
EUROPAN 18 MALMÖ

RE-SOURCING - SWEDEN

*Overcoming barriers to seamlessly connect city,
infrastructure, and community—Hyllie as a vibrant
hub linking people and places.*

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



 **Europan SE**





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EUROPAN 18

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GENERAL INFORMATION

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Actors involved:

City of Malmö,
Swedish Transport Administration
and PEAB.

Team composition:

Architect non mandatory.

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 printed, and the
winners will be published on the
website of Architects Sweden.

Jury evaluation:

With the participation of the site
representative.

Post-competition intermediate procedure:

The prize winning team(s)
will continue the work with
the competition assignment
in a workshop with The City of
Malmö, The Swedish Transport
Administration and PEAB. An option
for continued work, including for
example workshops, presentations,
strategic spatial investigations,
various planning documents,
illustrations, drawings and citizen
dialogues, may be considered after
the completion of the competition.

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INTRODUCTION

The City of Malmö, the Swedish Transport Administration, PEAB and Eurospan Sweden would like to thank you for choosing to participate in Eurospan 18. 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 and drawings from the project database. Please read the condensed "Short Site File" brief parallel to this unabridged competition brief. The theme of Eurospan 18 is "Re-sourcing".

www.eurospan-europe.com
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MALMÖ

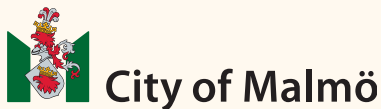
Malmö is Sweden's third-largest city and a dynamic part of the Öresund Region, where Sweden and Denmark are linked by the Öresund Bridge. The city has evolved from an industrial town into an international hub for sustainable urban development, innovation, and creativity. Malmö is known for its young and multicultural population, as well as its progressive ambition to create a city defined by equality, climate neutrality, and sustainable development.

Hyllie is a neighbourhood in southern Malmö, where the city's sustainability ambitions converge with its strategic location. Hyllie Station is a key part of the regional and international infrastructure, positioned as Sweden's first station for rail travellers arriving from Denmark. The district is planned to become Malmö's second city centre, featuring a mix of housing, workplaces, and recreational spaces for 25,000 residents and 15,000 jobs.

The competition task focuses on overcoming the physical and mental barriers created by the railway and major traffic routes. The aim is to strengthen connections within Hyllie and between neighbouring areas, create a sustainable everyday life, and develop innovative and inclusive ideas that will make Hyllie a model for future urban development and a central part of Malmö.



Malmö is centrally located in the Öresund Region.



COMPETITION BRIEF

MALMÖ



The Öresund Bridge connects Malmö and Sweden with Copenhagen and Denmark. Photo: Werner Nystrand

URBAN CONTEXT

Regional description

Skåne is Sweden's southernmost province. Malmö, its largest city, has a long and complex history. For centuries, numerous wars were fought between Sweden and Denmark, with the struggle over the Skåne region being a decisive factor in the conflict. Denmark was historically connected by sea. Today, the Swedish part of the Öresund Region is linked to eastern Denmark through the bilateral infrastructure project of the Öresund Bridge and its railway. The bridge connection strengthens the cultural connections and joint identity between the two countries and across the Öresund Region.

Greater Copenhagen is the largest metropolitan area in Northern Europe, and through close cooperation, Malmö and Copenhagen aim to create a shared region. The vision is for the residents of both cities to feel like citizens of an interconnected urban region. The goal for the two cities is to be accessible within an hour by public transport from all parts of Skåne on the Swedish side, and from Sjælland and Hovedstaden on the Danish side. When the Öresund Bridge was built and the City Tunnel was inaugurated in 2010, Hyllie became the first station on the Swedish side. A completely new urban area was established there, and it is still under development.

The Öresund Region is a global hub characterised by innovation, progressive development, knowledge-building, and international culture. Malmö serves as a link between the southern and northern parts of Europe. The high mobility and exchange with Denmark and the rest of the world shape the Malmö region, giving the city an international character.

Malmö's history as part of the Danish kingdom until 1658 is still evident in both the culture and architecture. The Skåne building tradition is characterised by steep roofs, brickwork, and half-timbered houses. This architectural style has its roots in the materials available in the region – clay – and the fertile farmland that makes Skåne one of Sweden's most productive areas. Skåne is a patchwork of rich agricultural land, lush forests, and clear lakes, surrounded by more than 570 kilometres of coastline. Between the farmland of the plains and the charming fishing villages along the coast lies a wealth of castles, manor houses, museums, and magnificent gardens.

Hyllie is strategically located in southern Malmö and is already halfway through its development. To reach its full potential, the current visions for overcoming physical and mental barriers need to be further developed, thereby strengthening the connections between the city, the countryside, and infrastructure.

Description of the city

New influences, challenges, and opportunities often arrive in Malmö first before spreading across Sweden. The city's open atmosphere, cultural richness, and international character attract a young and diverse population. In Malmö, designers and innovators from various industries converge, finding stimulating environments and creative clusters.

Malmö has a population of approximately 360,000 residents, and historical roots dating back to the Middle Ages. Over recent decades, the city has undergone a significant transformation. Once known as an industrial hub, Malmö has evolved into a centre for sustainability, innovation, and design, driven by strategic urban planning and educational institutions such as Malmö University.

Progress towards climate neutrality and equality is supported by high-quality architecture. Malmö's comprehensive plan prioritizes three key directions: Malmö as a regional driver of green growth and employment; the city as a cultural and democratic living environment; and a close, dense, green, and multifunctional urban space.

Malmö as a regional driver of green growth and employment. Malmö is the commercial centre of southern Sweden. The city is characterized by innovation, creativity, and entrepreneurship. It is home to 186 different nationalities, and nearly half of Malmö's residents are under 35. The population is growing faster than in other Swedish cities, increasing by around 4,000 people annually.

The exceptional transport connectivity in Hyllie has made it one of Sweden's most attractive locations for office development. Several companies have chosen to establish their headquarters here. Hyllie contributes significantly to job creation in the city and, through its development, has become an economic engine for the entire region.

A close, dense, green, and multifunctional urban space. Malmö is firmly integrated into the transport system. As for local mobility, residents cycle everywhere, year-round. Today, 27 per cent of all journeys in Malmö are made by bike.



Cycling and skateboarding along the coast. In the background, Malmö's tallest building, Turning Torso. Photo: Apelöga

Malmö has received multiple awards and gained international recognition for its efforts in sustainable urban development. The city demonstrates a clear commitment, with public and private actors collaborating with civil society to promote inclusion and climate neutrality. One prominent example is Hyllie, which has been a trailblazer in climate and environmental initiatives since its inception. Several of Malmö's housing areas built under the Million Programme are currently being redeveloped to enhance equality and improve physical and social conditions. The Million Programme, a political housing project from 1965–1975, aimed to build one million homes in a decade to address housing shortages, reduce overcrowding, and improve housing standards.

