



## European 14 - Norway

### Productive Cities

**Urban development in Norway today is to a large extent a matter of how to build more housing. Soaring housing prices and a growing urban population leads to political pressure on planning authorities and developers to build more apartments in central areas. The result is often monofunctional residential areas, if lucky with a commercial ground floor and a corner cafe. This one-dimensional focus threatens the necessary complexity of the city, its internal synergy, its ability to change, and, fundamentally, its ability to be productive.**

Production has always been a part of our cities. The industrial revolution was a story of urbanization. Later, the often noisy and polluting industry was moved to the periphery of the city, followed by a period of relocation to low cost countries in Asia as salaries reached high levels in the west. Now production is returning to the Western city and a combination of technological advances and focus on resource management drives the development. Robotization, for one, reduces the significance of cheap labor and 3d-technology render a future where everything can be produced everywhere. A new small scale and technology driven industry seeks to the city centers due to the need for proximity to customers, innovative networks and knowledge sharing environments. The Productive city implies activities involving all types of actors, in a changing economic reality. It has a possible fundamental democratic agenda. Part of the picture is also new forms of urban food production and local energy production that calls for a rethinking of architectural design and urban planning. The productive city is producing on all levels.

Hence, architects, planners and developers need in a larger extent to understand how cities can open for new, locally based production. European 14 is a room to investigate how these future production forms can be integrated in the urban fabric, increase innovation, cut logistics, open for social integration, and to show how they can co-exist with, and benefit of other systems of the city. European Norway is excited to have three sites this session that explores the topic of the productive city on different scales and levels.

In Alta in Northern Norway, a former storage and processing area for the local slate industry is made available to new use as the activity moves inland. The history of Alta has created a widespread urban structure with its three urban nodes that has their own historical origin and function. Bossekop, the southern node is currently undergoing a renewal process in which the European site at the harbor can play a key role. The municipality wants to use this site strategically in developing smart and innovative industries and new forms of production, but also include other aspects of town life. Hence, they want the seafront in Bossekop to become a laboratory for mixing housing, culture, sea and land based production driven forward by local entrepreneurs.

Lillestrøm is centrally located in the fast-growing Oslo region, with the second most trafficked train station in Norway. As a consequence, Lillestrøm needs to cater for a larger amount of housing. But the city wants to avoid becoming a sleeping town, and has teamed up with two leading private developers to explore how the industrial area of Nesa can be a new model for mixing production with housing and public functions. The location of the European site, next to the river and a vast nature reserve, opens up for interesting investigations into various landscape strategies, here on the border between nature and city.

In Narvik, also in Northern Norway, the European site is a city block that is situated in between the town hall and the park owned by the iron ore company, the cornerstone industry of Narvik. Narvik serves as the main port for iron ore from the mines in Kiruna. In recent years the city has found itself in need of diversifying its economy to fight depopulation. The city prepares for the 'Next Economy' by investing in knowledge-based industries and young generations. Both the university and the municipality are eager stakeholders in developing the European site, the publicly owned Technical Quarter, to become an incubator in a network of innovation, education and production.

The idea of the mixed-use city seems to be a general criteria for success. But the question is how mixed our cities really are. And to what degree they allow for a more productive programmatic repertoire. The European 14 competition will be an opportunity for architects, landscape architects and cities to show approaches to the topic of production in cities, and European Norway and its partners look forward to this important investigation.

## Site Brief

<b>Site representative</b>
The Municipality of Skedsmo
<b>Actors involved</b>
Aspelin Ramm Lillestrøm AS, ROM Eiendom AS

<b>Team representative</b>
Architect, urban planner, landscape architect
<b>Expected skills with regards to the site's issues and characteristics</b>
Interdisciplinary team constellations are encouraged

<b>Communication</b>
Anonymous publication - online and in an local exhibition - after the 1 <sup>st</sup> jury round

<b>Jury - 1st evaluation</b>
With the participation of the site representatives
<b>Jury - prize selection</b>
Ranked Selection: With Winner (12,000 euros), Runner-up (6,000 euros) and Special Mention (no reward)

<b>Post-competition intermediate procedure</b>
<ul style="list-style-type: none"><li>- National workshop following the prize ceremony in Oslo with the site representatives, rewarded teams (winner, runner-up and spetial mentions).</li><li>- Workshop on site with client, site representative and winning team (possibly also with other rewarded teams).</li></ul>

<b>Mission given to the selected team(s) for the implementation</b>
ROM Eiendom AS and Aspelin Ramm Lillestrøm AS, the owners of the site, intend to commission the winning team to further develop their masterplan for the area, and are also committed to develop pilot projects within the first phase of the development. Commissions may include further urban studies and feasibility studies of pilot projects with emphasis on the productive city theme of the Europen competition. Winning team will get a chance to work with some of Norway's most interesting private developers.

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## Europan 14

### Introduction Lillestrøm



*'YES TO ALL' by Sylvie Fleury. A piece of art positioned on the riverside, greeting people who arrive in Lillestrøm by train.*

The city of Lillestrøm is centrally located in the Oslo region, one of the fastest growing regions of Europe. It has the third most frequented public transportation hub in Norway, located between Oslo Central Station and the Oslo airport. This position has made the city a preferred home to commuters, which is the main reason for the city's exponential growth in the recent years. Lillestrøm is however underachieving in the development of the Oslo region. It can grow more, catering to a significantly larger part of the estimated regional need for housing. But Lillestrøm wants to grow smart, avoiding the fate of becoming a sleeping town to the capital.

A densification of the most central areas next to the station is already under way, forcing the city to consider new areas for city expansion. One of these areas is the industrial park of Nesa, located between the nature reservoir Sørumsneset, the river Nitelva, and the city center. Recent changes in ownership have opened up a discussion for a new direction of the area. The core industrial activity, a wood adhesives factory with a chemical production, represents a hazard to its surroundings and is not compatible with urban development. The premise for a coming development is therefore its relocation. The question is how

remaining and new production can still be a part of the future of Nesa in concert with housing and public functions. And hence contribute to the ambition of Lillestrøm being a multifunctional city.

