
EUROPAN 17 SKELLEFTEÅ

LIVING CITIES – COMPETITION BRIEF

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



European SE

“Transforming a partly contaminated, former
industrial land to a living environment.”



SKELLEFTEÅ ■



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GENERAL INFORMATION

Site Representative

Lars Hedquist, Planning Director
Municipality of Skellefteå

Actor involved

Municipality of Skellefteå

”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 Skellefteå 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

SKELLEFTEÅ

The green industrial transformation is shifting the direction for Northern Sweden. In recent years, the municipality of Skellefteå has become a Swedish and European symbol of growth, future-proof energy solutions and ground-breaking technology. The largest battery factory in Europe has been established in Skellefteå. From a global perspective, this city in the periphery of Europe, with its riches of natural resources from forests, rivers and minerals, combined with well-developed renewable energy production, provides the unique conditions sought by new green industries. The region, that until recently had a long period of low development, now attracts multimillion industrial investments.

Skellefteå is growing from 74 000 inhabitants to 90 000 by 2030, with the expectation to continue growing even further. Hence the need for new housing is very high. The project site is a former wood pulp industrial area. The soil on the site has been decontaminated, however, the entire site does not meet the safety requirements for residential land use. The proposals should present new housing in a vibrant and attractive environment while taking care of existing values such as direct access to the river and surrounding nature, thereby letting the area flourish once again.



**Skellefteå
kommun**

Competition brief

Skellefteå



URBAN CONTEXT

Description of the region

An extraordinary societal transformation is taking place in Northern Sweden. The region has come out of a long period of little development, to strong growth. This is driven by global trends, such as climate change, electrification and digitalisation. Large-scale industrial establishments emerge due to investments in things like carbon dioxide-free steel industry, batteries and hydrogen. Everything is based on energy transformation where the transport, industrial and building sectors will become fossil-free, achieved through renewable energy and more efficient use of resources.

This energy transformation is expected to create between 50 000 and 100 000 new jobs in 10-15 years in the region. Unemployment is already low and the new employment opportunities should not conflict with the existing labour market. This growth will require significant immigration. Northern Sweden needs to strengthen its attractiveness to appeal to people from all over the world and create new attractive living environments. The region – located by the Arctic Circle – is now part of the centre for the global green industrial transition.

There is high demand for housing and there is a risk that lack of housing creates labor commuting with "fly-in/fly-out" solutions. This, in turn risks developing communities where services are developed for a population that does not stay in the municipality or gets involved in its social development. At an early stage, the necessary infrastructure is missing, which risks creating a continued heavy dependence on cars. There are also many conflicts of interest in physical planning with local, regional and national interests standing against each other in the claiming of land, for instance reindeer herding versus the mineral and forest industry.

The development of society places great demands on both careful design of the physical surroundings and equal access to good living conditions for all residents. How can housing, infrastructure and services be rapidly developed to meet Skellefteå's needs while doing so in a sustainable, beautiful and inclusive way, that attracts new residents to not only to visit but also to settle and integrate into society? What does the transformation mean for the people who already live here, to Skellefteå's places and culture? And how can this transformation take place within the planetary boundaries?

Description of the city

Skellefteå

Skellefteå dates back to the 14th century but it took a long time before Skellefteå received city rights. The coastal area, where the conditions for agriculture and fishing were good, was colonized first. In the 19th century the district was characterized by a strong intra-church revival which together with the social movements built a democratic society with strong individuals and associations. Skellefteå may not be so religious anymore (ice hockey aside) but the power of stories lives on; from northern Västerbotten's three great storytellers Torgny Lindgren, Sara Lidman and PO Enqvist to today's authors, storytelling festivals and computer game manufacturers. It wasn't until 1845 that Skellefteå finally became a city.

In the 1940s, Skellefteå was established as an industrial town and old wooden houses were demolished to build a new modern city in "real" materials such as brick, marble and copper. Skellefteå grew significantly until the 1970s, but has since then had a stable population with approximately 73 000 inhabitants.

Skellefteå is a great city to live in growing up, both with or without children, but here are few people between the ages of 20 and 30. The recession in the 1990s meant that many companies and jobs disappeared. In a few years, housing construction stopped and over 3 000 people left the municipality.

