
EUROPAN 17 RIMBO

LIVING CITIES – COMPETITION BRIEF

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



Europan SE

"A new vibrant town centre that reflects Rimbo's
identity."



RIMBO ■



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EUROPAN 17
Visit our website:
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GENERAL INFORMATION

Site Representative

Annika Andersson
Planning director
Norrtälje Municipality

Actors involved

Norrtälje Municipality and Tranvik
Projekt AB

“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 Norrtälje 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

RIMBO

Rimbo is a commuter town with a strategic location about 55 km from Stockholm city, 50 km from Uppsala (Sweden's fourth largest city) and a half-an-hour ride to Arlanda international airport, one of Sweden's largest workplaces. Rimbo grew as an important railway junction, and its centre was developed under the influence of Garden City principles during the early 20th century. Central Rimbo's population is expected to double by 2050. The construction of a transportation hub for buses and trains that connects to the future extension of the Roslagsbanan railway from Stockholm will free up a lot of space in the town centre. This will create a unique possibility to plan a new lively town centre that reflects Rimbo's history and character. Furthermore, the new development will form the new entrance to Rimbo from the south. The project needs to embrace a holistic perspective to be able to create visual and physical connections to areas both inside and outside the site, clarifying the city structure, avoiding the barriers that the railway can create, and connecting to the green structure and the surrounding agricultural landscape.

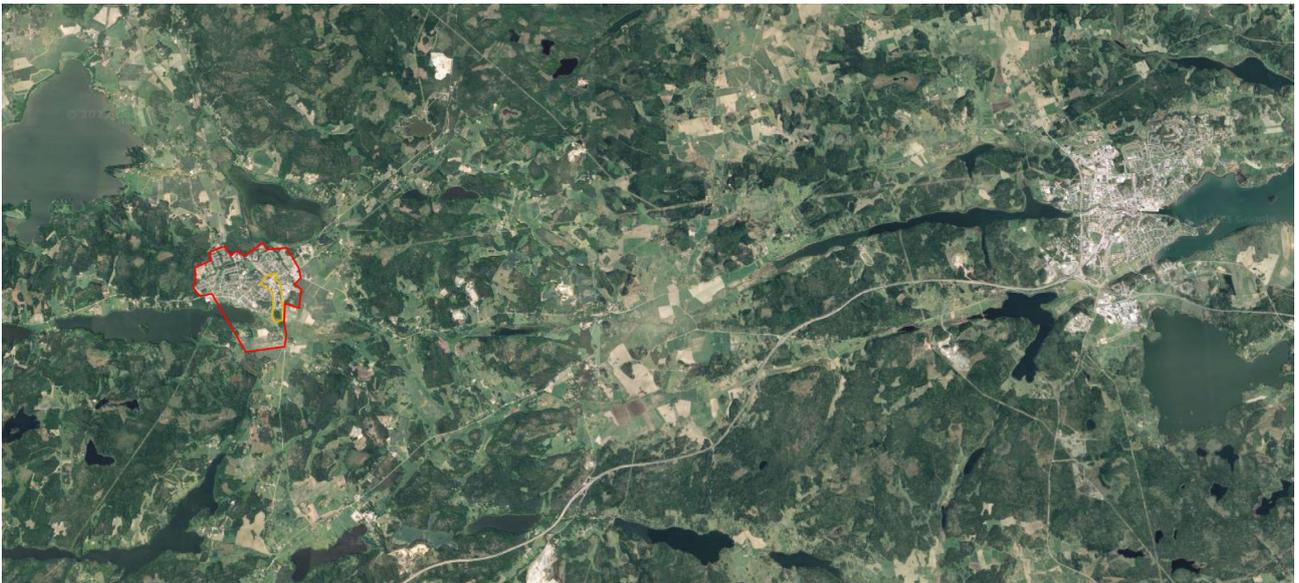


**NORRTÄLJE
KOMMUN**

**TRANVIK
HUS**

Competition brief

Rimbo



URBAN CONTEXT

Description of the region

Rimbo is a town in Norrtälje, a rapidly growing municipality in the Stockholm Region. Norrtälje municipality has increased its population from around 56.000 inhabitants in 2010 to around 64.000 inhabitants in 2020, and it is expected to reach approximately 75.000 inhabitants by 2030.

Norrtälje, the biggest city in the municipality, is located by the coast, directly by the Stockholm archipelago. Rimbo is the second biggest town in the municipality. It is located inland and has a strong identity, connected to its history, the agricultural land, and its industrial past.

The area has been inhabited for a long time and ancient remains from the Bronze and the Iron Ages can be found throughout the region. The Sjuhundraleden, an important Viking lake route, connected Norrtälje to Rimbo, and via Långhundraleden to Uppsala. This made Rimbo an important hub for people and goods. As the land rose, some of the route's connections disappeared. However, the old route can still be distinguished, especially in the spring when the snow melts.