The city as a cultural and democratic living environment. Culture and creativity are central to Malmö's identity. The city hosts numerous museums, galleries, and cultural festivals, fostering artistic innovation and collaboration. Malmö has twice been awarded the title of Sweden's best sports city, with football being its most notable achievement. The city's 43-kilometer coastline includes Ribersborg beach and numerous swimming areas, accessible to all residents.

By prioritizing equality, architectural quality, and climate neutrality in urban development projects, Malmö is becoming an attractive place to live and work. Its urban structure is designed to emphasise proximity, density, and greenery, while connecting socially and physically divided areas. This approach supports a vibrant economy, job opportunities, and investments in renewable energy and sustainable transport systems. Hyllie, located in the southern part of Malmö, has undergone significant transformation over the past 15 years. With excellent transport links, Hyllie offers fast and efficient national and international connections. Once fully developed, the area is expected to accommodate at least 25,000 residents and 15,000 workplaces, solidifying its role as Malmö's second city centre.

While Malmö's mild climate allows year-round cycling, the colder months and wind create challenges for outdoor spaces. This is particularly noticeable in Hyllie, where the flat landscape meets the city's high-rise buildings. Overcoming such challenges remains a focus.



Skeppsbron near Malmö Central Station, with Malmö Live visible in the background. Photo: Werner Nyström



Malmö prioritizes sustainable mobility and urban spaces for pedestrians and cyclists. Example from Friisgatan. Photo: Apelöga



A swimming pier along Ribersborg Beach. Photo: Apelöga

RESOURCES

Hyllie offers a wealth of resources that can be built upon to create a long-term sustainable district. The area's strategic location, with the railway station as its hub, connects it easily to central Malmö, Copenhagen, and the rest of Europe. Hyllie has already established itself as the future centre of southern Malmö, offering a mix of public spaces, sports facilities, schools, libraries, and cultural and recreational activities. Malmö Arena, the Emporia shopping centre, and other major meeting points contribute to the area's local and regional appeal.

One of the most prominent assets is the high level of ambition in the area's urban development. Innovation and quality are already embedded in the planning process, and green parks like Hyllie Water Park and the Stormwater Park, along with nearby natural areas, provide an ecological and social foundation to build upon. These green spaces have the potential to enhance the area's biodiversity and contribute to sustainable urban development.

At the same time, there are challenges to address. Physical and social barriers, such as the railway and major traffic routes, act as obstacles within Hyllie and between the nearby districts of Holma and Kroksbäck. These barriers create a sense of separation and hinder both social and physical cohesion. The area is also perceived by many as large-scale and lacks

a strong local identity. By focusing on daily life and strengthening connections to adjacent areas, there is a clear opportunity to unlock resources and create new opportunities for inclusion and well-being.

Agriculture and the connection to the land have long been central themes in Hyllie's development. This aspect could be further explored to create a closer relationship between the residents and the land on which the area is built. This also opens opportunities to involve the local community in processes that strengthen a sense of belonging and responsibility for the place.

Malmö strives to use the 3-30-300 model, a strategy to create greener and healthier urban environments. The model ensures that every residence has at least three trees in their immediate vicinity, urban blocks have at least 30 percent tree coverage, and no one lives more than 300 metres from a green space. By applying this strategy and striving for climate neutrality by 2030, Hyllie has the potential to become a model for future urban environments.

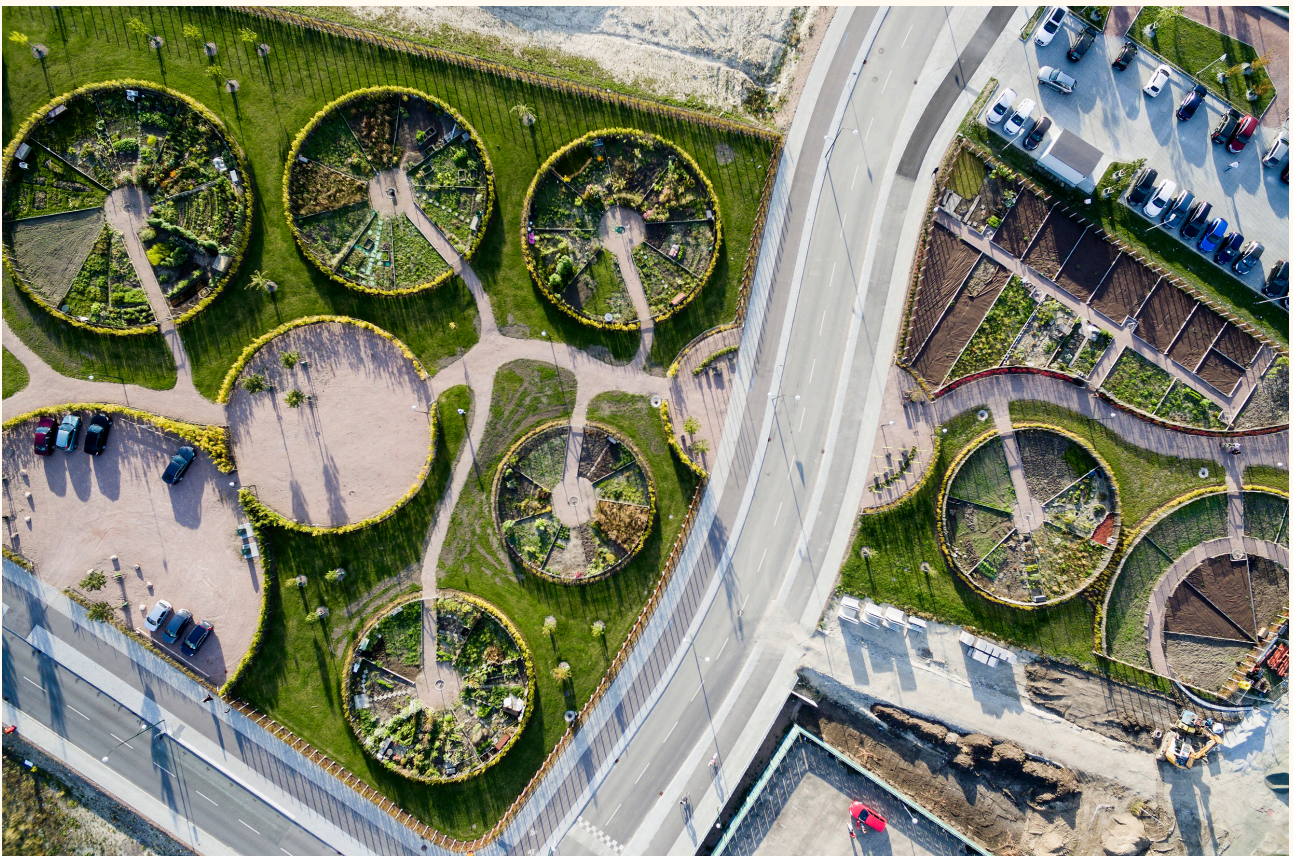
Local engagement and community involvement are key resources that strengthen the area's identity and enable the creation of a socially and ecologically sustainable district.