What is happening here is unique. In a few years, Skellefteå has turned population decline to rapid growth. The recently established industries require 5 000–6 000 people. Considering the spin-off effects this is likely to result in 10 000–15 000 new jobs. Skellefteå municipality has therefore adjusted its population goals to 90 000 inhabitants by 2030 and is planning for at least 100 000 inhabitants by 2040, at unprecedented speed.¹²

Employment and housing are fundamental to the city's development, but the most decisive factors for whether or not someone wants to move to Skellefteå are its cultural offerings, cafés, concerts, sledding slopes,

parks, quality of schools, beaches and ski trails. The city has good conditions to be a fifteen-minute city; school, work and leisure activities can be reached within a quarter of an hour. And nature is just as close. It is quality of life. When the North Bothnia railway is built along the northern coast, Umeå and Luleå are within 45 minutes.

In the municipality there are old cultural settlements which the residents see as a great asset and value. The cultural and outdoor area Nordanå is part of *Skellefteå parish centre* which is designated as a National Interest, with its church town and market place by the old coastal road (photo Bonnstan).

To create attractiveness, large investments are made in leisure activities. The engagement in associations and the entrepreneurial heritage provide new opportunities. Sara Cultural Centre, one of the world's tallest wooden building, is Skellefteå's new cultural centre. With its motto "sparkling and infuriating³", it inspires and creates expectations (see photo Sara Cultural Centre). The city also has a county theatre, stages, library, art gallery, hotels and many new restaurants popping up.

Skellefteå provides several development opportunities throughout one's life; on Campus Skellefteå, university programs and courses are offered through Luleå University of Technology and Umeå University, as well as other distance learning programs.

Skellefteå is one of Sweden's largest municipalities with an area of 10 000 km². The fact that the land is still rising by 10 mm per year, after being burdened with kilometre-thick ice during the last ice age 10 000 years ago, also means that Skellefteå increases by a number of hectares per year.

The city that is being built now is a round, higher and denser city where the distances become shorter. But when the densification possibilities are exhausted, thoughts of a strip town model along the river are brought up again because the valley and mountain ridges limits expansion to the south and to the north. The river is an attraction and natural paths are created along the valley.



Welcome to Skellefteå



Old wooden houses, Bonnstan. Photo: Image bank of Skellefteå museum



Aerial view over the city of Skellefteå. Photo: Skellefteå Imagevaut.



Sara Cultural Centre, built in wood. Photo: Skellefteå Imagevaut.

SUSTAINABILITY/NATURAL VALUES

Skellefteå has an arctic climate with snowy, cold and long winters, and short, bright summers. This affects conditions for living and working. During the summer months, the sun is up most of the day and night. In winter there is daylight only for a few hours per day. The darkness makes it crucial to have good lighting even outdoors for popular winter activities such as cross-country skiing, slalom, ice hockey, snow scooters and sledding. Snow shovelling and places to dispose of large quantities of snow ploughed from streets and public spaces need to be considered while planning. During the summer, a lot of time is spent outdoors close to nature.

The nature around Skellefteå has a high presence of water, with the coast, sea, numerous lakes and waterways, and the important Skellefteå river. Cultivated landscapes coexist with extensive hilly and upland forest areas. Almost half of the population lives in rural or smaller urban areas. Reindeer herding is an important livelihood to take into account while planning, practiced by the native Sami people who have lived in the region since ancient times.

According to the detailed comprehensive plan for the Skellefteå valley 2030 and the *Program for development towards the year 2040*, community development must take place according to following principles:

Smart planning, which means caring for and using

existing resources, both nature and infrastructure. Innovation and sustainability are guiding principles, where wooden construction is an important part. The Norrland climate, the seasons and climate change are fundamental to locational decisions.

A green (nature), blue (water) and white (snow) infrastructure must be developed. A robust structure for technical greenery must be created, e.g. designated areas for excess of stormwater and snow deposition. Social greenery must be enhanced based on public health and cultural life. This is done by identifying and proposing development of nature and recreation in areas close to the city.

The city should offer dense environments with proximity between accommodation, services, jobs, meeting places, activities and experiences. Within **15 minutes** on foot, by bicycle or via public transport, city residents should reach most of what is needed in everyday life. New environments should be based on the small town's advantages, where life in between the houses and life after work characterizes development. Where the conditions are appropriate, the scale can approach that of a larger city with higher and/or more densely placed buildings.

In Skellefteå, there are plans to build the "Arctic Center for Energy"⁴. ACE is expected to become an international engine for research and competence provision with a focus on the electrification of society. Skellefteå is also developing an architecture program.



Skiing is a popular outdoor activity in the winters. Photo: Skellefteå Imagevault.



A cycle path built in wood meanders through the forest. Photo: Skellefteå Imagevault



Winterbathing in Skellefteå river. Photo: Skellefteå Imagevault.