The soil around Rimbo is fertile and is still cultivated to a large degree. The town centre works as a service hub for the surrounding rural areas. The local products from the surrounding farms are often sold in Rimbo. The product assortment depends on the season, and ranges from meat, eggs, berries, or vegetables, to processed food such as sausages, marmalades, or even handcrafted products.

Rimbo has a strategic location 55 km from Stockholm, 50 km from Uppsala (the fourth largest city in Sweden) and half an hour car ride to Sweden's largest workplace, Arlanda international airport. This has contributed to Rimbo being an attractive commuter town with proximity to a large labour market.

As the population in the region grows, the demand for environmentally friendly transportation increases. The extension of the Roslagsbanan railway to Rimbo from Kårsta, a station located approximately 12 km to the south, is estimated to be in operation at the earliest in 2025 and will connect Rimbo to Stockholm by rail. The municipality has selected the area that might be used for the future railway extension and reserved it for rail traffic in the comprehensive plans for Norrtälje and Rimbo. (See appendix 1)

Description of the city

Placed at the meeting point between the waterway and the road, Rimbo became an early marketplace. In the year 1303, it was called Ringboherdh (the district around the castle) and in 1498 Rimbo socken (Rimbo parish). Rimbo's church dates from the 15th century, but there has been a previous wooden church in that location, probably from the 12th century. As the railway was built in the late 19th century and Roslagsbanan railway was completed, Rimbo became an important railway junction, which boosted its industrial, commercial, and residential development in a new centre some kilometres away from the old church. A new urban plan, influenced by Garden City principles, was approved in 1901.

The Rimbo Dairy factory was built out of red brick in 1938 in the building plot Galten. It closed only 21 years later, but the building has given character to the town centre and inspired later buildings in the area.

A large percentage of buildings in Rimbo consist of one-family houses, mostly in wood or brick. Around half of them were built during the 1960s and 1970s. A third of them were built before the 1960s and only a few were built after 1981. Most of the apartment blocks are built in the central and east areas of Rimbo. On the west side of the city, there are mainly detached houses. Central Rimbo has had no development in the last 30 years.

Rimbo has been developed in different historical phases (Appendix 2) which can be easily read in the city fabric. All buildings have added their imprint while respecting the previous historical layers. It is the combination of all the buildings, each of them in the typical Swedish architecture representing the time in which they were built, respecting each other's volume and scale, that becomes a value in Rimbo. This construction under different periods has created different grid structures, which makes the connections between them unclear. The proposal

needs to embrace a holistic perspective to be able to create or strengthen the visual and physical connections to the areas both inside and outside the project site.

During the 1980s the last railway line to Stockholm was closed. Most of the commuting today is done by car due to the lack of good public transportation possibilities. This influences the town centre, which has become unattractive in terms of service. The extension of the railway will be a key point for Rimbo's town centre. Commuting to Stockholm by public transport will be a lot more accessible and attractive, which strengthens local purchasing power, bringing a larger choice of services to the centre. A new transportation hub, for both train and bus, will be placed in the town centre and will be an important part of Rimbo's development. The current bus terminal will be moved, thereby freeing up a lot of space that can be planned with mix use and greenery.

Around 5200 people live in central Rimbo today, and about 10 000 in the Rimbo influence area. It is expected that central Rimbo's population will double by 2050. Around 1500 new apartments are planned to be developed. A part of that development will be situated in the west of Rimbo. The biggest development, Adamsberg, will be located in the south, by the existing Adamsberg mansion. (See appendix 3)

Since the 1980's there is a strong social movement in Rimbo, also known as The Rimbo Spirit. Partly as a response to the feeling of inactivity from the municipality, a committed business association works for the development of Rimbo as a community. The people here are driven and enterprising, and there is a strong culture of associations active in a wide range of sports. With the construction of the new auditorium Opalen in 2020, cultural events have been developing strongly. Rimbo Marknad is the largest one-day market in Sweden, and it has been organized since 1635.



Old railway station



Railway roundhouse



Landscape around Rimbo. Entrance to Rimbo from the south. Photo: Anders Bobert



View over the town centre with old Dairy factory building, in the plot Galten, in the front. Photo: Anders Bobert

SUSTAINABILITY/NATURAL VALUES

The nature nearby Rimbo is characterized by a richness of foliage, old pine trees and lakes, and waterways. To the southeast of Rimbo, there are agricultural landscapes with natural values. To the north, the town is surrounded by coniferous forests. By the water tower, some pine trees are 150 years old. Several natural areas in Rimbo have high natural value, like pastures, old coniferous forests, and swamp forests. Rimbo is surrounded by water, with lakes, streams, wetlands, and bird-watching lakes. This gives Rimbo's residents great opportunities for both activity and relaxation linked to this important type of nature which is also associated with a rich biological diversity.

