry:

Main track

Minimum permitted radius of 760 meters with a maximum slope of 10 ‰

At stations with passenger embarkation a maximum slope of 5 ‰ is allowed

At maintenance locations a maximum slope of 2 ‰ is allowed.

Alternative main track

Minimum permitted radius of 760 meters with a maximum slope of 10 ‰

At stations with passenger embarkation a maximum slope of 5 ‰ is allowed

At maintenance locations a maximum slope of 2 ‰ is allowed.

Side tracks

Minimum permitted radius of 300 meters.

At station with passenger embarkation, a maximum slope of 5 ‰ is allowed

At maintenance locations a maximum slope of 2 ‰ is allowed.

Industrial tracks

Minimum permitted radius of 200 meters.

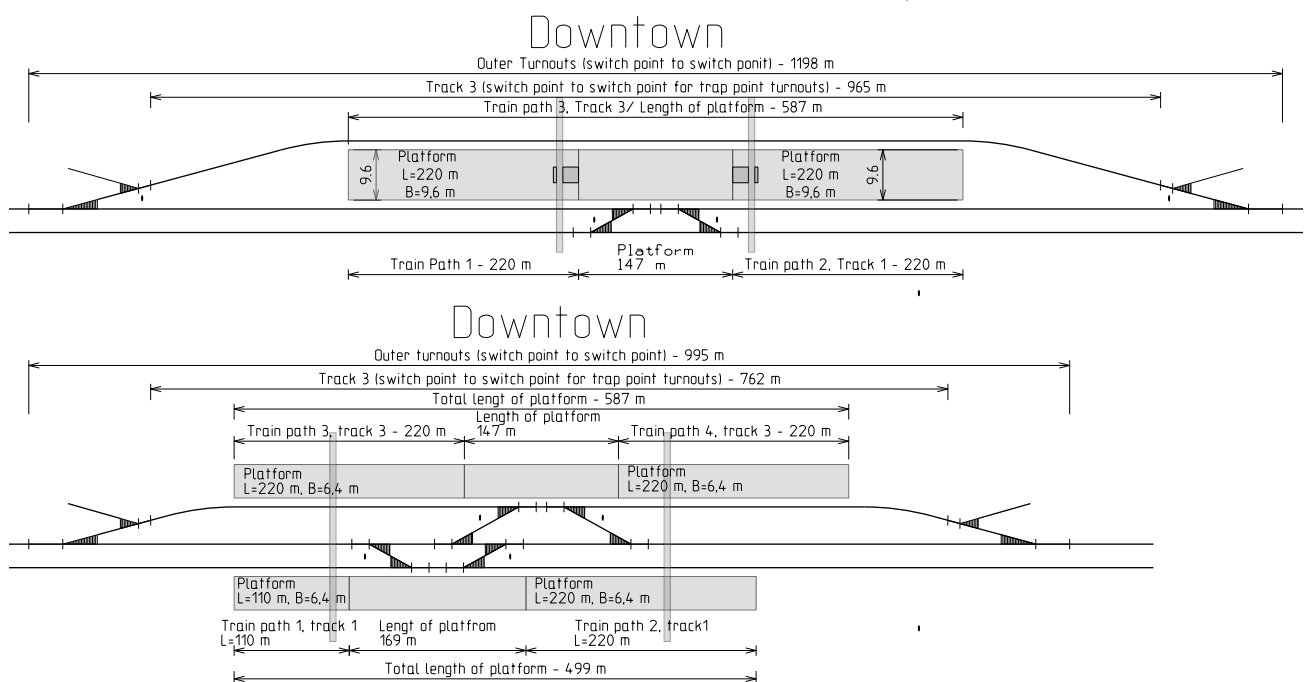
Minimum height

The minimum height over the railway for any construction is 6.7 meters.

General measure of safety distance from tracks

When planning for buildings or other land uses adjacent to a transport route with dangerous goods, a safety distance to the route should be applied. The safety distance depends on how susceptible to danger the planned activity or function is.