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 SKELLEFTEÅ MUNICIPALITY

Planning and building the new area of Scharins, gives the opportunity to take care of abandoned industrial land with historical traces, set in a beautiful scenery along the river. Today the site is overgrown with bushes that makes it barely accessible. Treating the soil and creating strategies for a healthy living environment will add values to the area, improving conditions for natural and urban life to coexist-existence. The abandoned land is not to be seen as a blank paper for development. Beyond handling the soil's remaining contamination, it will be important to map the site with traces and narratives from history, the landscape, climate conditions, context of building traditions, scales and typologies, and the high and extraordinary development rate of Skellefteå.

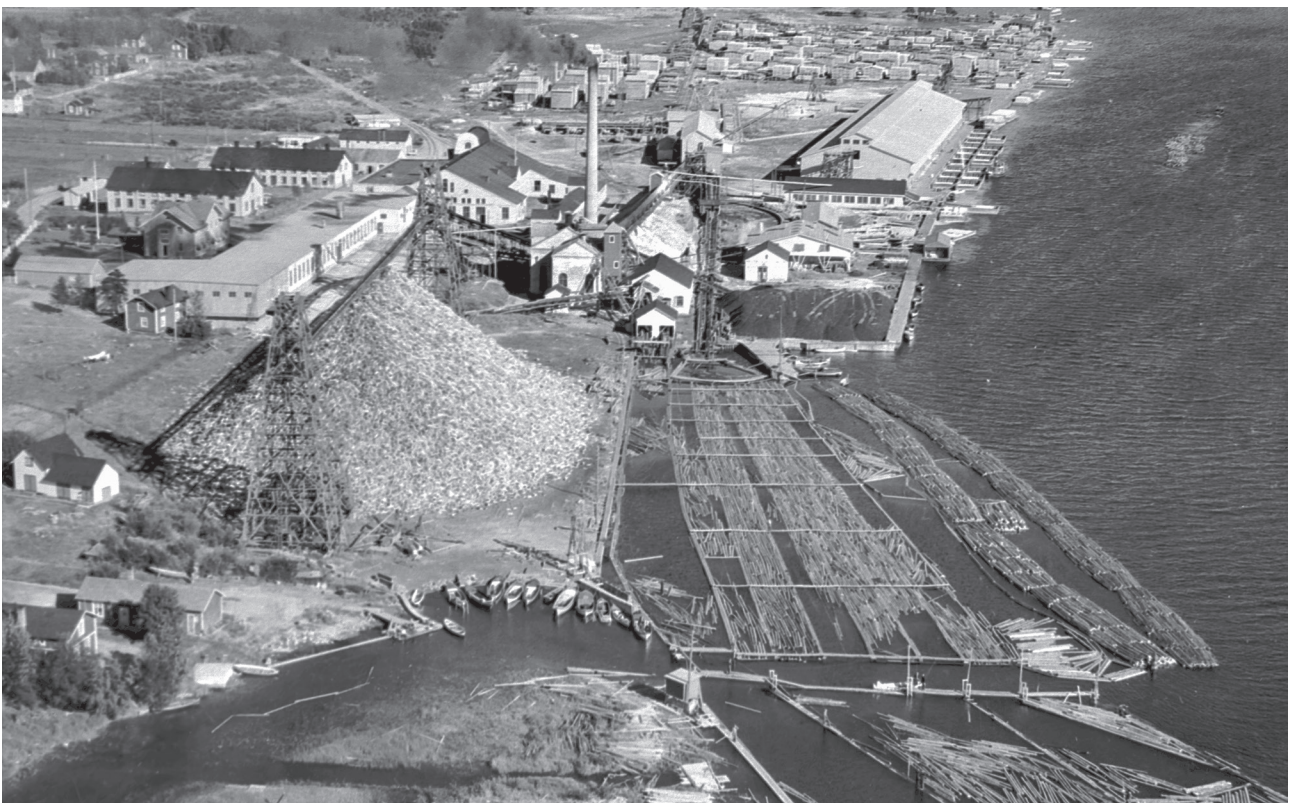
Skellefteå has a long tradition and strong position in environmentally friendly and industrial **wood construction**⁵. The forests of Västerbotten have created jobs in forestry and sawmills, while at the same time providing an important export of wood products of the highest class. The Scharin industry highly contributed to this tradition. Today industry-leading research institutions and companies are located in Skellefteå, and great progress has been made in terms of technology and development. Sara Cultural Centre is built from local wood material, runs entirely on renewable energy and has a smart AI system built in, that regulates indoor climate and energy use⁶. Wooden bridges, schools,

sports halls, parking garages, park facilities and shopping centres have also been built, which shows a great variety and inspiration for how wood can be used in construction. New buildings are encouraged to connect to this tradition, in modern and progressive ways.