The site owners and the municipality invite you to explore the potential of Nesa as a productive, mixed use urban area that is integrated in the landscape, Lillestrøm and the region. Competitors are asked to propose a new master plan with a mix of functions and typologies. Is it possible to develop an urban productive field that safeguards the natural surroundings of Nesa? Is it possible to create a strategy where both short-term and long-term programs can contribute in making the new Nesa? Is it possible, through new typologies and co-locations, to have housing and production co-exist? What synergies between landscape, nature, production and living can unfold? And how can the Nesa area better be connected to the central areas of Lillestrøm?

The agenda for both city and site owners is to position Nesa in the greater urban development area of Lillestrøm and the region. Europan is the tool to open up for investigations on the area's future and create a new vision. You are hereby invited into that process!

# Regional Context

## The Oslo Region

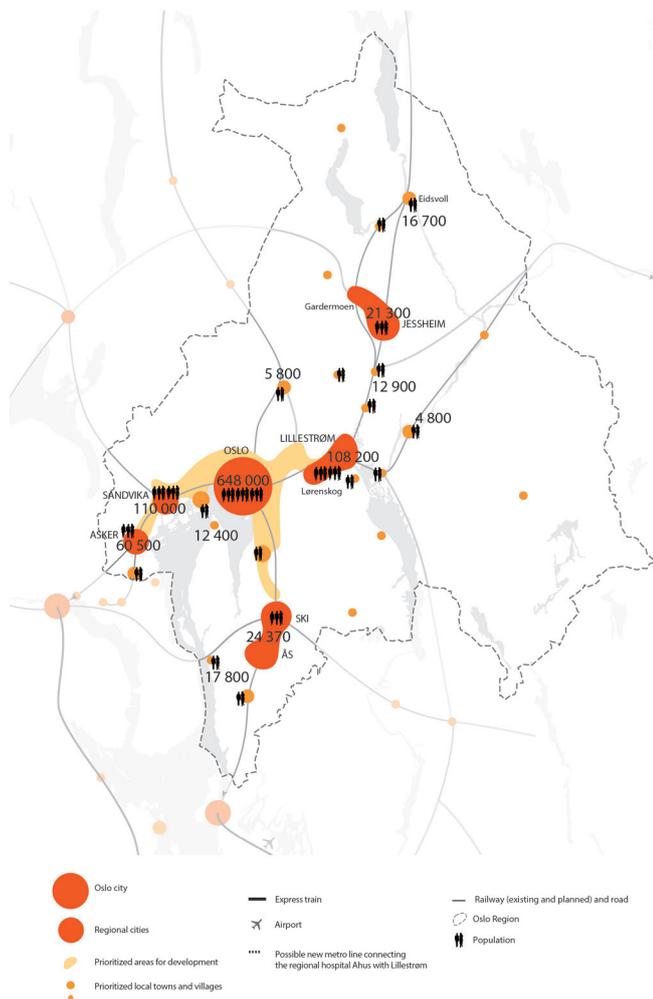


Diagram showing population in the Oslo region.

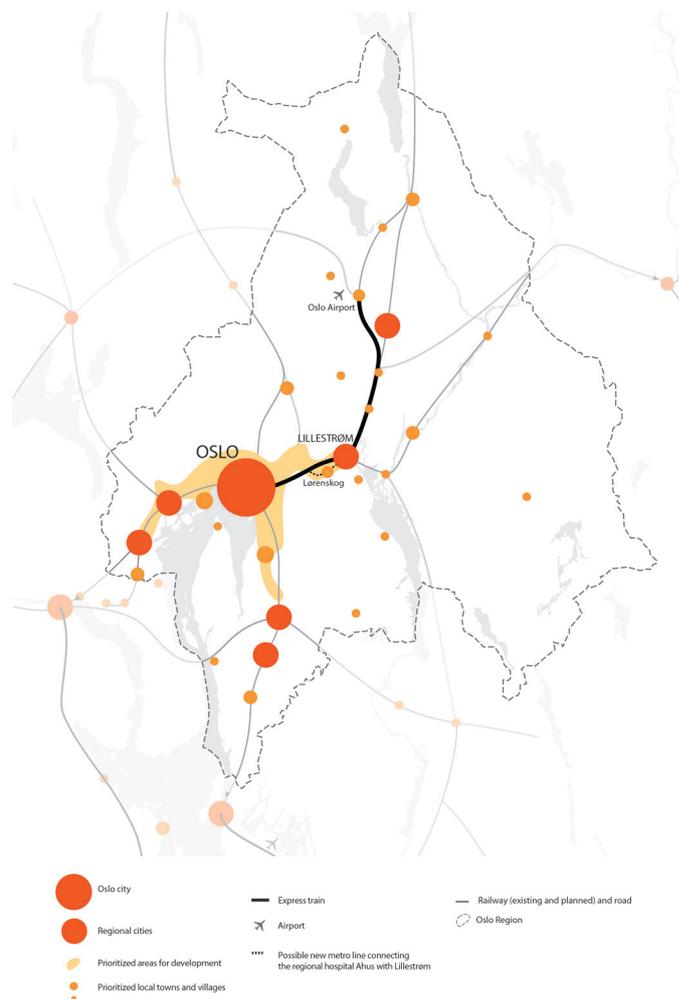


Diagram showing the polycentric urban strategy of the Oslo region.