Nature and green areas have an important function in adapting our society to a changing climate. Green areas, parks, and trees take care of the increased rainfall and thereby reduce the risk of flooding and air pollution, and act as temperature regulators during heat waves. Rimbo is located in a climate area where the summers can be very hot and the winters very cold. New greenery would help its public spaces regulate the extreme temperatures. Could multifunctional areas, that can be used in different seasons, be designed together with the new green structure? The new development of the town means that unexploited areas will be transformed

increasing the proportion of hard surfaces. Climate change will likely lead to increased rainfall and higher risks of flooding. This shows the importance of planning for areas that can handle and clean large water flows so that rainwater does not bring pollution to the surrounding lakes.

Rimbo's development is influenced by the Garden City movement, and nature and outdoor living are a part of its identity. However, the town centre is characterized by hard surfaces and a lack of greenery. Most of the green areas in the centre consist of private gardens for single-family houses. When the centre develops, could communal urban farming be included in the green structure as a way of promoting independent food growing for everyone in the community?

Car and bus mobility dominates the region today. This has caused services and shops to be located outside the centre. The new development, together with the transformation of the two main roads that cross Rimbo into urban streets, and the extension of the Roslagsbanan railway, could bring the opportunity of moving services back to the town centre, generating lively spaces and promoting more sustainable, everyday transportation choices.



Agricultural landscape southeast of the project site. Foto taken from the area reserved for rail traffic. Photo: Anders Bobert



View over the centre towards the east with the bus terminal and parkings in the centre. Photo: Anders Bobert



View towards the west over south side of the project site. Photo: Anders Bobert

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 RIMBO

Spending time in nature has a positive impact on humans both physically and psychologically. Research shows that the closer people are to green areas, the more likely they are to visit and stay in them. For a green area to be visited often, it should be within 300 meters of the residence, workplace, or school, and at the same time be perceived as accessible and safe. Children and the elderly are two groups that particularly benefit from close proximity to nature, as they are often limited to their immediate surroundings. Outdoor environments must be varied and invite different kinds of activity or recreation. In Rimbo's future development, the existing green areas must be preserved and developed to be accessible for everyone, while new areas should be added to strengthen the overall green structure, giving opportunities for biodiversity to become integrated into the town centre.

With the extension of the Roslagsbanan, it is important to avoid the barrier effect that can divide ecosystems and cause disruptions in the natural network. Can nature be integrated into the town centre, connecting it to the natural surroundings and adding biodiversity to everyday life?

Part of the land in the project site that has formerly

had an industrial use is potentially polluted. How can these areas be decontaminated and integrated into the new structure? The municipality has studied and mapped (appendix 4) existing and planned areas at risk of flooding in the event of heavy rainfall. The map shows that areas in the town centre, some of them located within the project site, could be susceptible to flooding. How can the proposal approach these challenges? Can solutions for delaying water flows and for the purification of stormwater be integrated into it? Can the hard-surface areas be minimized?

Rimbo has the possibility of using its cultural heritage as a resource in its upcoming development. The "Rimbo Spirit" is an immaterial cultural heritage that includes entrepreneurship and community. Many inhabitants have a strong bond to the place. The development of the new centre should therefore focus on creating a mix of different types of housing. These will become a complement to the existing housing stock and allow for different groups of people to move to Rimbo or continue living in Rimbo, adapting their residences to their needs. Rimbo must be able to offer housing for families with children, young people, adults, and the elderly.



View over the project site towards the north. Photo: Anders Bobert

REFLECTION SITE (MARKED IN RED)

The reflection site includes most of Rimbo. Rimbo is organized around the crossing of two axes. Road 280, which has its origin along the old railway route, crosses the town centre from North to South, and road 77 which crosses the city from East to West. They are designed below capacity which leads to traffic jams at the same time as they carry a large part of the heavy traffic travelling through the municipality, for example to Uppsala. The heavy traffic on roads 77 and 280 is planned to be moved outside the city (Appendix 1). Both roads will then be transformed into urban streets.

In addition to roads 280 and 77, Lake Långsjön is a physical barrier to the town's new developments. Even if the lake is located directly by the town, the community doesn't make use of its qualities to the same extent that other communities in the region make use of their lakes. There are a few places to go swimming in the lake.

Adamsberg, where around 1000 new apartments, a school, a pre-school, and services are planned, is located southwest of the project site, by the old mansion Adamsberg.

Some important destination points for the community are the indoor public swimming pool, the library, grocery stores, and cafés. By road 77, directly north of the town centre, there is a popular park, Järnvägsparken, with a small playground. There are many outdoor activities to engage in throughout the year. Close to the centre there are exercise tracks, some lake beaches, illuminated sledging hills, and grilling areas.