The high growth rate demands that the transformation stays within the planetary boundaries and that attractive habitats are preserved and developed in accordance with Skellefteå municipality's vision *A sustainable place for a better everyday life* and *Development strategy 2030*.

A crucial aspect is the sense of security. Skellefteå has a long tradition of social integration, low crime rate and democracy, which must be maintained. Building a city that is attractive to women and children is critical, as well as creating conditions where youth wants to stay once they become adults.

To highlight the challenges the municipality is facing, a platform for cooperation has been created called "Sustainable Skellefteå"⁷. Three priority areas have been selected: **sustainable construction, sustainable mobility and sustainable industry**. Local actors and external partners are invited to jointly develop working methods, participate in joint innovation initiatives and create sustainable business solutions.



The wood industry AB Scharin's sons left the area in the 1980s. Photo: Image bank of Skellefteå Museum.

REFLECTION SITE (MARKED IN RED)

Ursviken

Ursviken is a small town with about 3900 inhabitants, located 12 km downstream from Skellefteå. The area is beautifully situated with buildings along the river and bay, close to the estuary and the sea.

From the beginning, Ursviken was an agricultural community consisting of several villages that grew together. During the 19th century, iron mills, several sawmills and other industries were established. Industrialization led to intensified shipping and the shipbuilding industry flourished. Larger sailing ships were built such as Concordia, Sävenäs and Antoinette, which sailed as far as Australia.

Skellefteå has long been an important port city. In the early days ships went all the way into Skellefteå, but around the turn of the century the land elevation meant that the port was moved to Ursviken. Both the community and the population were characterised by shipping and many sailors moved to the area. Ursviken was the official port for the city of Skellefteå between the years 1856-1913.

In 1885, the company Ursviken Mekaniska AB was founded with a focus on the forestry and sawmill industry. In the early 1910s, the pulp factory AB Scharin's Sons was built. Ursviken then got a railway station for both passenger and freight traffic. However, the recession during the 1990s led to bankruptcies and several businesses closed. As a result, the railway station in Ursviken, which was used for passengers and freight was also closed.

During the latter half of the 20th century, better communications and cars led to the densification of Ursviken, mainly with residential areas. Today there are few workplaces in the area and most of the buildings are comprised of single-family homes and terraced houses. There are two schools, several day care centres, ice hockey rink, small library,

community centre, health centre and grocery store, as well as a well-developed public transport system for buses.

Ursviken is close to the forest, lakes and the sea. At Haratjärn there is a forest with a water mirror that is important for the local area and where biological values need to be preserved. Most people in Ursviken have their own garden and there are many playgrounds in natural surroundings. It is close to the sea and the sandy beaches in Harrbäcksand.

South of the railway lies Öhn, a residential area that climbs up the hill overlooking the river. Öhn has become very popular and has grown in recent years with a number of new houses along the water's edge. New swimming areas, docks, saunas and barbecue places have been created. In the winter, people often spend time on the frozen river, where they fish, ski and drive snow scooters. There is a canoe club that runs a small café in the summer, that could be further developed as a meeting place.

Generally the connection to the river is poor in Ursviken. The major communication routes: road 372 and the railway, form major barriers. The pedestrian and cycle path network needs to be developed and connections between the north and south sides strengthened; likewise a better functioning main cycle path between Skellefteå and Skelleftehamn is needed.

The future development of Ursviken is about preserving and developing the beautiful locations in the valley around the river of Skellefteå. By highlighting the river, it can become something unique, with more outlook points, piers, docks, marinas and possibilities for swimming, canoeing or even sailing considering the closeness to the open sea. Enhancing the accessibility to the water in combination with a shoreline boardwalk would strengthen Ursviken as a coastal resort.



Part of the reflection site. Photo: Jonas Westling



1. Deciduous forest with fish migration, 2. Railway, 3. Road 372, 4. Ursviken School with sports field, 5. Ursvikens Mekaniska, 6. Grocery store, 7. The canoe cape, 8. Stackgrönan/Bockholmen



The Scharin's area along the river, towards the sea. Photo: Jonas Westling

PROJECT SITE (MARKED IN YELLOW)

Scharins

The project area, Scharins, has a scenic location with direct proximity to the river with a view of a sea bay. The area covers 400 000 m². Scharins is strategically located close to the new industrial site that is emerging in Hedensbyn, where Europe's largest battery factory is being built, and the growing port in Skelleftehamn.