In the Sofelund area, higher noise levels are permitted, enabling cultural activities and festivals. Photo: Joe Miller



Hyllie Station Square is designed to accommodate large crowds entering and exiting Malmö Arena. Photo: Werner Nystrand



Hyllierankan consists of allotment gardens available for rent from the city. Photo: Tomaz Lundstedt

RE-SOURCING

Cultivating Resilience Through Synergy

The fragility of Earth's ecosystems and the increasing strain of social crises underscore the urgent need for new ways of planning and designing well-functioning and attractive living environments. Moving beyond harmful cycles of extraction, overconsumption, and pollution, requires practices that regenerate ecosystems and foster equitable relationships between nature and culture. By combining ecological balance, socio-spatial justice, and the health of all living beings, the goal is to cultivate a resilient and inclusive vision for the future.

Rethinking our relationship with the fundamental elements of nature—water, air, earth, and fire—is essential. These elements sustain life and hold symbolic significance but become sources of risk when exploited unsustainably. Flooding, wildfires, and polluted air are just some of the catastrophic outcomes of harmful human activity. Restoring these forces to their regenerative roles forms the basis for a harmonious alliance between human settlements and the natural world.

As society evolves digitally and adapts socially, how we live and interact will change accordingly. Well-designed and visually appealing environments that balance privacy and community—with a foundation of solidarity—are crucial. Such spaces must integrate bioclimatic and permacultural strategies, enabling humans and non-humans to coexist and thrive. The challenge lies in creating conditions where diverse forms of life can flourish, by balancing technological progress with ecological responsibility.

Materiality plays a pivotal role in this transformation. The built environment, often seen merely as a backdrop, holds untapped potential for circular practices. By minimizing new construction, reusing existing spaces, and recycling materials like stone, earth, and fiber, we can alleviate pressure on natural ecosystems. These practices not only conserve resources but also reconnect communities with their environments through local expertise and stewardship.

This approach leads to a dynamic interplay of regenerative and forward-thinking processes:

- Revitalizing natural elements by recognizing their energy, symbolism, and regenerative potential while mitigating risks of environmental degradation.

- Healing ecosystems by removing environmental burdens and creating healthier conditions for sustainable living.

- Designing inclusive spaces that blend intimacy, community, and solidarity while fostering cooperation between humans and non-humans.

- Encouraging circular material practices that prioritize reuse, recycling, and the incorporation of local knowledge for sustainable development.

- Strengthening biodiversity through a closer connection between nature and culture, fostering hybrid environments that support life.

- Addressing resource scarcity through innovative solutions that bridge ecological and societal challenges.

- Engaging local populations in participatory processes to align global ecological goals with tangible community actions.

The sites in focus provide opportunities to reconnect nature and culture, creating mutually beneficial relationships. Whether revitalizing abandoned areas, reusing resources, or enhancing green initiatives, the aim is to transform neglected spaces into vibrant, sustainable environments. Strengthening biodiversity alongside human activity and linking fragmented landscapes are central to this vision.

Life's natural rhythms—day and night, seasons, tides—serve as powerful inspiration for these projects. Designing environments aligned with these cycles fosters ecosystems where humans and non-humans collaborate in regeneration. Local networks, such as green corridors or urban grids, can further strengthen these connections, enhancing biodiversity and ecological health.

This is more than a shift in project execution; it is a transformation in how we approach design, planning, and stewardship of the environments we share. By intertwining ecological restoration, social inclusivity, and circular materiality, this vision creates spaces that are resilient, regenerative, and adaptable to future needs—while fostering beautiful and inclusive living environments.

RE-SOURCING HYLLIE

Re-sourcing social dynamics and inclusivity

Malmö's development should contribute to social inclusion, employment, and improved living conditions for everyone in the community. Today, Malmö is a city of contrasts, where two opposite conditions coexist. On one hand, it is a hub for knowledge-intensive and technology-driven businesses, strategically positioned near Copenhagen and the European continent. On the other, it faces persistent unemployment, marginalisation, and segregation. In line with the city's architectural programme, which highlights the need for high-quality living environments that contribute to health and well-being across Malmö, Hyllie has the potential to take further steps towards sustainable urban development. The urban development in Hyllie should contribute to social re-sourcing and foster inclusion.

Re-sourcing relationships between infrastructures and everyday life

The city's infrastructure is not an isolated element, but rather its pathways – filled with life, function, and movement. However, the spatial consequences of these pathways can also act as barriers. City and infrastructure are interconnected. While the infrastructure creates barriers, it is also the engine for movement, growth, and development. How can these differing perspectives coexist and leverage each other's strengths? To what extent are physical bridging solutions relevant to the site, and how can they be realised effectively?

Re-sourcing through metrics of feasibility

The proposals should combine a visionary and innovative approach to dealing with barriers, while

being sensitive to the local context. One of architecture's greatest strengths is its ability to turn visions into reality. In this process, the question arises: Can we rethink what we measure and value? Instead of solely using traditional economic metrics such as building area or property value, there is now a demand for new ways of identifying long-term values, particularly from a resource perspective. The goal is to find solutions that promote long-term economic sustainability without risking the creation of new barriers. This is a key question to ensure that the development is not only feasible but also socially and physically integrated into the neighbourhood.

Re-sourcing through materiality and circular economy

While Hyllie's new buildings and modern architecture can be seen as reflecting the times, they sometimes lack a distinct Malmö-specific, place-based identity. Future developments should work to reinforce the sense of place and social cohesion, contributing to an architecture that feels rooted in the area and plays a part in shaping a future cultural environment. Can the next phase of Hyllie's development become part of natural ecosystems, by incorporating regenerative principles, while also creating a stronger sense of place?

By focusing on sustainability through materiality, and integrating circular economy principles, the area could reduce its environmental footprint while enhancing its social and cultural resonance. This would help make Hyllie not just a functional district, but one that embodies the city's evolving identity and its long-term commitment to inclusivity and sustainability.



Hyllie as seen from Kroksbäck Park. One of the goals of Hyllie's development is to enhance integration between the different areas.

Photo: Apelöga

TERRITORIAL SCALE (MARKED IN WHITE)

The territorial scale highlights the project site's relationship with Malmö's central areas and the large-scale infrastructure connections to Öresund and Copenhagen. In the competition, it is important to understand Hyllie's position on both larger and smaller scales.

Road Network

Inre ringvägen, Annetorpsvägen (The Inner Ring Road) is a motorway that was inaugurated in 1974. Its original purpose was to redirect traffic away from the city's central areas. Today, this function has largely been replaced by Yttre ringvägen (The Outer Ring Road), which connects the road network to the Öresund Bridge. However, Inre ringvägen, Annetorpsvägen, still plays an important role in linking Malmö and diverting traffic from the city centre. In several sections, it handles higher traffic flows than the outer road.