For more information, see "Guidelines for physical planning. Safety distance to transport routes for dangerous goods in Norrbotten and Västerbotten counties": https://catalog.lansstyrelsen.se/store/31/resource/DBD_2019_2

Requirements for tracks and platforms

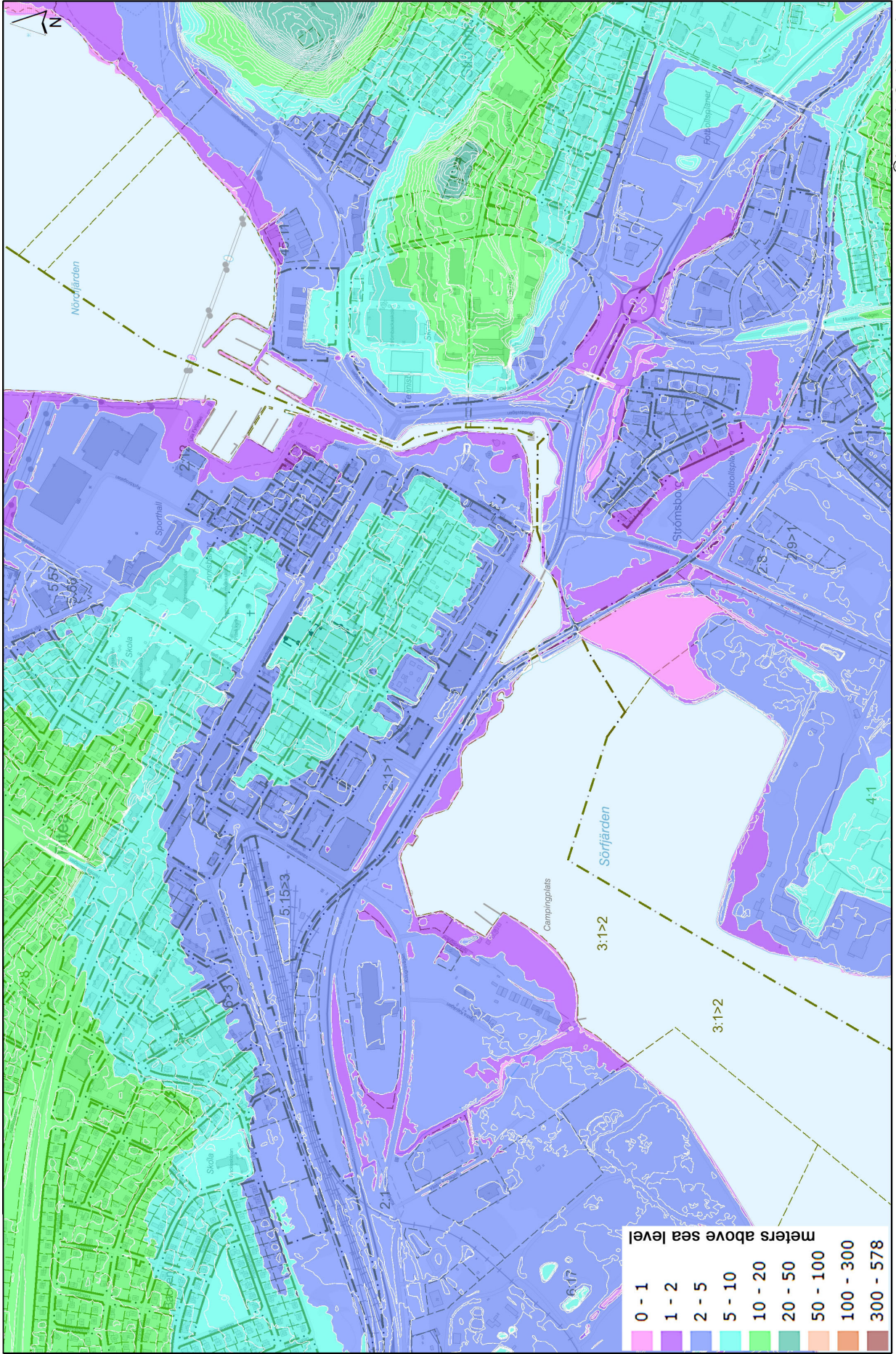
NBB - PITEA C
 SCHEMATIC DRAFT FOR MID AND SIDE PLATFORM
 FH 2023-02-21

Denna ritning är Banverkets egendom. Allt obehörigt
 begärande av ritningen beivras enligt lag.
 BANVERKET

Ground elevation



Utskrift: 2023-02-17



Color	Elevation Range (meters above sea level)
Dark Blue	0 - 1
Blue	1 - 2
Light Blue	2 - 5
Cyan	5 - 10
Green	10 - 20
Light Green	20 - 50
Yellow-Green	50 - 100
Yellow	100 - 300
Orange	300 - 578