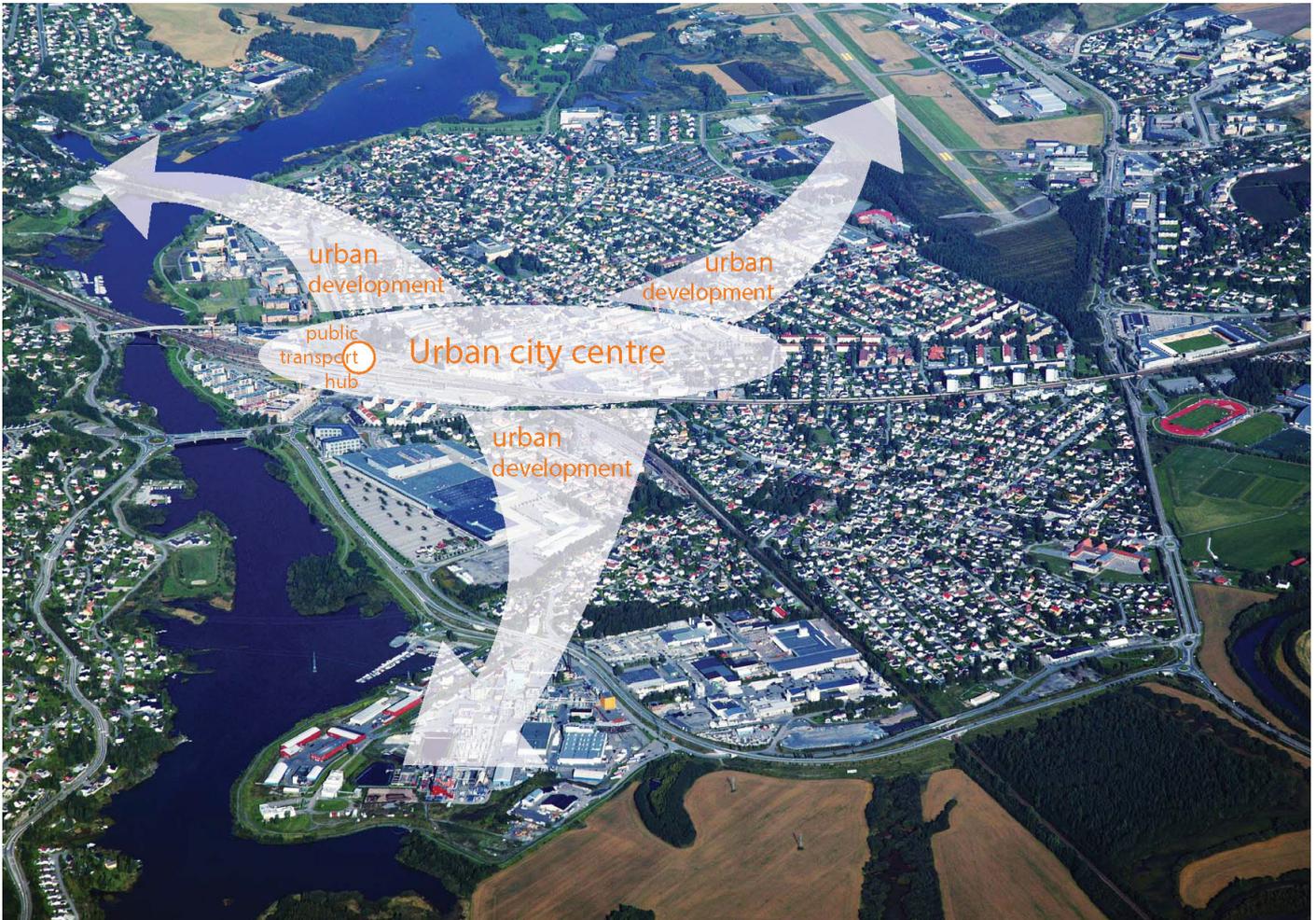
Lillestrøm takes part in a polycentric strategy for the development of the greater Oslo region. The strategy generally intends to improve the infrastructure of public transport, and to build denser and higher around the connected transportation hubs. Within the plan there are formalized six regional cities and several local towns that will be under focus of attentive planning.

Lillestrøm has been pinpointed as a regional city due to its immediate vicinity of the Central Station of Oslo, its well-functioning transport hub and its accessible land for urban investment. All north- and eastbound trains from Oslo pass through and stop in Lillestrøm, including the Airport Express Train. Today, the bus and train terminal in Lillestrøm counts for one of the most important public transport hubs in Norway.

The city of Lillestrøm is the administrative heart of Skedsmo municipality, which is one of 22 municipalities that constitutes the county of Akershus. Lillestrøm has had an annual growth rate of approximately 1,5 - 2% in the local population the last few years, the municipality now has a current population counting 53,000 inhabitants. The increasing population stress urban planning, and the local government is experiencing a higher demand for services.

## Urban Context

# The City of Lillestrøm

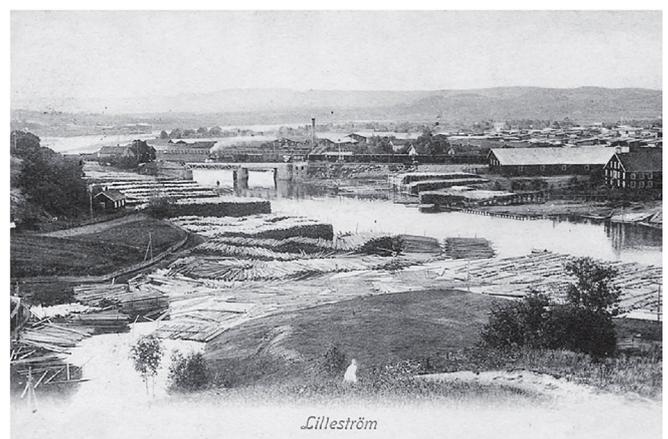


Directions of future urban development in Lillestrøm. The development features are directed towards Kjeller, Nesa and Strømmen.

**Lillestrøm is founded on the premises of access to infrastructure and the logistics in trade; the city has sprung out in the junction between river and railway.**

The history of Lillestrøm as a settlement dates back to the time when river powered sawmills came into use for production of building materials in the 1850's. The city began to flourish as soon as the railway was established, the railway transported timber from the countryside to the capital. When Lillestrøm got its own steam sawmill, the basis of the area, which is the town today, was founded. The landscape was at large moss-covered and swamp-like, and at the time considered almost uninhabitable. However, the almost non-existent property values were judged to be a fair exchange, the workers started to settle down in the area around the sawmill. Hence, Lillestrøm was born.

The city plan from 1947 expressed a modern urban block structure, which further developed the existing road network in the city with distinct blocks between the railway station and the church. This plan is at large the basis for today's cityscape of Lillestrøm. It introduced continuous avenues as a new instrument in Lillestrøm, and laid the foundation for a new, urban



Log driving in the river Nitelva.



center in stark contrast to the surrounding villa areas.

South of the city centre, the river Nitelva runs through, passing three different municipalities on its way. In the beginning, the river is wiry and narrow and at the end it is like a flood in the agricultural landscape. After 37 km Nitelva runs out Svellet and Øyeren, just south of Lillestrøm.