Railway

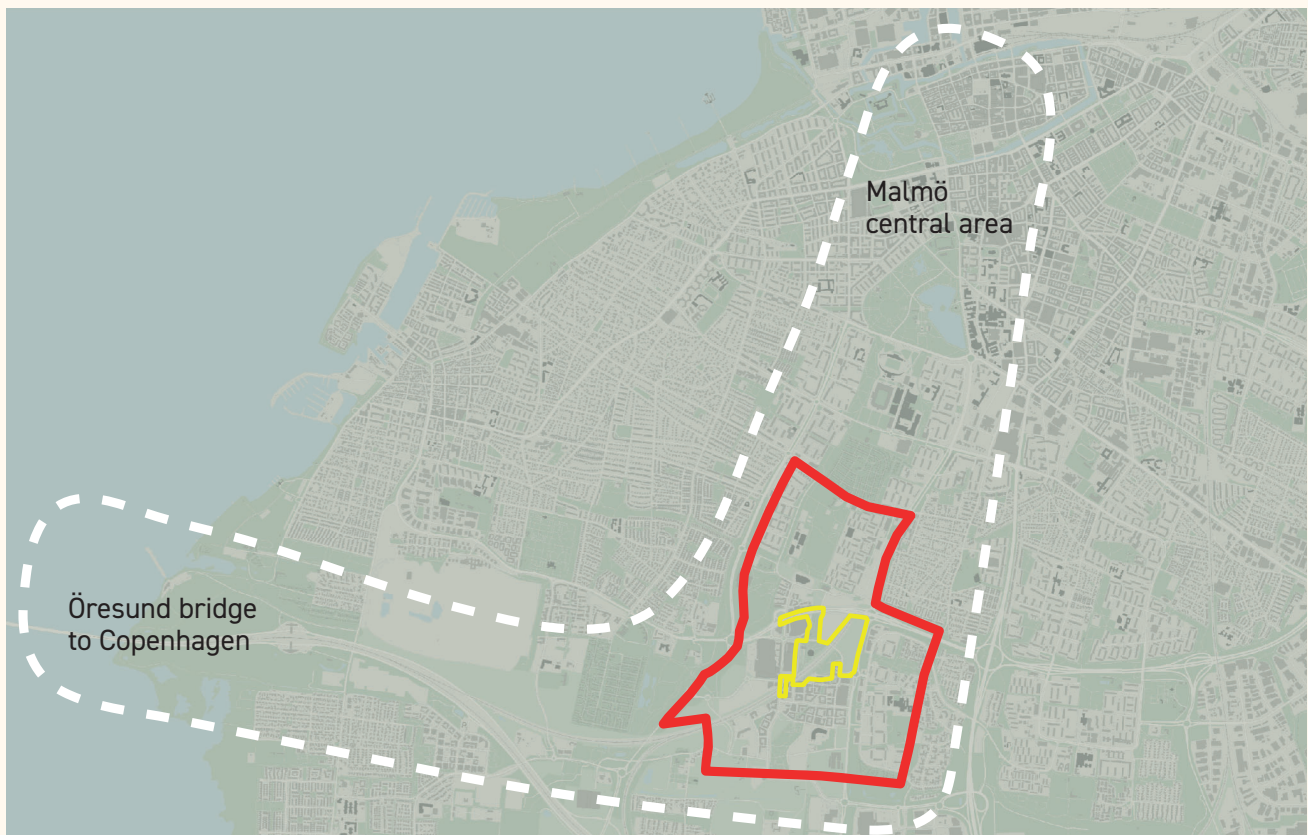
The City Tunnel connects the railway north of Malmö with the railway lines to Trelleborg/Ystad and Copenhagen. The entire connection spans 11 kilometres (Malmö C – Vintrie), with just under 6 kilometres consisting of a tunnel beneath central Malmö. The greatest contribution of the new tunnel is that it transforms Malmö Central Station into a through station, which increases capacity across Skåne and

beyond to the Öresund Bridge. The additional stations have expanded the catchment area for regional train traffic. This significantly shortens travel times for large groups of commuters within south-western Skåne and the Copenhagen area. Since its opening in 2010, all maximum traffic forecasts have been reached.

Green Infrastructure

The territorial area also highlights green infrastructure. From Hyllievång Park, through Tygelsjöstigen and Hyllie Water Park/Stormwater Park, up towards Kroksbäck Park, a green corridor runs through the neighbourhoods. The road network, railway, and green infrastructure running through the city provide both opportunities and challenges for urban development. An integrated perspective of the city and its infrastructure is a prerequisite for the competition.

While transport infrastructures can create barrier effects, they also serve as links shaping how we move through the city and how the city itself is populated. The infrastructure that enabled the development of Hyllie on valuable agricultural land now has a different context. Urban development, in turn, has placed the infrastructure in a new spatial setting. Everyday life in the area has begun to take shape, and it is time for the transport corridors to renegotiate their relationship.



The territorial area highlights the importance of considering connections to both Copenhagen and Malmö's central areas.



Hyllie seen from the flat landscape to the south. Photo: Finn Williams



The project site viewed from the north.

REFLECTION SITE (MARKED IN RED)

The **Reflection site** consists mainly of developed and planned land. Existing buildings and legally binding plans form the foundation for the competition proposals.

In Malmö's 1966 master plan, the area where Hyllie is located was envisioned as a future city with commercial spaces and twenty-storey buildings. The planning of nearby housing areas, part of the Million Programme, was based on the idea of a nearby central hub. However, Malmö's economy underwent changes, leading to a population decline, and the original plans for Hyllie were never realized resulting in an "incomplete urban fabric". The neighbourhoods are characterized by traffic separation, aimed at improving traffic safety, featuring car-free pedestrian paths, underpasses, footbridges, motorways, and large parking lots.

When Hyllie was first planned, the original idea was to turn the area's "backside" into its "front." Urban planning sought to mend the gap left by the 1960s master plan. The opening of the City Tunnel in 2010 marked the start of the first phase of urban development, designed primarily from the perspective of visitors. The first buildings were primarily offices, shops, and other visitor facilities. It wasn't until a few years later, in 2013, that the first residential buildings began construction. Development in Hyllie is now approximately halfway complete.

The first buildings in Hyllie were concentrated along the main arteries of **Hyllie Boulevard (8)** and Hyllie Allé. These streets contain facilities such as the Emporia shopping centre, Malmö Arena, the Malmö Exhibition & Congress Centre with its offices and conference hotel, and the train station. The area is appreciated by Malmö residents and businesses for its functional aspects, including excellent transport links and proximity to services and retail. However, there is a need to complement this with softer values.

The area around **Hyllie Allé (23)** is appreciated by residents for its scale, architecture, public spaces, and pleasant microclimate. The modern architecture is perceived as varied and features a mix of offices and housing. The neighbourhood is intersected by an old railway embankment, now a green corridor called Tygelsjöstigen.

In the **northern part** of the Reflection site lie Holma (3) and Kroksbäck (1). With a mix of apartment buildings and terraced houses, these areas are characterized by a diverse population. Holma is undergoing significant renewal based on a planning programme partly inspired by European 11. The goal is to create socially, ecologically, culturally, and economically sustainable development while connecting the city. At the same time, existing values are being preserved. In southern

Holma, housing, offices, and a parking and shared mobility hub will be constructed. To the east, plans include a park, housing, a preschool, offices, and another parking and shared mobility hub.