Scharins is a historically important place with its former wood industry. With trade all over the world and operations for over 160 years (1824–1986), this is a central part of business history in Västerbotten County. Scharins was one of Northern Sweden's largest companies. When the industry flourished, the area seethed with life and activity. Ursviken was the city's central harbour and along the many piers there where large barges and ships, with timber floating from the inland. AB Scharin's Sons went bankrupt in the early 1980s, but the business was bought up and work continued until 1992.

Between 2001 and 2018, the so-called "Scharins project" took place. The municipality cleaned up the land where the factory had been located. They removed 7 000 tons of contaminated soil, containing 130 g of dioxin, 7 000 kg of oil, 14 000 kg of arsenic and 300 000 kg of other metals. Subsequently, 170 000 tons of soil were transported there, to cover the area with half a metre of clean top soil. Before the project, dioxins could be measured in the river that passes next to the area but afterwards no contamination could be detected.

Despite years of decontamination, parts of the land still contain levels of toxins that can be found half

a meter below the surface. There is no leakage as the soil has been enclosed and clean soil put on top. There is no risk for humans or animals to be in the area. Yet, digging deep into the ground, growing fruit trees for eating, cultivation directly on the ground and similar use of the land is not safe. As a result the area is not considered suitable for housing and does not live up to the safe housing standard set by Swedish regulations, and it is not allowed to build houses here today.

The industrial buildings have been demolished and decommissioned. For a number of years the land was abandoned and not used. Today it is overgrown with thick bushes and small trees and not easily accessible to the public. Temporary housing has been set up for people working at the new industrial site and battery factory located 5 km away, as a solution to the lack of housing in Skellefteå. These barracks are located on the parts of the site that meet the requirements for safe housing. They will be replaced by new buildings. A padel court has been built for the residents and some simple barbecue areas are available. A recycling centre is located at the entrance but can be removed.

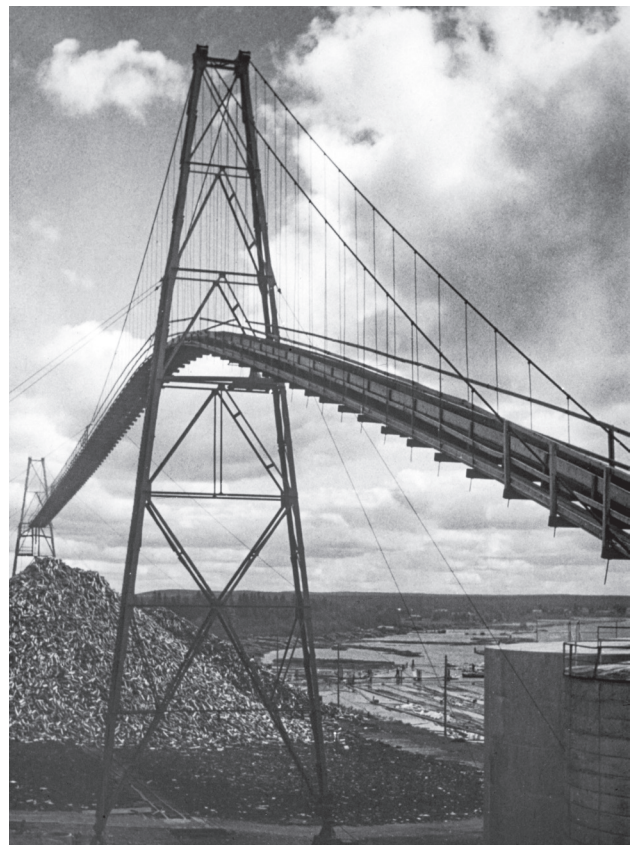
This proposal will increase the number of new homes compared to the Comprehensive Plan for Skellefteå Valley 2030. This is justified by the strong pressure on housing driven by the huge demand for labour by the industrial establishments. Creating recreational opportunities and meeting places for the public remain according to the Plan. The Comprehensive Plan is under review and will take into consideration the proposed change of Scharins from industrial land use to residential area.



The project site in winter. Photo: Jonas Westling



The project site. Photo: Jonas Westling



The former industry AB Scharin's son. Photo: Image bank of Skellefteå Museum.

COMPETITION TASK

The vision is to transform Scharins into an extraordinary living environment, surrounded by greenery and water. How can new life be given to this barren land that once was a prosperous harbour for global trade and production?