© Lantmäteriet, Geodatasamverkan

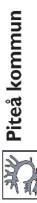
Text



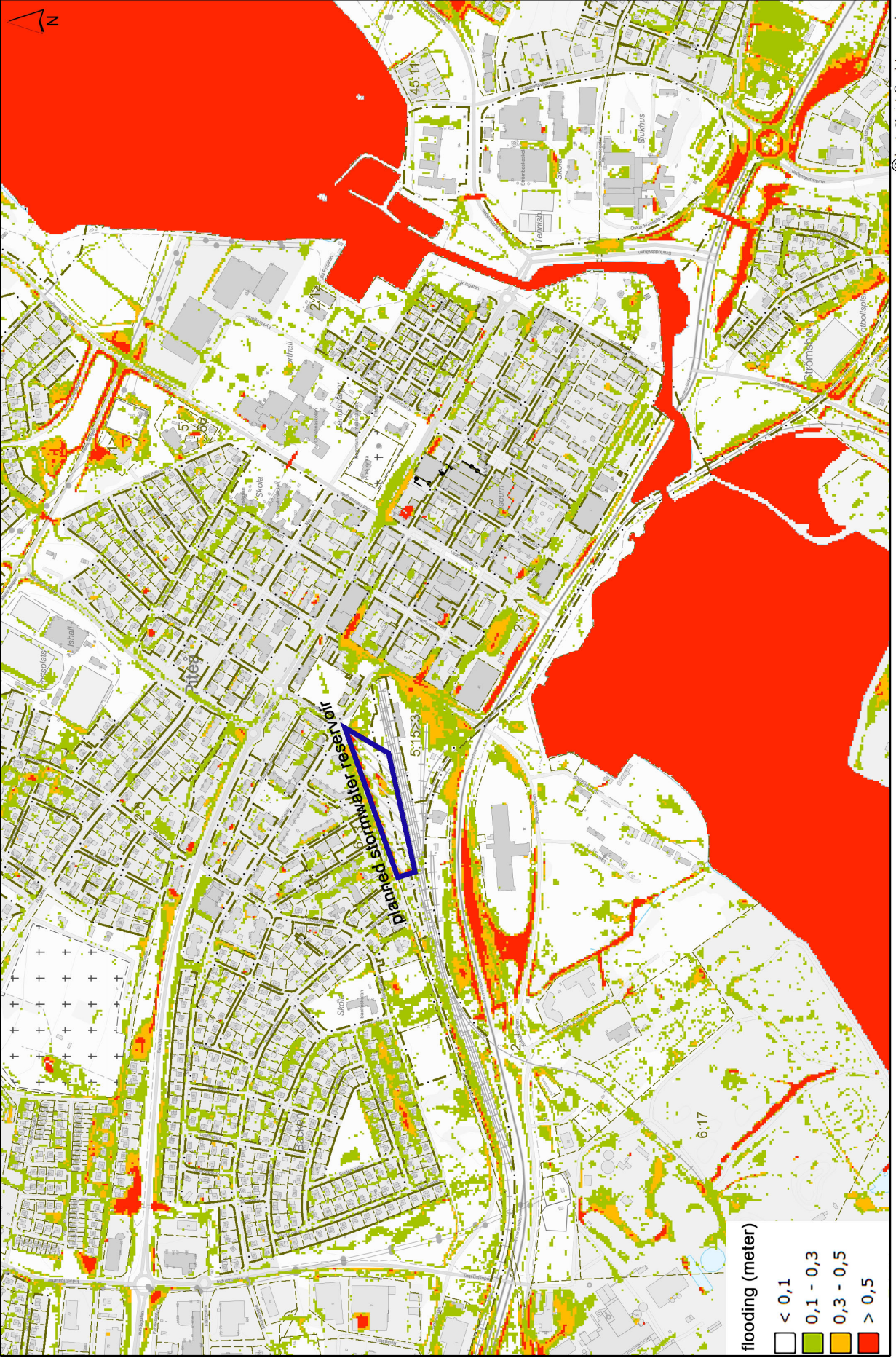
Skala 1:10 000

Utskriftsformat: A4

Urban flood risk map



Utskrift: 2023-02-17



Utskriftsformat: A4

The North Bothnia Line

The North Bothnia Line will be built to connect the coastal cities along the Gulf of Bothnia, between Umeå and Luleå, with faster, safer, and more sustainable travelling and transportation, creating new possibilities.