The watercourses and Nitelva were primarily used as an industrial resource in the 1950's. The development of an industrial society extended the physical arena along Nitelva, and the establishment of industry at Nesa was a logical consequence.

Today, Lillestrøm, with its 14 000 citizens, is the community center in the municipality of Skedsmo and the regional center in Nedre Romerike. Much of Lillestrøm's status is thanks to the arrival of Airport Express Train. Lillestrøm was made the only stop between Oslo and Oslo Airport and this helped accelerate the urban development in the city and the surrounding region. Lillestrøm received city status in June 1998, the same year that the new railway line opened. From lying in backwater outside Oslo, Lillestrøm overnight became the most central point on the axis Oslo – Oslo Airport.

The city's radically improved location has created



You can walk on the promenade along the river Nitelva from north of Lillestrøm all down to Nesa in south. Today the promenade is about 7.5 km, but it's planned to run along Nitelva all through the municipality. When the promenade is finished, you can walk 15 km along the water.



The sculpture "Reason to hang around" is a meeting point in the pedestrian zone. It's popular for kids to climb on, and it's heated and comfortable to sit on even in the winter.

# Urban Context

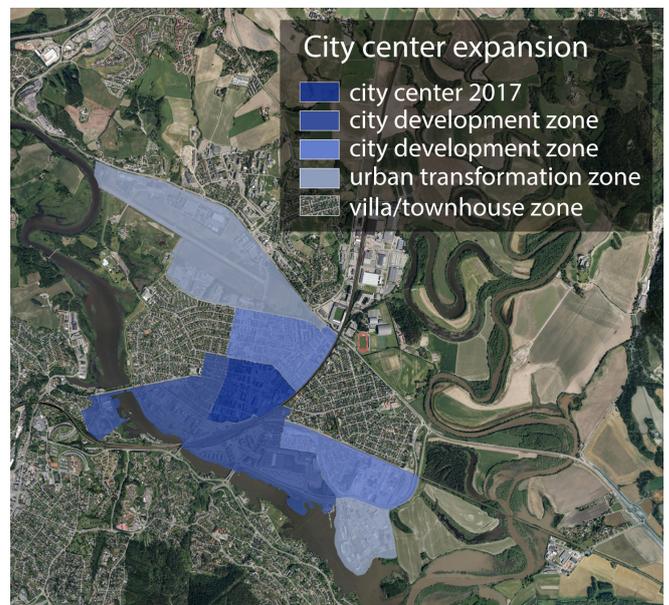
optimism; property prices has soared and businesses have seen new opportunities. Traditionally Lillestrøm was a car-based city. Today however, there is a strong emphasis on moving away from this, making the city more pedestrian friendly with improved public transport links and soft mobility. The development of the city has contributed to high ambitions for urban development in the population, amongst politicians and in the business community.

Lillestrøm is a vibrant city with a rich and diverse cultural life. With the development of Lillestrøm Culture Centre and the creation of SF Cinema, the city has received a giant boost in culture. Akershus Theatre has its base in the city, and has already produced a number of performances. Many famous artists from home and abroad visit the city regularly, and more and more people choose to add premieres of new shows solely to Lillestrøm. The city also has a number of art galleries.

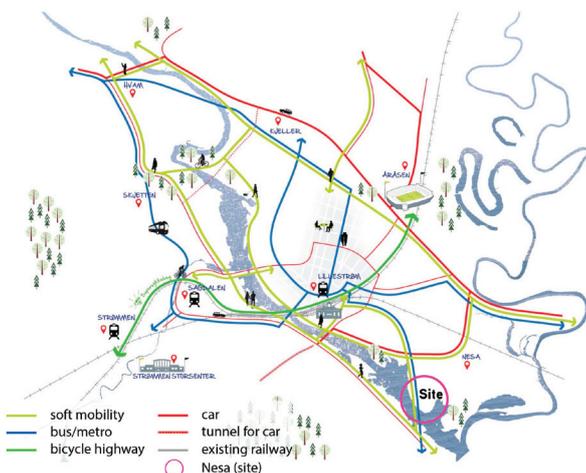
The challenge at hand is to create a concept for urban development that is based on the peculiarities of Lillestrøm and that recognizes the urban form it has today. The ambition is that Lillestrøm is a modern, knowledge-based, cultural and sustainable city that keeps the ambience of being a small town. The idea of a small town connotes certain social qualities and ways of using the city, such as human scale and relations between citizens. The municipality has a strong focus on creating 'meeting points' as a way of achieving the qualities of a small town: inside buildings, in the streetscape and along the water promenade. Lillestrøm wants to become a modern, authentic and attractive city, with its own recognizable identity. Key to the urban strategy is to create good quality spaces on the city floor, citizens should be able to move safely through the centre. The city wants to use former industrial resources along Nitelva as future environmental resource in its urban development. Nesa as a transformation zone is an important area for the general urban development and office establishment in the growing city.



Lillestrøm was named as Norway's best cycling town in 2008, 2010, 2012, 2014 and 2016. Cycle races, fun rides and cycling festivals are all held in Skedsmo. Facilities have been organized for cyclists throughout the municipality and people of all ages use their cycles all year round.



Main zones of growth in the future city center. The strategy for Lillestrøm is to grow from inside (transportation hub) and out, and in a diagonal from Nesa in south to Kjeller in north.

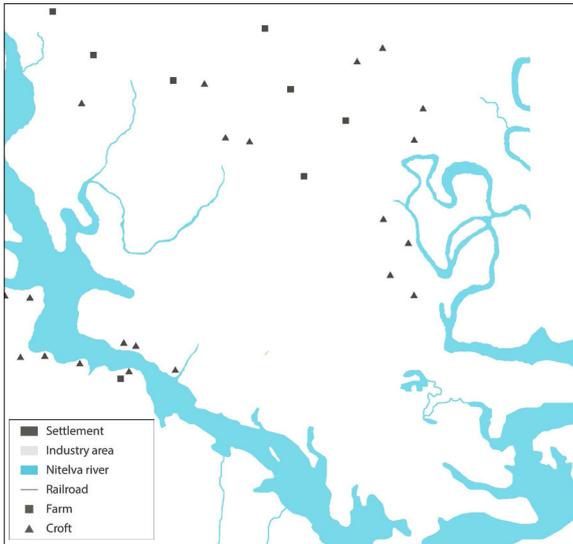


Strategy for future infrastructure of transportation.