The new Scharins area should offer a mix of housing and businesses as well as areas for recreation and leisure activities. The proposals should include 1000–3000 homes, mostly multi-family houses. The scale should be relatively low, to fit in with the surroundings, which mainly consists of residential blocks.

Given the remaining **contaminations** in the soil, finding solutions to build safe houses at Scharins is the **main issue** at stake to be addressed by the proposals. What are previous experiences and lessons learned from other countries and locations that can be applied to Scharins? What are new solutions for ways of construction, such as building on poles, conservatories, greenhouses, raised cultivation beds, and similar innovative ideas?

Today the area is overgrown with thick bush. However, close by is a beautiful stream that opens to the river, as well as a deciduous forest, both hidden and inaccessible to the public today. The municipality plans to develop the stream to enable fish migration and breeding grounds mainly for pike as the species has been reduced significantly. The area has great potential to be developed into an attractive place for recreation with an improved natural environment, enhancing biodiversity in the water as well as the forest.

The area is currently designated as industrial land and it has been exempt from **shoreline protection**. However, through the planning process and proposals for the site, shoreline protection will be introduced. Swedish legislation prohibits new buildings closer than 100 meters from the shoreline⁸. It aims to secure the long-term conditions for public access to coastal areas and to preserve good living conditions for animal and plant life on land and in water⁹. However, there is the possibility of exemption from shoreline protection, if there are special reasons. In this case, the land has already been used; and the proposal will lead to improvements for the life of animals and plants. Also, public access to the water will increase with the creation of new paths along the river. The municipality has a vision to create a shoreline boardwalk all the way from the centre of Skellefteå to Skelleftehamn, passing through the Scharins area. Overall, this justifies continued exemption from shoreline protection.

Flooding has not been an issue for Scharins, but with increased extreme weather and the construction of hard impermeable surfaces, it should be considered (see map in Appendix). Another factor to consider is the

land rise, which is unique for Northern Sweden. This is a counterweight to a rise in sea level as a result of climate change. Post glacial rebound is 10 mm/year and the sea level rises in a global average of 4 mm/year at a global average.

Proposals should demonstrate:

- Opportunities to achieve the vision of transforming this old industrial site into a vibrant neighbourhood where people, animals and nature can co-exist in a unique place close to the river.
- Innovative and sustainable solutions to build safe residences despite the partly contaminated ground. Are there experiences and lessons from other locations with similar challenges, that can be applied to Scharins' constructions in ways that avoid disturbing the contaminants in the soil.
- Ways to build on the exclusive location next to the river and the creation of recreational opportunities for residents and the public. For instance, creating parks for activities and making use of the close proximity to the water and open green spaces (opportunities for sailing, canoeing, boat riding, swimming, football, golf, etc.)
- How can the new residential area highlight the history of the location, taking into consideration its past as a prosperous global trading port and wood industry?
- How can accessibility to Scharins increase for residents and visitors? For instance, improving access to the water from various directions and building a boardwalk, docks, outlook points, marinas, etc. Paths for cycling and walking should be further developed and the creation of a mobility hub looked into. Consider the barriers due to the rail¹⁰ and motorway, and the likely increase in cargo traffic to the port in Skelleftehamn, due to the expansion of the new industries.
- How to strengthen the area as a meeting place for a variety of people, encompassing housing, companies and recreational facilities. What functions, businesses and services could be added?
- Ways to enhance biological diversity and climate change adaptation, e.g. through increased and varied vegetation, improvements of the nearby stream, and by taking care of access water.
- How to facilitate social integration and sense of security through a diversity of residences and forms of tenure.
- How to create an attractive place for women, as well as children?
- The Arctic climate must be taken into consideration. There must be sufficient light during the dark winter months, areas for outdoor activities and space for ploughing and storing of snow. Winter activities include skiing, sledding, snow scooter riding and ice hockey. During summer, many people spend time in nature, barbecuing, swimming, boat riding, hiking and so on.



1. Temporary barracks, 2. Recycling centre, Contaminations: ■ Metal ▲ Dioxine (for further information, see Appendix).



The shoreline and the bushes covering the are. Photo: Jonas Westling

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.