Outside of the town's centre, there are some destination points such as a tennis hall, ice rink, several sport fields, auditorium, pétanque hall, activity centre, and gym. In the northeastern part of the town, there is a horseback riding centre. At the edge of the eastern area, there is a large grocery store. Opalen, the recently built auditorium, is a popular destination, not only among the inhabitants of Rimbo. It is a cultural hub for people of all ages to experience and practice all kinds of performing arts.

Arkadien is a sports facility located directly by the Långsjö beach. The ice rink there has ice all year round and a football pitch with accommodation for 90 people. Arkadien and the facilities are owned by Rimbo IF. Many external training camps are arranged here all year round.



Entrance with Road 280 towards the centre. Photo: A. Bobert



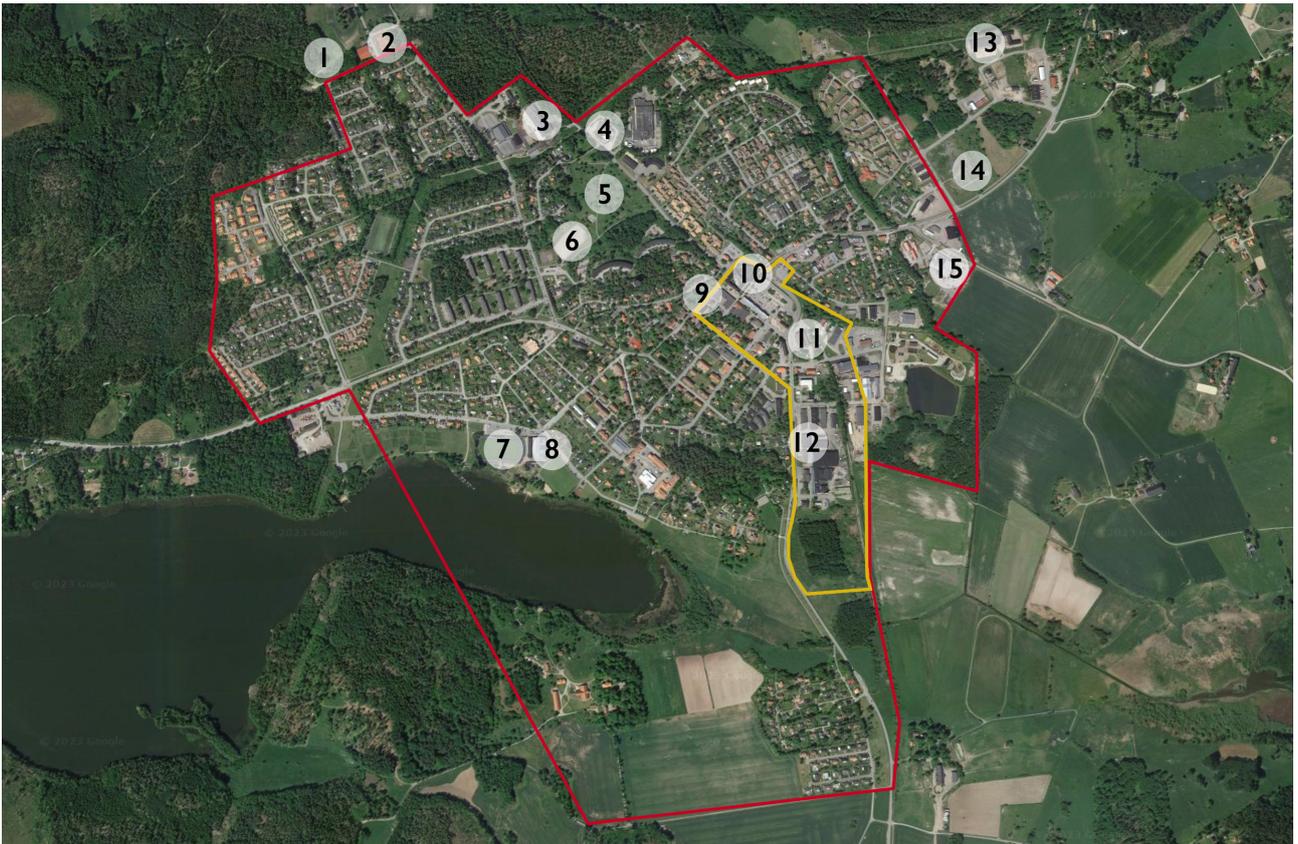
Entrance with Road 280 towards the centre. Photo: A. Bobert



Köpmannagatan. View from the south. Photo: A. Bobert



Köpmannagatan. View from the north. Photo: A. Bobert



1. Jogging track, 2. Tennis hall, 3. Culture scene, 4. Boule hall, 5. Park, 6,7. Ball field, 8. Ice rink, 9. Park, 10. Swimming pool/Library/Pharmacy/Daily goods/Shops/Café, 11. Activity center, 12. Gym, 13. Riding hall, 14. Restaurant/Gym/Padel, 15. Grocery store



View over the town centre with towards the lake. Photo: Anders Bobert

PROJECT SITE (MARKED IN YELLOW)

The project site contains Rimbo's central areas and the entrance to the town centre from the south, with Road 280.