In **southern Hyllie**, the large Hyllievångsparken (22) has been developed to address future climate challenges. The area east of the park will be built with housing, offices, and a preschool. This area has a clear climate focus and was certified through Citylab in December 2023.

To the east, Hyllie borders Lindeborg (20), separated by Pildammsvägen. Lindeborg consists of apartment blocks from the 1970s and 1980s, as well as allotment gardens.

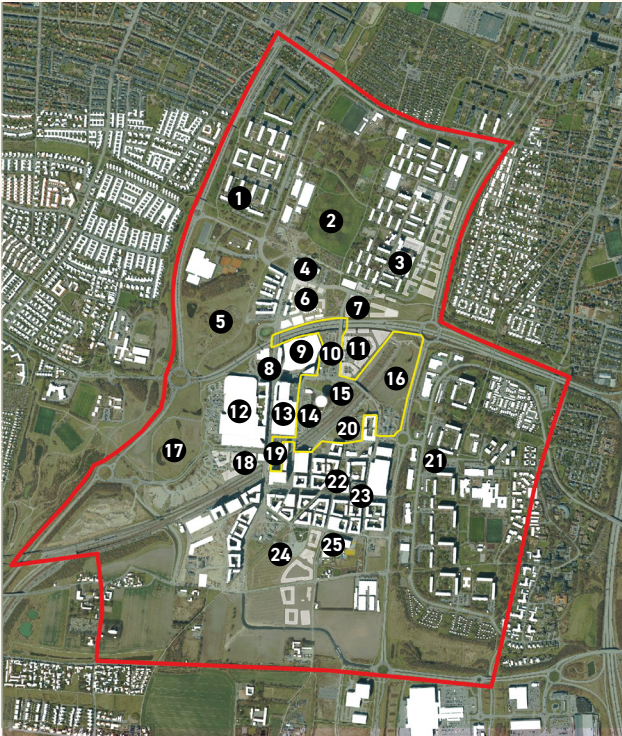
To the west, the area along the railway is dominated by tall office complexes. West of the Emporia shopping centre, plans include residential buildings with some elements of offices and retail.

As Hyllie continues to grow, a central vision is to create an integrated and cohesive urban structure that connects Hyllie with adjacent neighbourhoods, overcoming barriers such as major roads and railways. The City Tunnel is an excellent asset for Hyllie but also constitutes a clear barrier, creating both physical and perceptual obstacles.

Visitors, residents, and business owners have identified emotional aspects as the most significant areas for improvement in Hyllie. There is a demand for more green spaces, trees, and public places for social interaction. Opportunities for enjoying beautiful outdoor areas or walking and exercising in nature need to increase. Buildings with a small-scale feel are desired, and there is a call for more local neighbourhood restaurants and cafés to give more life to the area.



Hyllie seen from northeast. The water tower was Hyllie's first building.



1. Kroksbäck, 2. Kroksbäcksparken, 3. Holma, 4. Hyllie swimming hall, 5. Engelska parken, 6. Hyllie äng, 7. Part of the approved plan for Södra Holma, 8. Hyllie Boulevard, 9. Malmömässan, 10. Upcoming park with Tuscan theme, 11. Approved plan east of Malmömässan, 12. Emporia shopping centre, 13. Malmö Arena, 14. Bus parking, 15. Hyllie Vattenpark (Hyllie Water Park), 16. Unplanned land, 17. Planning program for Västra Hyllie, 18. Fyrtornet Library/Embassy of Sharing, 19. Hyllie station square, 20. Dagvattenparken (Stormwater park), 21. Lindeborg, 22. Residential area around Hyllie allé, 23. Hyllie allé, 24. Hyllievångsparken with playground, 25. Hyllievångsskolan.



Tygelsjöstigen goes through Hyllie. It is an old railway embankment, now serving as a pedestrian and bicycle path. The row of poplars lining the path is protected due to its high value. Photo: Ali Jehad.



Brick houses in Holma, built in the 1970s, and the recently constructed brick houses around Holma Square. Photo: Finn Williams



Inre ringvägen, Annetorpsvägen, is a motorway around Malmö.

PROJECT SITE (MARKED IN YELLOW)

The project site is centrally located in Hyllie, near Hyllie Station and includes Hyllie's two major barriers to surrounding districts: the railway and Annetorpsvägen. These barriers also form the backbone of a functioning infrastructural network for the city, the region, and the nations of Sweden and Denmark, connected via the Öresund Bridge. Hyllie's master plan outlines mixed urban development, with housing, offices, parks, and service facilities.

Inre ringvägen, Annetorpsvägen, which served as a kind of city wall during the Million Program expansion era, is a functional route for through traffic. However, the neighbourhoods it separates have given it a new spatial context. Hyllie's centre, once a destination for visitors, has now become the living room for local residents and transport routes need to be adapted to this new reality. Through sustainable solutions, Hyllie aims to become an example of a regenerative and long-term sustainable district.

The railway area is approximately 80 meters wide and 7 metres deep, while bordered by two parks: Hyllie Water Park and the Stormwater Park. These water parks serve different sustainability purposes; Hyllie Water Park is an educational site for children, while the Stormwater Park is designed to handle fifty-year rainfall events. The area's varied terrain, with height differences between the parks and the railway, requires special consideration during development. A key aspect is preserving stormwater management functions while improving connections between the parks.

To the south lies Hyllie Station Square, a hub for the area's major facilities such as the Malmö Arena and Emporia shopping mall. The design of Hyllie Station Square is inspired by the concept of the Skåne beech forest. Tall lighting masts line the square's long sides, providing general lighting and creating a digital night sky above the square. However, the square is often windy and can feel uninviting.



Annetorpsvägen is part of Inre ringvägen, Annetorpsvägen. The section within the project site is prepared for decking. Photo: Emily Evernäs

The area west of the railway has recently been planned for housing and a park. Annetorpsvägen runs partially sunken as it passes Hyllie and Holma, forming part of the inner ring road. The traffic is heavy, resulting in significant noise pollution. The stretch between Hyllie Boulevard and Hyllievångsvägen has been prepared for future capping with a reinforced retaining wall. South of Annetorpsvägen is the Malmömässan convention centre, built in 2012. Just north of Annetorpsvägen, in the area known as Hyllie Äng, residential buildings, an office building, and a parking and shared mobility hub that provides car- and bicycle pool, have already been completed. The final housing units and a preschool will soon begin construction. This new development will help integrate Hyllie more closely with central Malmö, Holma, and Kroksbäck.

The area east of the railway has not yet been granted final planning approval but is primarily planned for office developments due to its excellent visibility for signage.