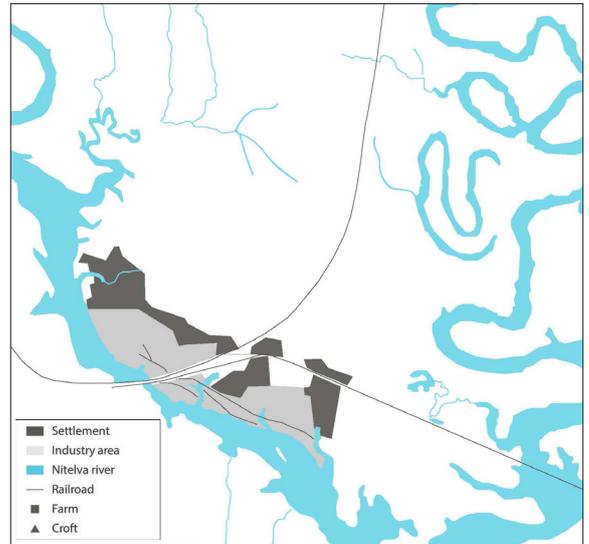


In June every year, there is a town festival that lasts for four days, which includes music by high profile Norwegian artists on several outdoor stages, food stalls, retail business exhibitions, and thrill rides. The whole event is held in Lillestrøms main thoroughfare and its connected streets. Foto: Marius Nyheim Kristoffersen, Romerikes Blad

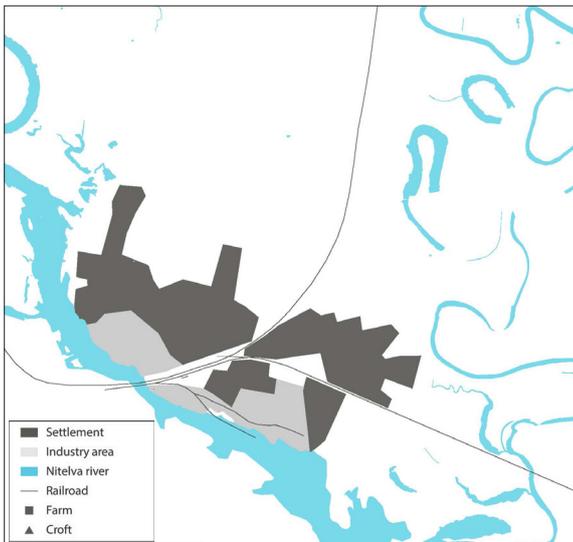
Diagrams



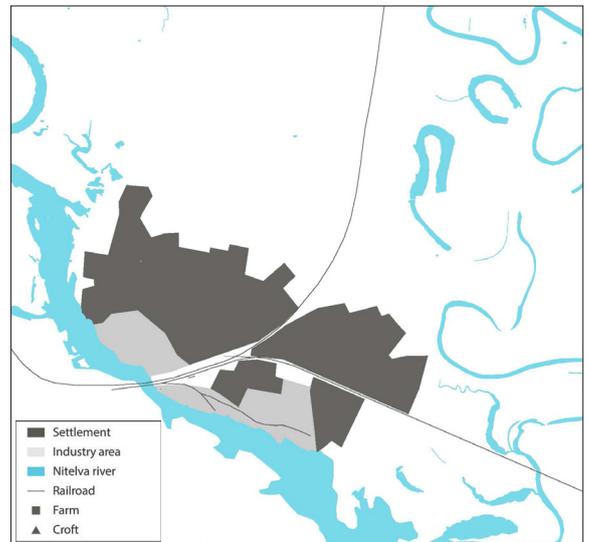
**Lillestrøm 1775** A huge field mostly consisting of swamp, delimited by the river. There were some farms and crofts, and fairly scattered settlements.



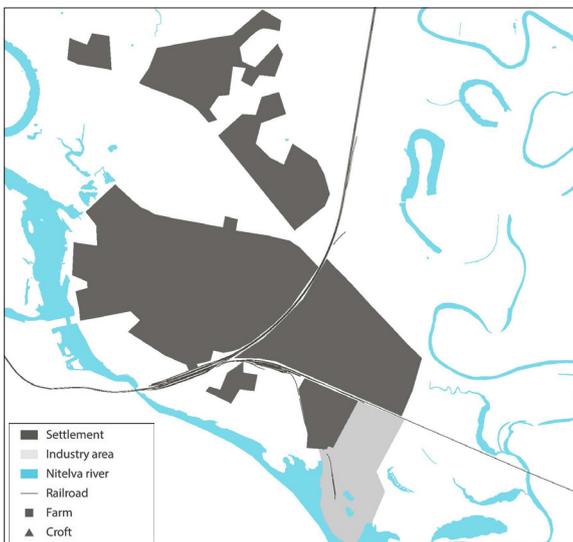
**Lillestrøm 1875** From about 1850, sawmills were established along the river Nitelva. The railway opened in 1854.



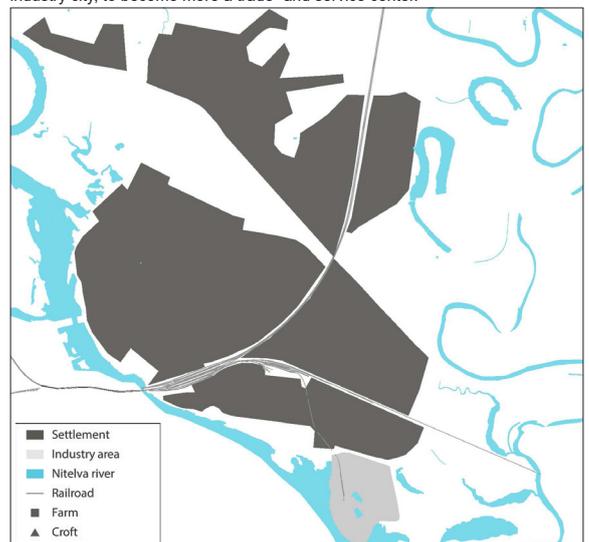
**Lillestrøm 1930** Industry equals growth (7000 inhabitants). weavers, soap factory, factory producing skis and a dairy.