Köpmannagatan is a pedestrian street in the northern part of the site. Its east side consists of 3-story apartment buildings with restaurants and cafés on the ground floor, while on the west side, there are some shops and a grocery store located in a historical yellow brick building. The northeast side of the site is an oversized paved area containing the bus terminal and parking for commuters. This huge empty space is closed to the north by a large brick building, Centrumhuset, which contains a public swimming pool, a library, and a service point for the municipality. This entire area is characterized by brick buildings. There is great potential to develop this area with residential, commercial, and office buildings, as well as to create quality public spaces when the new transportation hub is built. The intersection of road 280 with road 77 causes a lot of pollution, noise, and vibrations. The cars, the large empty spaces, and the lack of greenery are the main problems in this area. The challenge is to convert this central area into a lively human-scale town centre with a variety of services, shops, restaurants, and cafés.

The Galten building stands just south of the bus terminal. The former dairy factory was built with its own railway track and has an iconic tall chimney that gives the central areas of Rimbo a sense of history. The building plot Galten and its building are proposed to be used as a part of the transportation hub and future final stop for the Roslagsbanan railway. This is a long-term project that has many challenges. The existing embankment is too narrow at some points, and the railway might generate a

barrier effect towards the surrounding nature.

Today the southern half of the project site is used for light industry and commercial buildings. The buildings are mostly industrial buildings with sheet metal facades that lack architectural value. This area has the potential to become an extension of the town centre southwards and form the new entrance to Rimbo from the south, becoming the first impression of the town when travelling, for example, from Stockholm. In this area, some zones are pinpointed as sensitive to possible flooding (Appendix 4) and there is a forest marked as a valuable natural area. (Appendix 5)

Both to the southwest and the southeast of the project site there are areas for recreation. In the southwest, there is a small, wooded area with pedestrian and cycle paths leading to recreational areas and a school. The southeast is characterized by an agricultural landscape with footpaths for recreation. Both sides are connected by small unofficial footpaths across the site and the old railway reserve. This connection should be kept and strengthened to avoid the barrier effect that the extension of the railway could have in this area. How can this area be solved, in between the road and the new railway, without contributing to the barrier effect? The southernmost part of the site needs to adapt to the surrounding agricultural landscape.

In their proposals, the competitors need to show the extension of the railway to the town centre, as well as the location of the new transportation hub. However, there is room for the competitors to develop their ideas for Rimbo's new town centre. The focus should be on a sustainable development that finds a new identity for Rimbo as a place to live, work, and visit while reflecting the town's character.



Old factory building in the building plot Galten. Photo: A. Bobert



Bus terminal and parking lot. Photo: A. Bobert



Area in between Road 280 and the future extension of the railway. Photo: Anders Bobert



Industrial buildings in the south of the project site. View over the future railway tracks and Road 280 towards the lake. Photo: Anders Bobert

COMPETITION TASK

General directions

The proposal should show possible solutions for a new transportation hub and conditions for developing a lively centre in Rimbo. It should be possible to connect the transportation hub to the extension of the Roslagsbanan railway. Furthermore, the transportation hub must be designed to also serve as a hub for bus traffic, as Rimbo is already an important hub for traffic from Norrtälje, Uppsala, and Stockholm. The bus station will be developed into a travel center with a station building, waiting hall, and space for six bus lines. The new transportation hub will offer quick changes between trains and buses, which further strengthens Rimbo's role as a hub for the surrounding countryside. In order to create a sense of security, new job opportunities, and to match the "Rimbo Spirit" the new transportation hub should be planned in accordance with the development of the town's centre. This means that social and commercial areas, as well as job opportunities, must have the possibility to coexist in the central areas of Rimbo.

The proposal must be realistic and feasible. This means that it should take into account the activities and buildings that exist in the area today. In order to take the existing buildings into consideration, it is a good idea to present the proposal in different phases, where the first phase does not need to depend on the following ones to work on its own. Rimbo has a proud past. The new proposal must understand the history and identity of the place. The idea is not to build something entirely new, but to complement and complete an existing community that already has many strengths and qualities.