What?

270 kilometres of a new railway by following the coast between Umeå and Luleå. New transportation centres in Skellefteå, Piteå and Luleå. Regional train stations in Sävar, Robertsfors, Bureå and Byske.

Why?

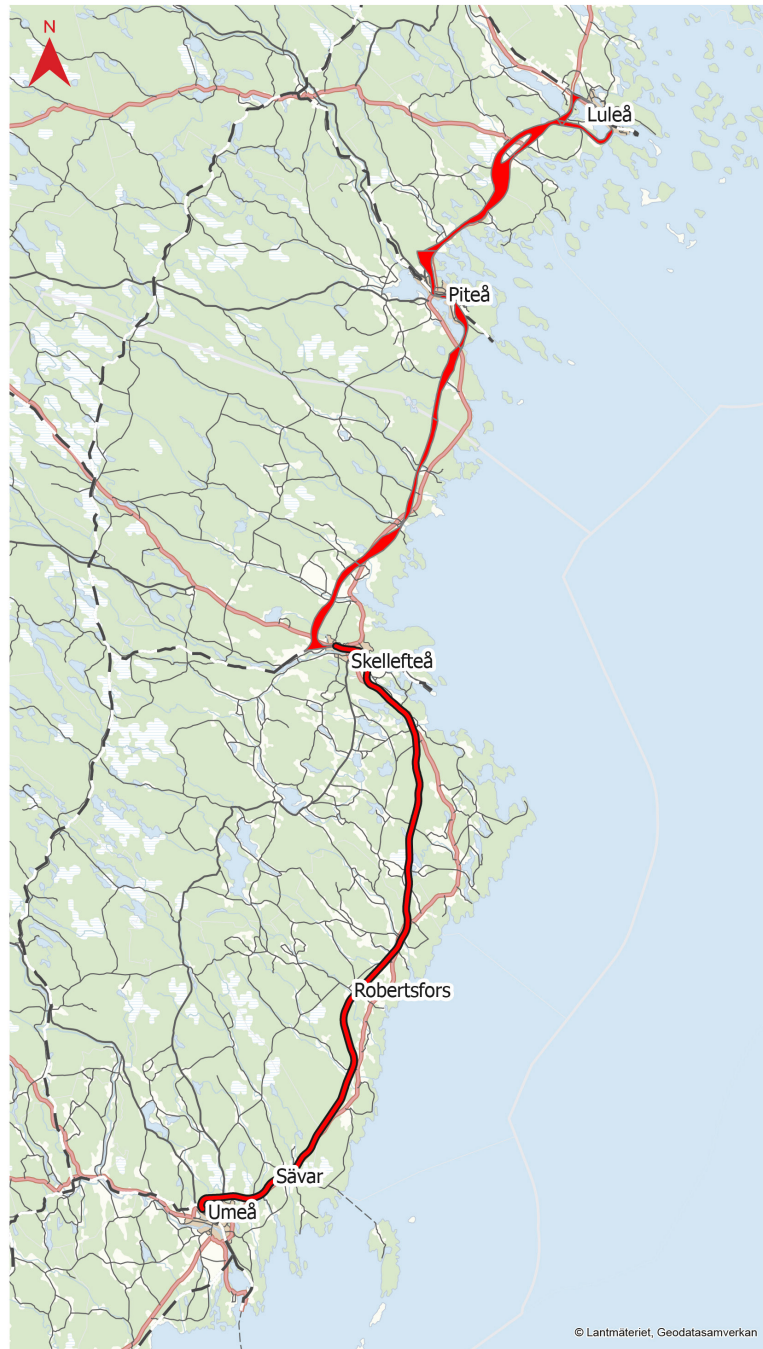
To achieve faster, safer and more sustainable travelling and transportation. It will halve the travelling times, lower the transportation costs and improve the connections to the rest of Sweden and Europe.

Current status

Under construction Umeå–Dåva, design and planning for construction Dåva–Skellefteå, planning Skellefteå–Luleå.

Budget

40 billion SEK (2021 price level)



NORRBOTNIABANAN UMEÅ–LULEÅ

0 10 20 30 40 50 km Skala 1:1 000 000