25 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 Europan competition

Europan Europe. This includes rules for the the competition:
 – <https://www.europan-europe.eu>

Europan Sweden:
 – <http://europan.se>

Instagram account for Europan Europe. Lots of previous winners and examples:
 – https://www.instagram.com/europan_europe/

Instagram account for Europan Sweden:
 – <https://www.instagram.com/europansweden/>

About Skellefteå Municipality

Welcome to Skellefteå:
 – <https://skelleftea.se/platsen/eng/startpage-skelleftea>

Visit Skellefteå, information about Skellefteå for visitors:
 – [Your guide to Skellefteå | Everything you need to know](#)

“Skellefteå is growing”:
 – [Skellefteå is growing - Skellefteå municipality](#)

Skellefteå is growing, information on construction and infrastructure projects (short films, in Swedish):
 – [Skellefteå växer Sessions](#)

Maps:
 – <https://storymaps.arcgis.com/stories/5c292107c-896416fb19b387068c62bc7>

Sanering Scharinprojektet:
 – <https://skelleftea.se/invanare/startside/bo-trafik-och-miljo/miljo-och-halsa/saneringsprojekt>

Skellefteå Museum: Wood industry era in Skellefteå region
 – [Träindustriepoken | Skellefteå museum Skellefteå museum](#)

Water Strategy for Skellefteå municipality (in Swedish):
 – [Kortversion Dagvattenstrategi](#)

Comprehensive Plan for Skellefteå Vallen 2030:
 – <https://skelleftea.se/skelleftedalen>

Program for Comprehensive Plan for Skellefteå Valley 2040:
 – [Programhandling Skelleftedalen 2040 \(20220120\).pdf](#)

Footnotes

All footnotes are listed in Appendix

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

Europan 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 “Europanhandboken”.

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 Europan, 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://europan.se/faq/>

About European

■ WANT TO KNOW MORE?

Visit our website:
www.european.se

CONTACT INFORMATION:



E-mail: info@european.se

EUROPAN SWEDEN



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

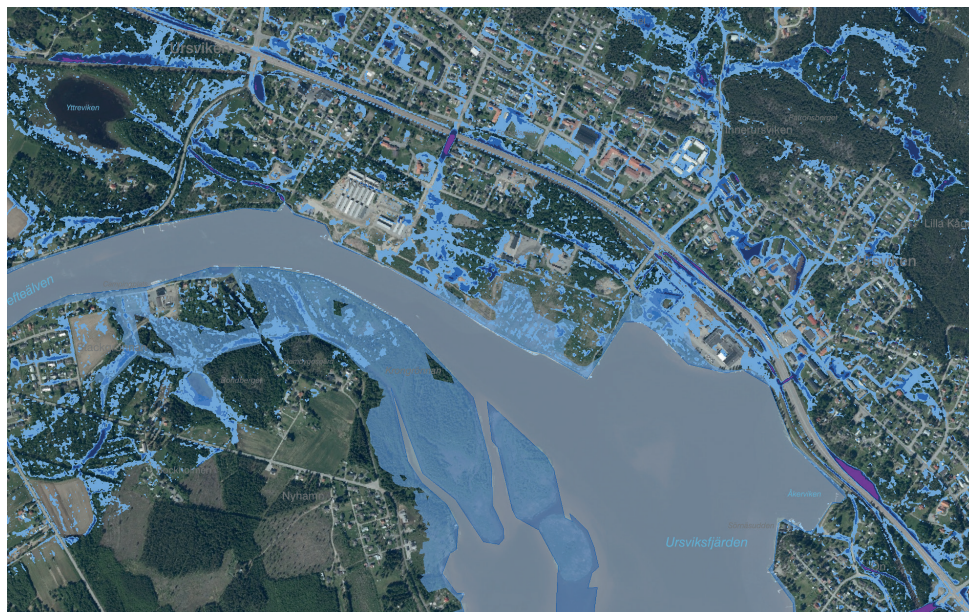
Carolina Wikström and Frida Öster
through Asante Architecture & Design.
European 17 is under the auspices of
Architects Sweden.

asante
ARCHITECTURE & DESIGN

Architects Sweden

Footnotes

1. [Nytt befolkningsmål visar vägen för Skellefteå kommuns utveckling - Skellefteå kommun \(skelleftea.se\)](#)
2. [Utvecklingsstrategin 2030 - Skellefteå kommun \(skelleftea.se\)](#)
3. The Cultural Centre is named after Sara Lidman who was described as "gnistrande och förargelseväckande" (sparkling and infuriating).
4. <https://arcticcenterofenergy.se/en/>
5. [Hållbart träbyggande - Skellefteå kommun \(skelleftea.se\)](#)
6. [A climate-smart house - Sara kulturhus](#)
7. [Sustainable Skellefteå - Skellefteå kommun](#)
8. [Miljöbalk \(1998:808\) Svensk författningssamling 1998:1998:808 t.o.m. SFS 2022:1272 - Riksdagen](#)
9. Environmental Code 7 chapter 13
10. Foot note: The Swedish Transportation Administration states for safety reasons that buildings are not to be erected within 30 metres from the tracks, counted from centre line of the outer track.