Traffic solutions

Both the current detailed comprehensive plan and the one being developed point out the building plot Galten as a suitable location for the new mobility centre. This is the starting point for the competition, but if better alternatives are identified, the competitors are welcome to study other solutions. It is important that the mobility hub is easily reachable from as many places in Rimbo as possible. This is a difficult question to solve because the town spreads mainly from east to west. The connection by foot, bike, and car to public transportation to the mobility hub is an important factor to consider. Surface car park solutions should be avoided and solutions that minimize space for car parking space should be implemented. For safety reasons, pedestrians, cyclists, and school routes should be prioritized. This applies both to the connection with existing environments and to Adamsberg, the newly planned residential area southwest of the project site. The proposal needs to connect the town centre and

transportation hub with both existing and planned developments.

Mixed-use and lively public spaces

Rimbo is a community for everyone. All the space that will become available once the existing bus terminal has moved to the new transportation hub should be used to develop a mixed-use structure that ties the town together with active and safe public spaces. Mixed-use, clear axial connections, and defined public spaces should be planned to create a safe, inviting, and lively environment for people of all ages. Mixed-use is key to creating a vibrant town all day long. It is encouraged to include uses such as culture, sports, offices, services, and industry with low environmental impacts. It would be good to plan for schools, preschools, or elderly homes on the project site, but it is not a requirement.

Design

The design of the proposals needs to consider the balance between the existing and the new, where new buildings can reflect their time, but without imposing on existing ones. The focus should be on connecting Rimbo's history with the development of the new parts. The scale of the new proposal should match the scale of the existing buildings. It must be a comprehensive development where the spaces in between buildings are important. The future transportation hub can be designed to stand out as a landmark for the new centre, although not in its height, to avoid visibility from far away.

Sustainability

The proposal should have a clear focus on sustainability, with resilient solutions to deal with climate change. To achieve it, building materials should be durable and climate neutral. Some buildings may have to be demolished. As the proposal should be possible to implement in phases, it is preferred that it studies the logistics for storing materials for their later reuse or recycling. The proposal should create green values. As a way of building sustainably, the proposal should be child-friendly and make sure that everyone, regardless of age, functional variations, or socioeconomic background are able to use the public spaces. An active public space will be achieved by planning spaces for everyone.

Stormwater management

Managing stormwater safely is important for all developments. The proposal should present solutions for how it will be taken care of. The areas proposed for stormwater treatment should be multifunctional, for example, public spaces that benefit the ecosystem. These solutions can be visible and integrated into the urban design.



Project site. Photo: Anders Bobert



Bus terminal. View towards north. Photo: Anders Bobert

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.

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

2 June – last date for competition questions.

16 June – last date for answers to competition questions.

30 July – last day for submitting competition entries.

4 December – competition results and winners are published.



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



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



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

Substitutes:

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

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

REFERENCES

About the European competition

European Europe. This includes rules for the the competition:

– <https://www.european-europe.eu>

European Sweden:

– <http://european.se>

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

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

Instagram account for European Sweden:

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

About Norrtälje Municipality

Norrtälje Municipality

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

Rimbo now

<https://rimbo.nu/>

Maps:

Interactive map Norrtälje Municipality

<https://norrtaljekarta.norrtalje.se/>

Register of culturally protected ancient remains

<https://app.raa.se/open/fornsok/searchlamning>

Traffic

More information about the project for moving Road 77 outside Rimbo´s centre

<https://www.trafikverket.se/vara-projekt/projekt-i-stockholms-lan/vag-77-lansgransen-rosa/strack-an-uppsala-lansgranseknas2/>

More information about the plans for extending Roslagsbanan.

<https://www.regionstockholm.se/roslagsbanan>

Pictures from Rimbo market and more

https://www.roslagsbild.com/page/2?per_page=60&search=rimbo

Historical pictures from Rimbo:

<https://digitaltmuseum.se/search/?q=rimbo>

Norrtälje Municipality Comprehensive plan 2040.

Appendix about analysis of Rimbo

<https://www.norrtalje.se/globalassets/bygga-bo-och-miljo/oversiktsplanering/bilaga-5-del-1-ortsanalys-rimbo.pdf>

Norrtälje Municipality proposal for Detailed Comprehensive plan 2050 for Rimbo

<https://www.norrtalje.se/globalassets/nyheter-specifika-dokument/fop-rimbo-samradsforslag.pdf>

Relevant laws and regulations

Accessibility:

– <https://www.boverket.se/sv/byggande/tillganglighet--bostadsutformning/tillganglighet/>

Noise:

– <https://www.boverket.se/sv/PBL-kunskapsbanken/planering/detaljplan/temadelar-detaljplan/buller-vid-detaljplanering/regler-och-riktvarden-for-buller/>

BBR, the Swedish National Board of Housing, Building and Planning's building regulations:

– https://www.boverket.se/contentassets/a9a584aa0e564c8998d079d752f6b76d/konsoliderad_bbr_2011-6.pdf

BBR in English:

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

Swedish - English Glossary

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

PUBLIC PROCUREMENT

Public tendering – Swedish sites

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

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

Legal Provisions for Foreign Architects

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

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

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

About European

■ WANT TO KNOW MORE?