**Lillestrøm 1950** The city plan from 1947 was based on the existing streetscape between the villas, but more clear and strict. Lillestrøm changed from being an industry city, to become more a trade- and service center.



**Lillestrøm 1975** The reconstruction after the war made way for several new blocks being built in Lillestrøm. A great activity occurred at Kjeller, the military airport north in Lillestrøm, where the Norwegian military started up research activities.



**Lillestrøm 2017:** There is about 14 000 inhabitants in Lillestrøm, there is expected to be about 25 000 people living in Lillestrøm in year 2030.

Urban Context  
**Production in Lillestrøm today**



In the laboratory for silicon production, they test different methods to produce high quality silicon. The material can be used as raw material in solar cells and batteries.



Solar cell scientists working in the laboratory at the research park at Kjeller.

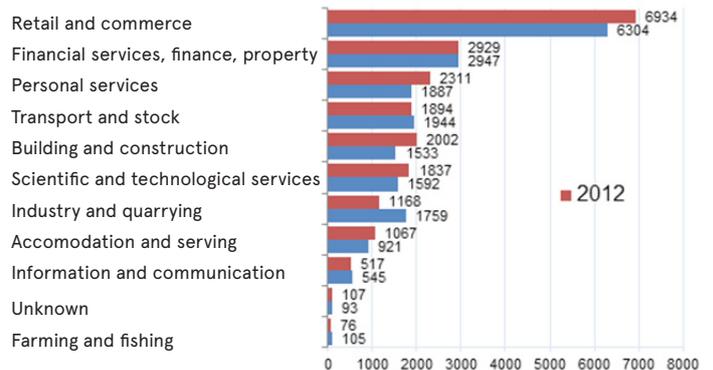
Traditionally the business life of Lillestrøm has been limited to a handful of industries within mechanics, chemistry, lumber and textiles. The Norwegian military has also had a strong presence in the area. However, during the last 30 years - these industries have gradually been replaced, and actors, especially within commerce and service, has entered the field. In addition - businesses within transport, construction, mechanics, as well as scientific and technological businesses have emerged.

In the southeast part of Lillestrøm, Nesa industrial area with the company Dynea up front, represents a significant exception as it has chemical production of glue and some smaller establishments located around the business park. In the adjacent area, Norway Trade Fairs represents a key incubator to production, industry and business, being a venue for national and international promotion and exhibition.

'Kunnskapsbyen Lillestrøm' is an organization that consists of research institutes, businesses, institutes in education, the County of Akershus and the municipality of Lillestrøm. Kunnskapsbyen is the driving force for industry and community development in the region. The organisation has its origins in the research park at Kjeller in the north of Lillestrøm, the former military airport that fosters one of the biggest environments for research, innovation, and technology in Norway. More than 40 business within research, consulting and education is located at Kjeller, amongst these are the Norwegian Defense Research Establishment (FFI), the Institute of Energy Technology (IFE), the Norwegian Institute for Air Research (NILU), a University Graduate

Center (UNIK), Norwegian Seismic Array (NORSAR), Kongsberg Aerospace and Defense, Norwegian Metrology Service and the Energy Park of Akershus.

The municipality of Skedsmo contributes in the development of Kunnskapsbyen, the aim is to strengthen the local economic development with start-ups of small innovation enterprises. The municipality intends to provide attractive location opportunities for spin-offs from Kjeller in the urban development. This includes the research community on IFE (Institute for Energy Technology) developing future energy solutions. A task at hand for Kunnskapsbyen Lillestrøm is to turn research and innovation into practice.



As the bar graph shows industry continues its decline, while there is a slight tendency for growth in the office industry.

## Study area Lillestrøm South



**Growth in Lillestrøm implies densification; a new physical mass of buildings and more people. In the municipal urban plan of Lillestrøm, a direction of growth points towards Nesa.**

In the stretch between the city centre and Nesa, Lillestrøm's ambition is to form a city that both safeguards the existing resources, develops new and create values that underpins its identity and character.

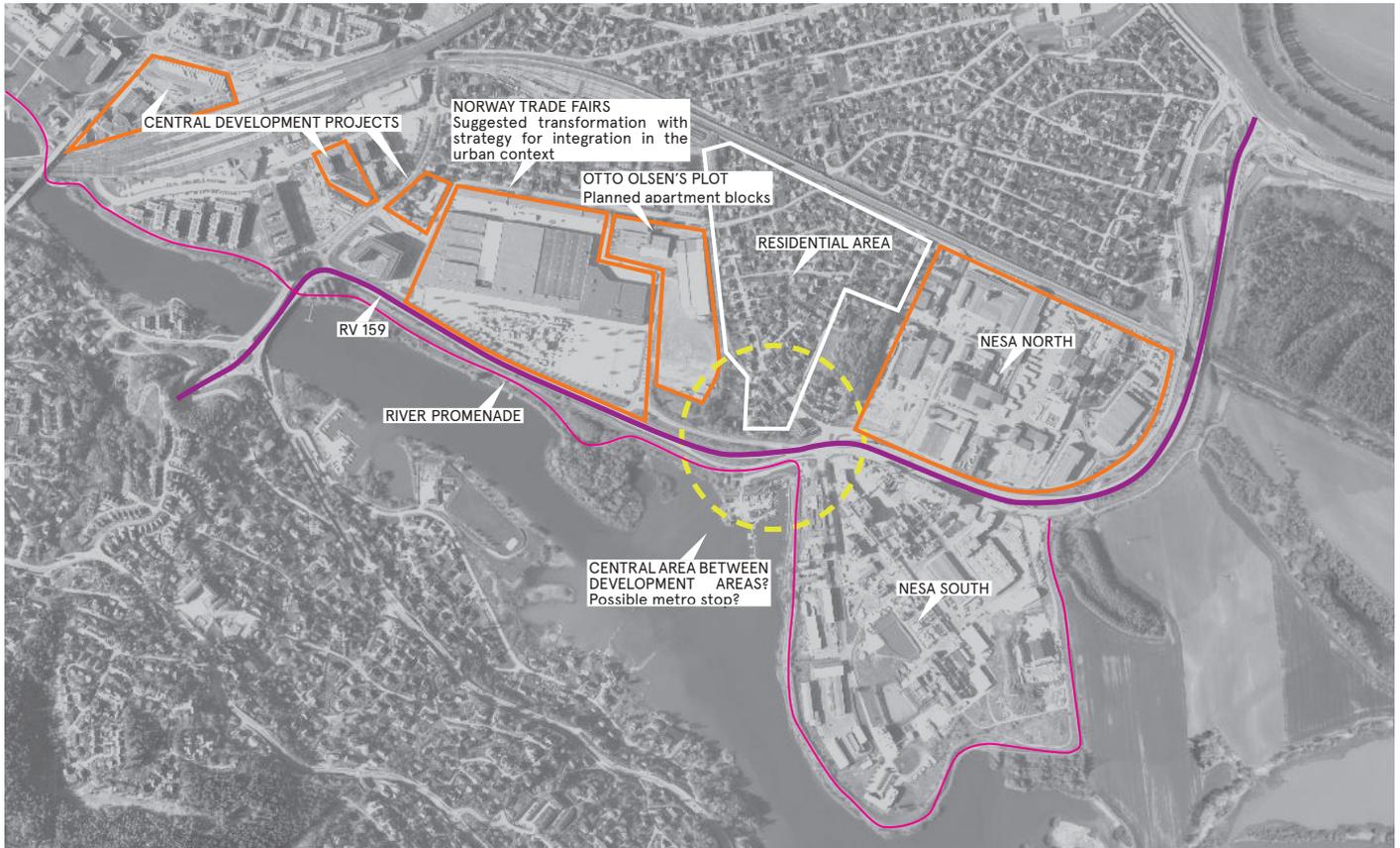
The Study Area is comprised by the central station, the railway, the river and the nature reserve, the area within is divided in parts: The Trade Fair's complex, the Otto Olsen's plot, a residential area and an industrial area.