The following strategic goals apply to the project site, aligning with Hyllie's significant assets:

- **Utilise the excellent transport connections.** To maximise the station's full potential, Hyllie is being planned as a dense and mixed-use city.
- **Preserve fertile soil.** Hyllie is being developed into a record-green district with abundant vegetation. Hyllie connects the city to the countryside, and the beautiful plains and cultural landscapes will remain visible in the future development of Hyllie.
- **Hyllie as an integration project on two levels.** Regionally, thanks to its proximity to Copenhagen and Kastrup Airport, and locally, as a central and unifying hub for this part of Malmö.

A global model for sustainable urban development.

Hyllie will lead Malmö's future development as a sustainable city and be at the forefront of innovation, connecting resource supply with usage and behaviour.



The railway from north towards Hyllie. The railway cuts the area, limiting movement patterns on foot and by bike. Photo: Emily Evernäs



The project site viewed from the east.



The stormwater park is designed to handle large amounts of water, but it also features open spaces.

Photo: Miriam Preis

COMPETITION TASK

Vision

Hyllie should be an integrated and attractive part of Malmö, with a strong sense of place and a rewarding everyday life for all.

Goal

The competition task involves overcoming both physical and mental barriers to connect Hyllie with southern Malmö. Proposals should present visionary and concrete solutions that enhance the resources identified in Hyllie's guiding objectives and serve as a catalyst for urban development in the area.

Starting Point

Proposals should build upon the built and unbuilt resources already present at the site and demonstrate ways to add value for both residents and visitors. They should renegotiate physical and mental barriers. The goal is to achieve urban development where the project site strengthens Hyllie as an important part of Malmö, while Hyllie, in turn, enhances Malmö as a whole.

Method

The competition proposals may include:

- New developments, including decking over parts or the entirety of the lowered infrastructure (this is not a requirement).
- Physical additions to the urban structure.
- Other creative interventions in urban development to overcome the barriers.

Questions to address

Reducing the perceived distance between Hyllie and surrounding districts:

How can we reduce the perceived distance between Hyllie and the surrounding districts (Holma, Kroksbäck, Lindeborg) to create a more inclusive and socially sustainable Hyllie?

Redefining barriers in Hyllie:

How can we redefine the spatial impact of barriers in Hyllie to strengthen connections, particularly for pedestrians and cyclists, between existing and planned areas, while retaining the necessary functionality of the transport infrastructure? How can the proposal fully utilize the proximity to the station to ensure a large proportion of public transportation?

Adding New Values and Functions:

How can Hyllie be developed to offer values and functions in the form of more culture, social life, small-scale commerce, and restaurants? How can the area's history and cultural background be integrated into urban planning to reinforce a sense of place and cultural anchoring while creating a vibrant and sustainable district?

Creating high-quality living environments:

What innovative design solutions can help reduce the negative effects of noise and wind, create a better microclimate, and ensure high-quality living environments in Hyllie? How can green solutions and sustainable urban development be employed to make Hyllie a record-breaking green district that connects city, infrastructure, and countryside? How should the

land be utilised in the best possible way so that more people can live, work, and meet in the same space with easy access to public transport?

The proposal should include:

Urban development concept:

The proposal must present an urban development concept that addresses the questions above and clearly materializes a vision for the area.

Urban structure and architecture:

The proposal should suggest an urban structure with high-quality architecture that enables a climate-neutral and egalitarian living environment. The proposal should include a dense, mixed-use urban environment that encompasses most urban functions, such as housing, offices, streets, squares, and attractive green spaces.

The area above the railway and road:

The proposal should focus on the areas above the railway and road, as well as on land not yet regulated by planning approval. It is important that the proposal takes into account the existing buildings, current plan regulations, and the area's height differences.

Stormwater management:

The proposal should consider and preserve the existing stormwater management solutions in the parks. The technical design should ensure that water flow and handling are integrated sustainably into the urban structure.

Capacity of the railway and Annetorpsvägen:

The proposals should ensure that the technical design and capacity of the railway and Inre ringvägen, Annetorpsvägen, are maintained. This means that the through-traffic capacity of both the railway and the road must remain the same as today, and the proposal must not affect the functionality of these infrastructures.

Additional requirements and considerations:

Consideration of decking over:

Proposals for covering all or parts of the recessed infrastructure corridors are welcome but not required. However, it is important that this discussion of weather or not to cover, is addressed in the proposals.

Long-term resource management:

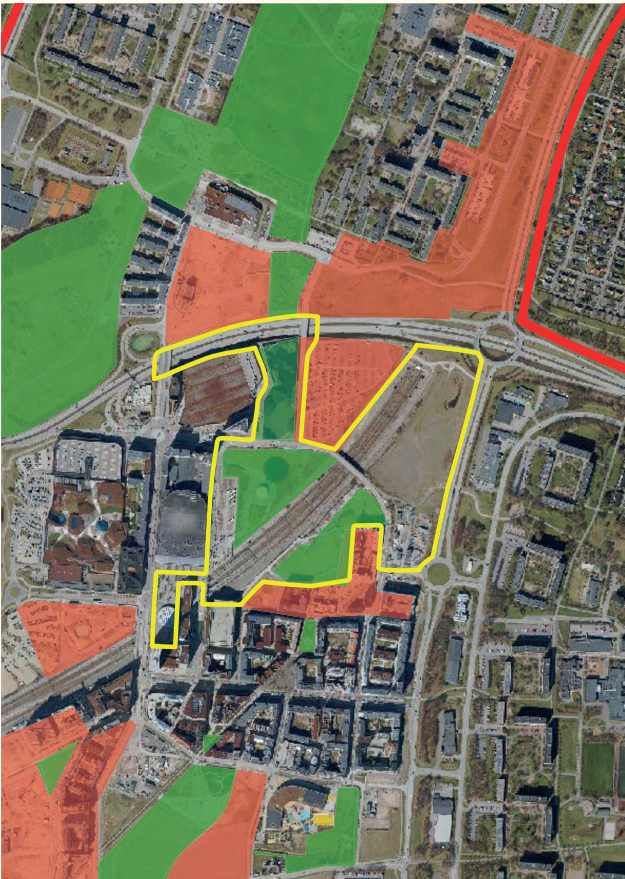
Proposals that consider long-term resource management and value creation beyond traditional models are sought. This involves thinking about how urban development can generate value not just in economic terms but also socially and ecologically.