Visit our website:
www.european.se

CONTACT INFORMATION:



E-mail: info@european.se

EUROPAN SWEDEN

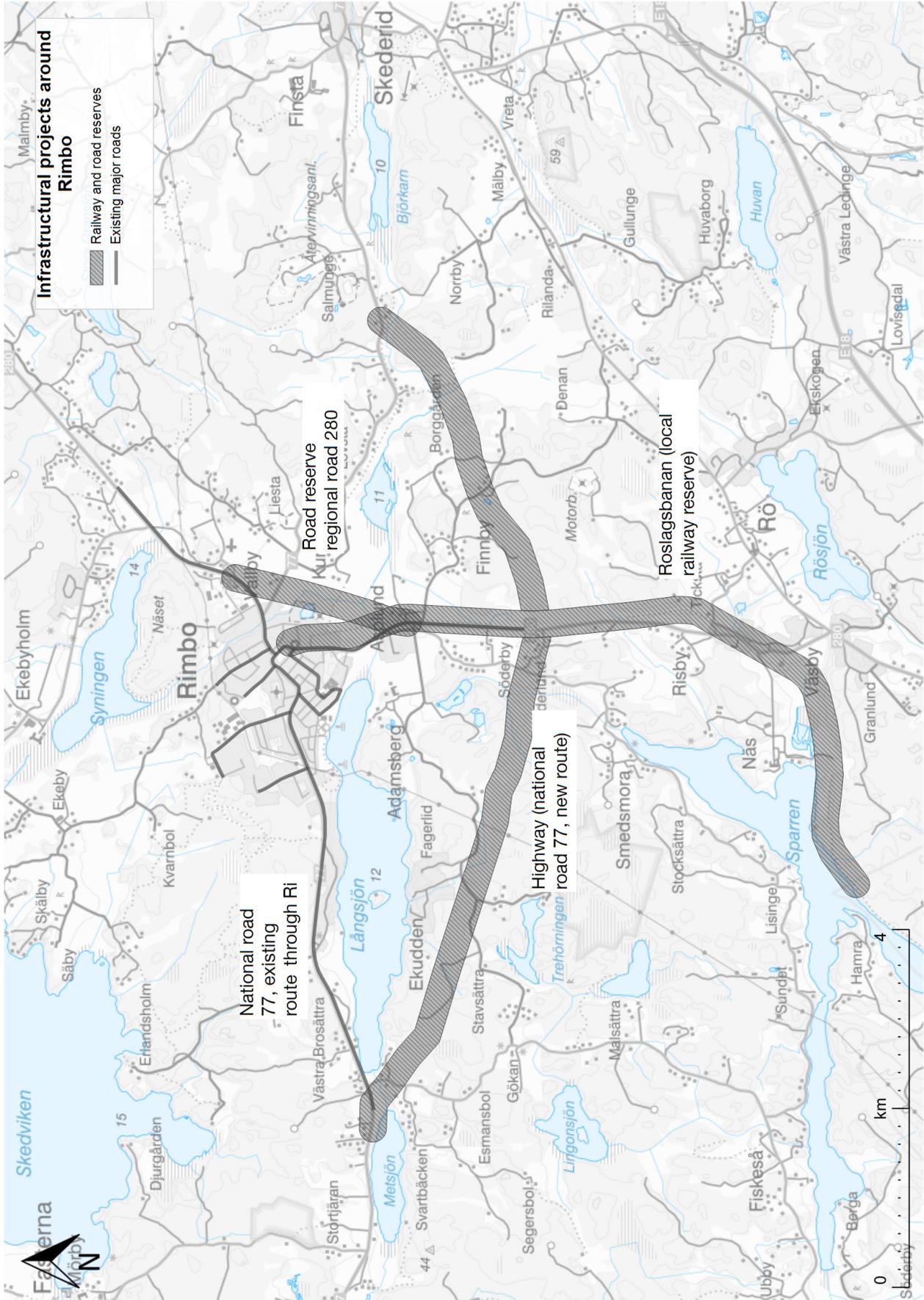


**The Swedish European Secretariat is
run by:**

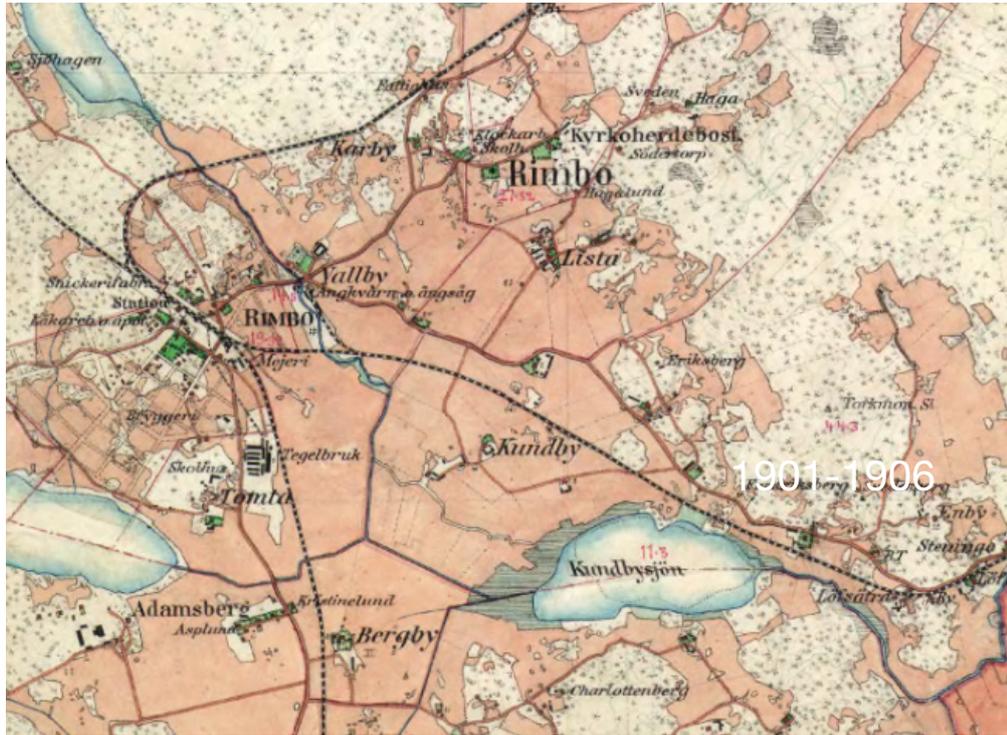
Carolina Wikström and Frida Öster
through Asante Architecture & Design.