The Norway Trade Fair is considered as an obstacle between Nesa and the city centre; it is being supported

as an obstacle by the highway. As the Trade Fair is one of the main attractions in the city of Lillestrøm, and a resource for the city, the access to the highway is just as important as the access to public transport.

For Lillestrøm to grow and densify towards Nesa, urban connections needs to be improved. The Study Area is in need of improved infrastructure for soft mobility and public transport, whilst simultaneously needing to develop a compact urban structure. This is a conceptual and strategic challenge, although there is a large space for creative solutions. The project site is located only 1300 metres from the central station, but the mental distance is considerably longer. The distance will feel a lot shorter once the area is redeveloped.

## Characteristics of neighbouring areas



The south-east part of Lillestrøm will change in the years to come. How can these fragments of development become better connected?

### Nesa North - Industrial area:

Nesa North is currently in the progress of being regulated for new purposes in the urban plan. It is, and has been, an area with both industrial and commercial facilities such as warehouses and locations for production. In the future, the area is going to have residential functions and services. Today the area bears character of mainly having paved surfaces between the buildings for parking and outdoor storage.

### Residential area:

The area between Nesa North and Otto Olsen's plot is typical to the parcel typology that is to be found elsewhere in the city; the single-family houses with gardens. It is important for the municipality that parts of this characteristic villa architecture is preserved, as this building typology is part of defining the identity of Lillestrøm. As property values have increased, the area has become a subject to discussion. The adjacent areas are planned to be transformed from industrial purpose to residential program with higher and denser typologies.

### Central development projects:

The city is rapidly changing and developing. A great deal is happening around the station area, most notably with the project Portalen; a combined project with a hotel,



Typical single family houses in Lillestrøm.



"Portalen" is a development project under construction, south of the railway station. Illustrated by: LPO architects.

## Study area

offices and 144 apartments. The project has created an axis going from the station to Nesa, connecting the two together. The public streets and pedestrian connections are important for the development of the city. Several architecture competitions have been launched recently on key sites transforming the city a step at the time.

### 'Ahus-metro':

Traffic planners in the county of Akershus, are investigating the feasibility of a new metro system connected to the regional hospital 'Ahus' in the neighboring city Lørenskog. Within these investigations, it has been mentioned that such a metro line would have several stops in Lillestrøm and its surroundings, notably one at the central station and one at Nesa. Even though these discussions are led in a premature stage of the process, such a solution will have a great impact on the southern part of Lillestrøm.

### Rv159:

Highway Rv159, is one of the main arteries through Lillestrøm; it plays a crucial role in the availability to the city and Norway Trade Fairs. The road is however a barrier between the river and the city and between the European Project Site and the city centre. Parts of the road is elevated and it has a double lane in one direction. The road is a subject of discussion due to the inevitable barrier it represents in the urban development of Lillestrøm, however it is not something that has been further elaborated.

### Norway Trade Fairs:

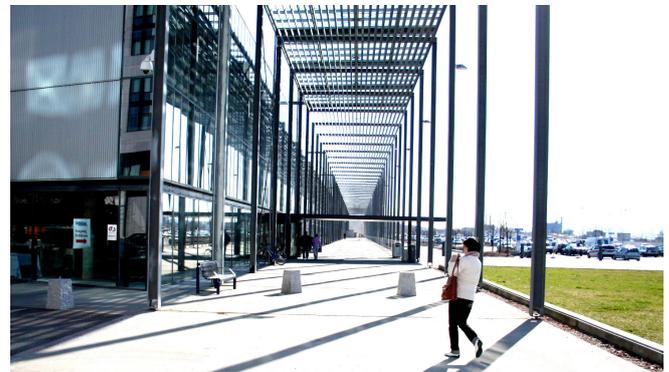
Norway Trade Fairs is the main commercial attractor in Lillestrøm. The location is for a national and international exhibitions, conferences, banquets, events and concerts. The main responsibility of the Trade Fairs is to promote Norwegian industry and commerce. The property on which it is situated consists of a flat area covered with asphalt, measuring approximately 120.000 square meters. The building itself has a footprint of 50.000 square meters, reaching 12-15 meters high. The Trade Fairs wish to develop the plot and improve the urban integration with the city. They want to reduce their urban footprint, opening up for sharing their spaces with other companies and schools. The parking lot outside the Trade Fairs represent a great landscape for future urban development. They wish to transform this space to a place where people can gather, bringing the city together through a more integrated part of the urban structure.