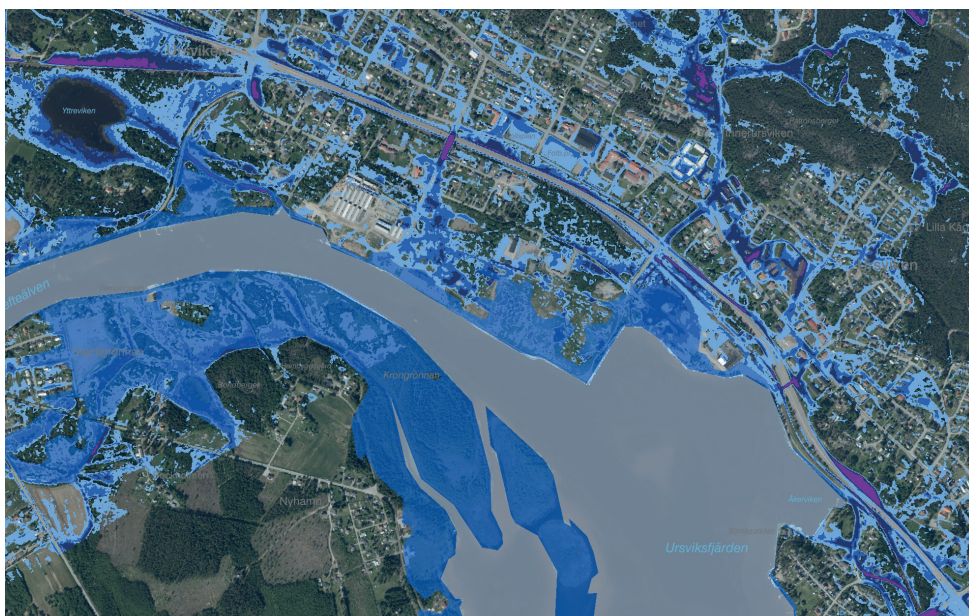
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- 0,3 - 0,5
- 0,5 - 1
- 1,000000001 - 100

Skellefteälven normalvatten



Skellefteälvens 100-årsflöde



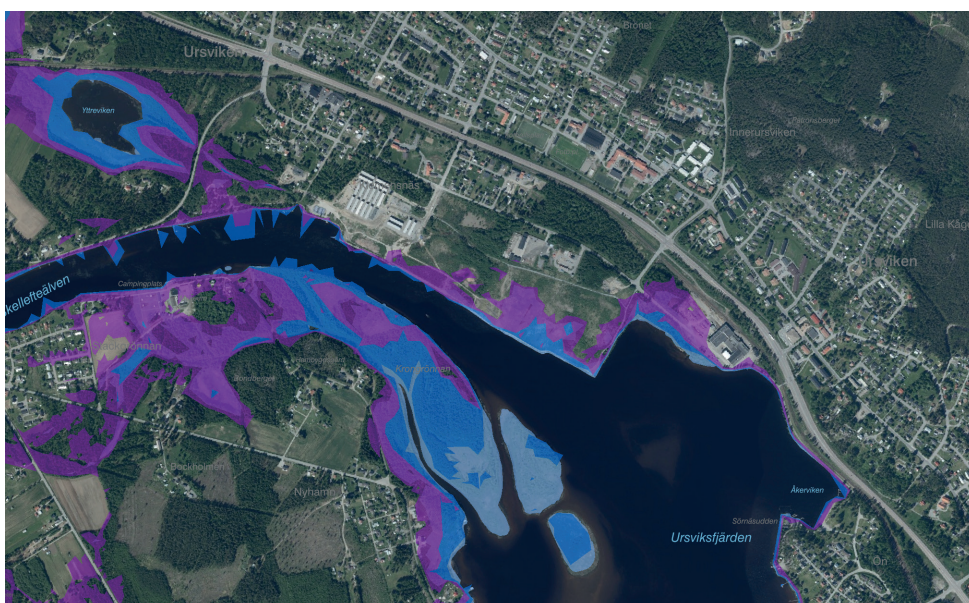
Skellefteå_vattendjup_cph.asc

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- 0,3 - 0,5
- 0,5 - 1
- 1,000000001 - 100

Skellefteälven normalvatten



Skellefteälvens 10000-årsflöde



Havet vattenstånd

- 100 cm
- 150 cm
- 200 cm
- 50 cm