European 17 is under the auspices of
Architects Sweden.

asante
ARCHITECTURE & DESIGN

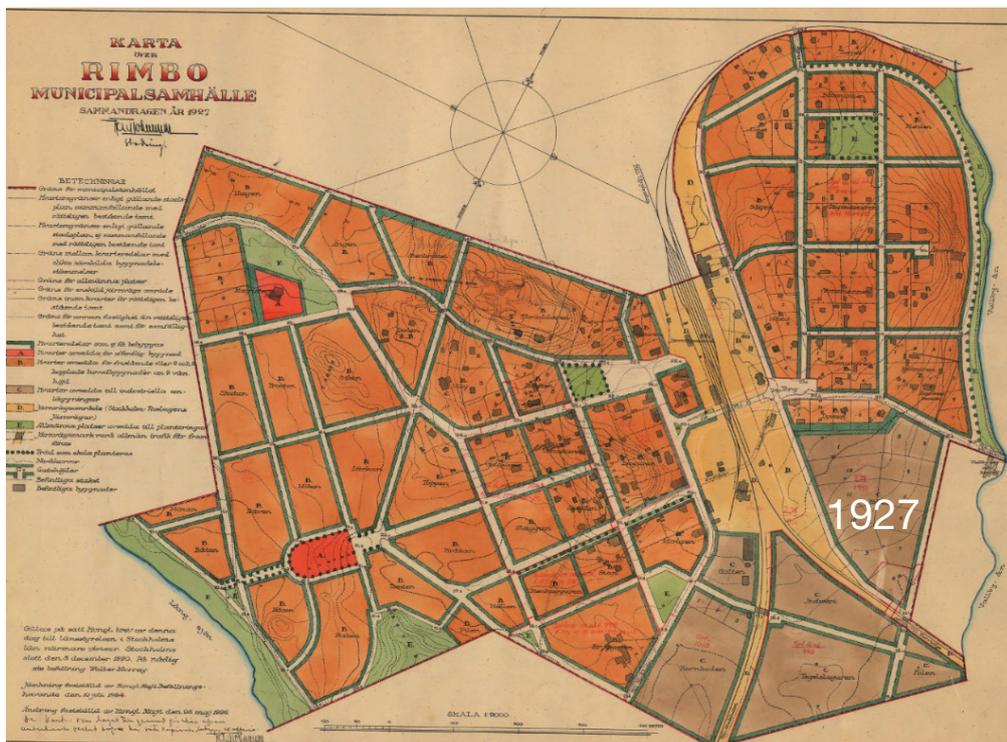
Architects Sweden



Rimbo - a timeline of the urban area from 1901 to 2019



1901-1906



1927



1960



1975

APPENDIX 2



2008



2019