Existing buildings and infrastructure:

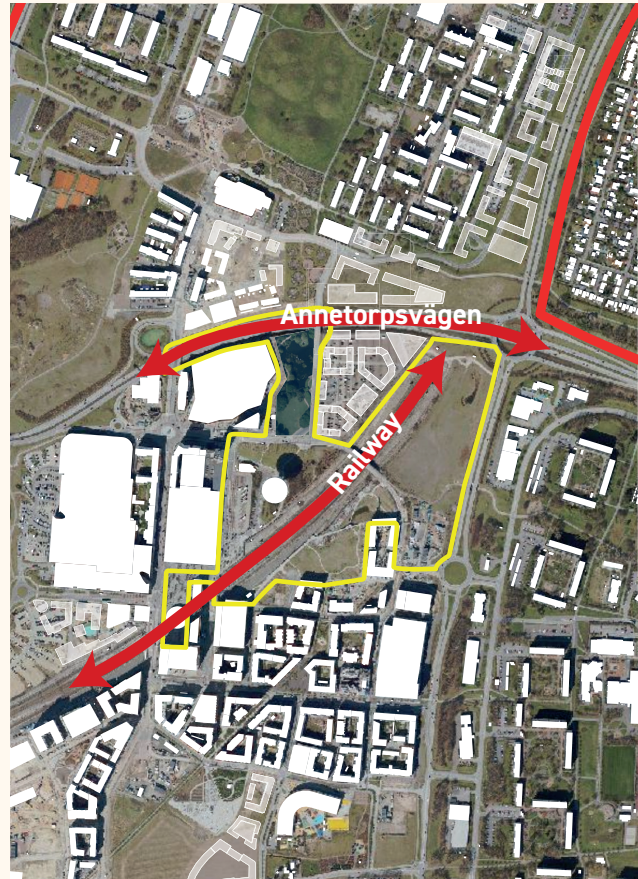
It is not possible to change the design or function of existing buildings. The urban structure in planned areas is fixed. The functionality and/or capacity of Annetorpsvägen, the railway, and the water tower, including their layout, profile, and speeds, must be preserved.

Water pipes:

There are water pipes leading to the water tower under the ground around the parks that cannot be rerouted. These must be taken into account in the proposals to avoid any impact.



Red areas are planned developments. Green areas are existing or planned parks. Properties within the red-marked area are not owned by the organisers.



The project area includes two major barriers, that both are lowered: Annetorpsvägen and the railway.



View from the east across the project area, with the Öresund Bridge in the background. Photo: Perry Nordeng

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 "Re-sourcing", 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 18 jury

Members of the competition jury:



Pernilla Wåhlin Norén, SE
Chairman of jury
– Architect and Building Conservator
– City architect of Borlänge
– Board member of Swedish Architects Plan academy
– Borlänge, Sweden



Johan Arrhov, SE
– Architect
– Founding partner, Arrhov Frick Arkitektkontor
– Visiting professor Accademia di Architettura Mendrisio Switzerland
– Stockholm, Sweden



Lone-Pia Bach, SE
– Professor architectural preservation at Royal institute of art
– Founder of Bach architects
– Stockholm, Sweden



Meta Berghauer Pont, SE
– Professor in Urban Morphology and Urban Design at Chalmers University of Technology in Gothenburg
– Runs the research group SMOG
– Norrköping, Sweden

Competition timeline and dates of importance:

Monday March 3rd, 2025 -The competition opens. All competition sites are presented. Registration and download of complete competition documents starts.

Launch event, with lectures and presentations. See European Sweden's website.

Monday March 31th, 2025 - Site visit with site representatives (pre-registration to info@europan.se required).

Friday May 16th, 2025 - Last date for competition questions.

Friday May 30th, 2025 - Last date for answers to competition questions.

Sunday June 29th, 2025 - Last day for submitting competition entries.

Monday Nov. 17th, 2025 - Competition results and winners are published.



Helle Juul, DK
– Architect, Ph.D.
– Founding partner of JUULFROST Architects
– President to INTA
– Copenhagen, Danmark



Sam Keshavarz, SE
– Landscape architect
– Founder of Outer Space Arkitekter
– Stockholm, Sweden



Øystein Rø, NO
– Architect
– Founding partner Transborder Studio
– Oslo, Norway

SUBSTITUTES:

Anders Johansson, SE
– Architect
– Founding partner at Ateljé Södersvik
– Stockholm, Sweden

Frida Öster, SE
– Architect
– Municipal architect of Nynäshamn Municipality
– Stockholm, Sweden

REFERENCES

About the European competition

European Europe. This includes rules for the the competition:

<https://www.european-europe.eu>

European Sweden:

www.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 the City of Malmö

Urban development in Hyllie:

<https://malmo.se/Stadsutveckling/Stadsutvecklingsomraden/Hyllie.html/>

City architecture strategy:

<https://malmo.se/Stadsutveckling/Sa-utvecklar-vi-staden/Arkitektur/Arkitekturstaden-Malmo.html>

The comprehensive plan:

<https://gis.malmo.se/portal/apps/storymaps/collections/420a390c2f784fb19908746dfad5e97a>

Malmö in the making:

<https://malmo.se/Malmo-in-the-making.html>

About Swedish Transport Administration

www.trafikverket.se/

TRVINFRA, the Swedish Transport Administration's infrastructure regulations.

[TRVINFRA-00398 Banutformning v2_0.pdf](https://www.trafikverket.se/trafikverket/infrastructure/infrastructure-regulations/infrastructure-regulations-00398/Banutformning-v2-0.pdf)

[Krav TRVINFRA-00400 Stationsutformning v2_0.pdf](https://www.trafikverket.se/trafikverket/infrastructure/infrastructure-regulations/infrastructure-regulations-00400/Stationsutformning-v2-0.pdf)

Translation of railway terms:

<https://uic.org/support-activities/terminology/>

About PEAB

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

About Öresund region

Information about the bridge, tunnel and region:

<https://www.oresundsbron.com/en/about-oresundsbron/the-oresund-region/facts-about-the-oresund-region/>

Relevant laws and regulations

Accessibility:

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

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

<https://www.boverket.se/en/start/publications/2019/boverkets-building-regulations--mandatory-provisions-and-general-recommendations-bbr/>

Temadelar detaljplan. Boverket's guidance on specific planning issues:

<https://www.boverket.se/sv/PBL-kunskapsbanken/planering/detaljplan/temadelar-detaljplan/>

PUBLIC PROCUREMENT

Public tendering – Swedish sites

European 18 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 www.european.se/faq/

ABOUT EUROPAN

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 Asante Architecture & Design.
Europan 18 is under the auspices of Architects Sweden.

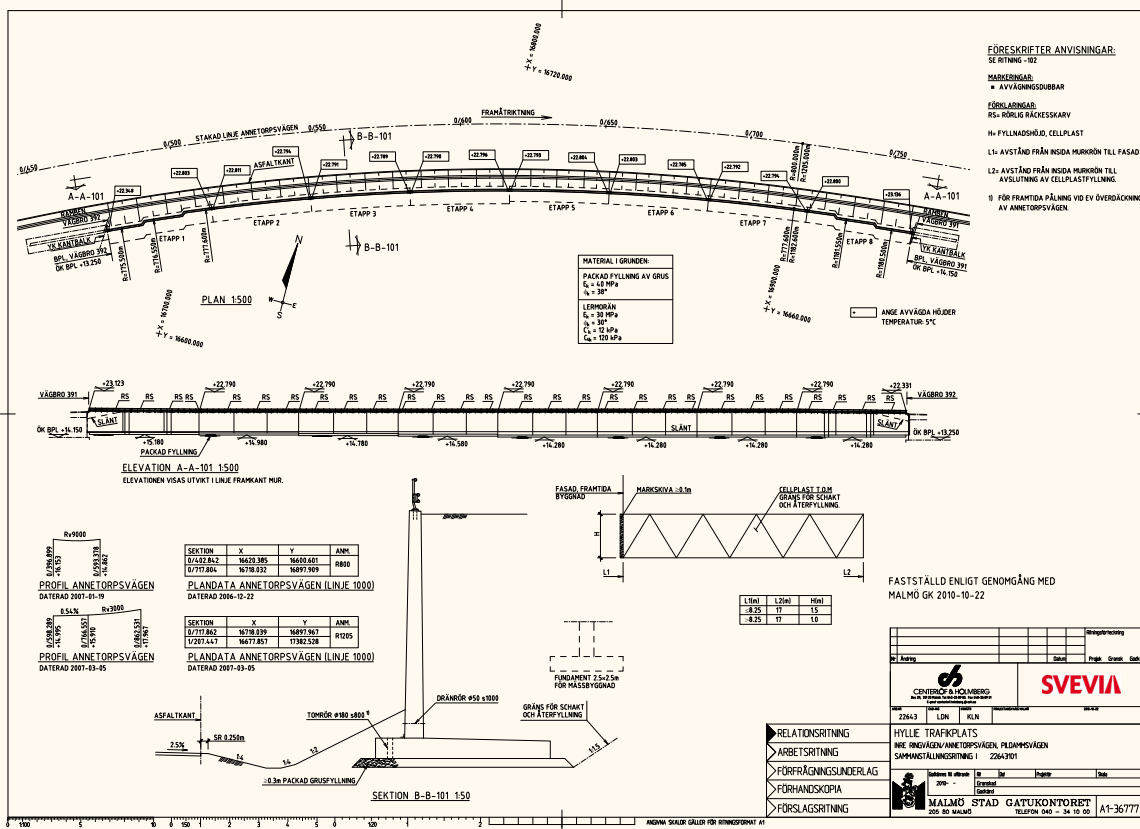
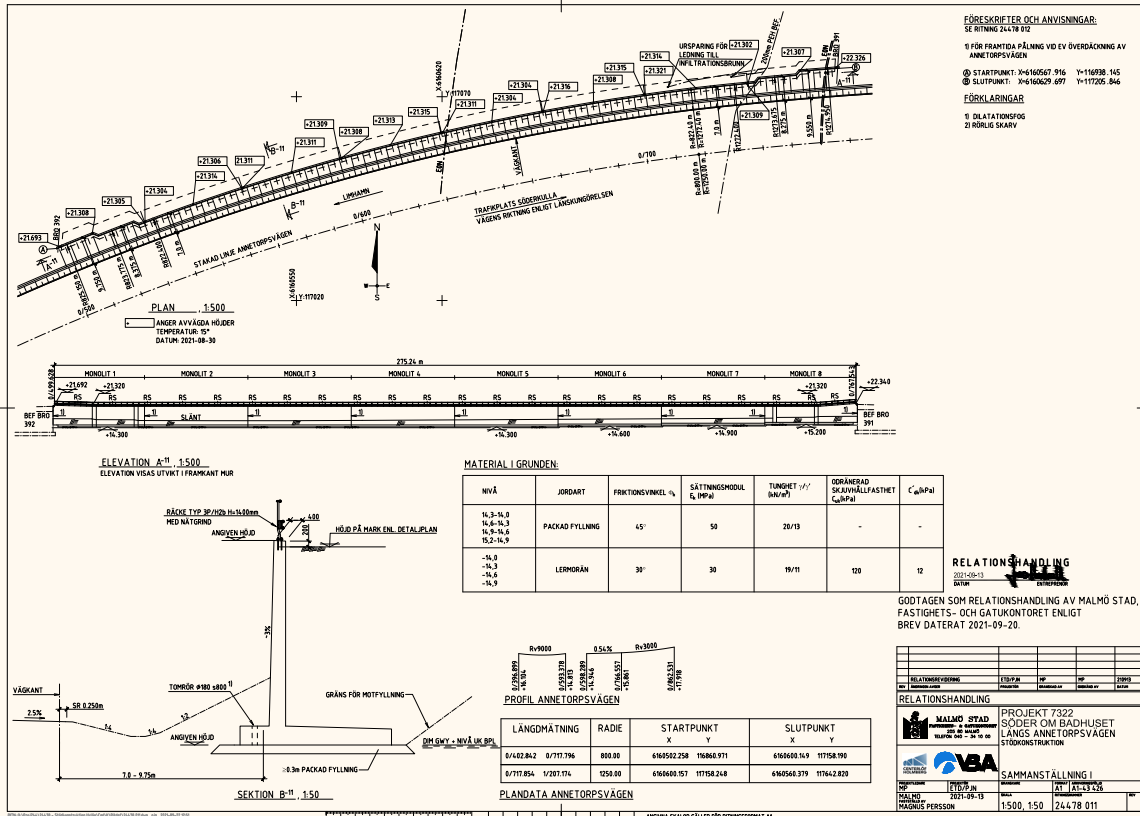
asante
ARCHITECTURE & DESIGN

Sveriges Arkitekter

ANNETORPSVÄGEN

Preparation for decking over

The section of Annetorpsvägen within the project site is prepared for decking. The drawings illustrate how.



RAILWAY

A: Hyllie station is partially covered. The four tracks and two 350-meter long platforms are located 7 meters below ground, reducing noise and creating safe, grade-separated crossings with other traffic.

The decking above, Hyllie Station Square, allows for passage over the tracks. The station features entrances with stairs, escalators, and elevators in the centrally located station building. There are also stair accesses at both ends of the decking.

B: To prevent flooding of the tunnel entrance during high groundwater levels this area contains an extensive drainage system to regulate the groundwater level through wells and pumps. The area is more difficult to cover as the wells need to be accessible from above. There should be an open space of approximately 100 meters from the tunnel entrance.

Considerations and factors to take into account for a potential decking of the area between the tunnel entrance and Hyllie station:

- The decking will likely need to be supported by columns in the track area. The distance between the columns and load-bearing slabs must be sufficient. There are numerous cables in the track area that need to be managed.
- The height from the track to the underside of the decking may need to be higher than standard tunnel requirements due to existing equipment in the track area and the needs related to maintenance and emergency operations.
- If ERTMS is implemented on this section of track, the number of technical trackside installations, eg. signal boxes, may need to increase.
- If the area between the tunnel entrance and Hyllie station is decked, evacuation fans should be placed outside the Holma tunnel entrance to prevent smoke from entering Hyllie station in the event of a fire.

* There is an input point to the catenary system at approximately km 6+100. This needs to be addressed.

** There are four access roads into the area, which must be maintained.

*** There is a large boarding area at approximately km 6+050, which is important for access to the tunnel, particularly for rescue and maintenance operations.

Access roads**

Holma tunnel entrance

Input point for catenary system*

Boarding point for Road-rail vehicles***

Access road**

Access road**