### Otto Olsen's plot:

Otto Olsen's plot, or Nesgata 19, is an area that currently is being regulated for a new residential housing project. Five blocks with heights ranging from 4 to 10 stories are planned to be built with and estimated start up in 2018. The planned structure intends to bridge a typology from urban to parcel housing.



*Elevated highway by the entrance at Nesa South*



*Outside Norway Trade Fairs*



*The illustration shows how Otto Olsen's plot can be developed. Ill. Arcasa Arkitekter AS*



*The railway station in Lillestrøm. Architect: Arne Henriksen*

**Lillestrøm railway and bus station:**

The bus and railway station is the third most frequented transport hub in Norway. After the Airport Express Train opened in 1998, the buildings and the area were upgraded to suit the needs of more passengers travelling through Lillestrøm. There is an underpass for pedestrians crossing under the railway with direct access to the platforms. This underpass connects the city centre on the north and south side. The station has direct access to Highway Rv 159 and it has frequent shuttle services to and from the city centre.



Broadleaf Cattail is a specie that has spread in Northern Øyeren.

**Nitelva – The riverscape/ landscape topography:**

Lillestrøm is situated on flat fluvial topography, next to the river Nitelva. Nitelva is approximately 37 km long, of which 10 km is in Skedsmo municipality. Several rivers and waterways runs through the landscape that surrounds the city, and culminates in Nitelva. Nitelva itself runs into the longest river in Norway, Glomma. Surrounded by all these waterways, Lillestrøm’s history is tragically specked with annual flooding. This has resulted in a regulation plan that takes flooding’s in consideration and has specific guidelines for building regulations. Land use along Nitelva is complex, it has historically promoted establishments of small farms that has made use of the eutrophic, nutrient-rich soil and sawmills making use of the flowing streams. Skedsmo has just finished a land use plan for the entire area of Nitelva, where the main purpose of the plan is to secure a good mix of preservation of nature and farmland, and to facilitate sites for recreation such as pathways for hiking and bicycling along the river. Here we find a mixture of outdoor spaces, commercial premises, roads and traffic areas, residential buildings and public buildings. The European Project site is situated northwest of the nature reserve Sørumsneset, which adjoins the meander river Leira’s outlet in Nitelva. The riverside changes in this delta, the meeting between the two rivers and the land at the project site creates a cove that is called Gullhaugvika. After this the river flows into lake Øyeren.



Northern Øyeren Nature Reserve.

**Sørumsneset Nature Reserve:**

Sørumsneset is a preservation area which is connected to Øyeren, the third biggest Ramsar site in Norway and Northern Europe’s largest inland delta. Sørumsneset has a distinct vegetation and variety of bird species, especially ducks and waders. The landscape constitutes an area with meandering rivers and oxbow lakes. The public access to the nature reserve is poor, although the wildlife needs to secure handling, careful planning of pathways might change the use of the nature reserve in the future.



Map of Northern Øyeren Nature Reserve.

## Project site Nesa



**Nesa is the single active industrial zone along Nitelva that remains - this might change. The anticipated growth and densification of Lillestrøm's urban plan has turned it into a desired area in future speculations.**

Today, Nesa South is comprised by entities of various businesses. The main stakeholder is the factory Dynea, which has the largest portion of land at the site. The other businesses are placed on the part between Dynea and the river, except the hardware store, Maxbo, which is on the opposite side of Dynea, next to the nature reserve.

Certain traits of the industrial activity withhold development of new programs at Nesa. For instance, fences are present physical features, these are measurements of security. Most of the area is closed off for public access. Noise, contamination, and the risk of explosion excludes a co-existence of residential programs and industry today.

Areas of contaminated soil are detected at the project site, and this requires treatment before the area can be adjusted to new purposes. The contamination is due to the presence of industrial activities with chemical production over a long period of time. In this context it must also be mentioned that the current production has a zero tolerance of pollution to its surroundings.

Another pressing aspect of risk at the project site is connected to the possible flooding of Nitelva. Traditionally, the river was estimated to flood its riverbank every 200 years, but due to the recent climate changes it is complicated to calculate exactly when this will happen. It occurs at irregular intervals and with a higher damage rate than before.

There is a continuous flood wall protecting Lillestrøm from a 200-year flood, however it is now being discussed whether the flood wall needs to be raised to protect from a 500- or 1000 year flood as there is a high risk of them occurring more often than calculated. However, this knowledge provides guidance to buildings and the area plan to prevent damage.

There is a prevailing understanding amongst landowners and the municipality that Nesa not only needs to absorb some of Lillestrøm's growth in the future, but that it also carries the potential of defining Lillestrøm's self-image. Though much of the transformation of the project site is dependent on the existence of Dynea, as this business excludes many programs, there are many things to do in the meantime. The soil needs to be primed and the area needs to mature for Nesa to become a part of the mental image of Lillestrøm. With leases ranging from 10-50 years, the transformation will be slow.

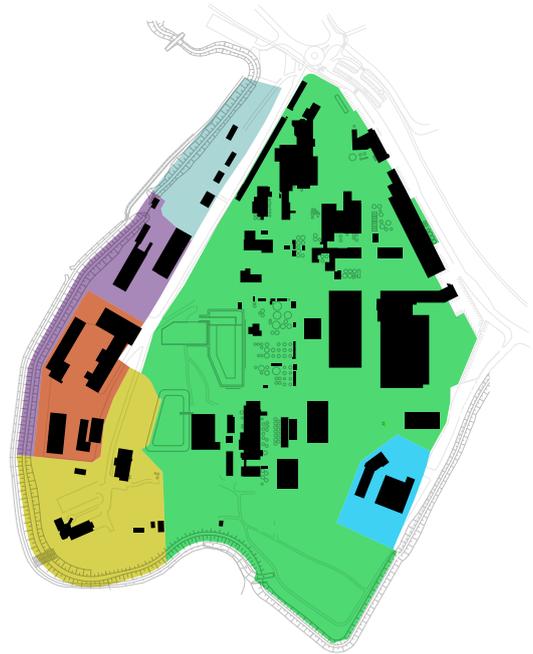
# Project site Diagrams

### Phases of development



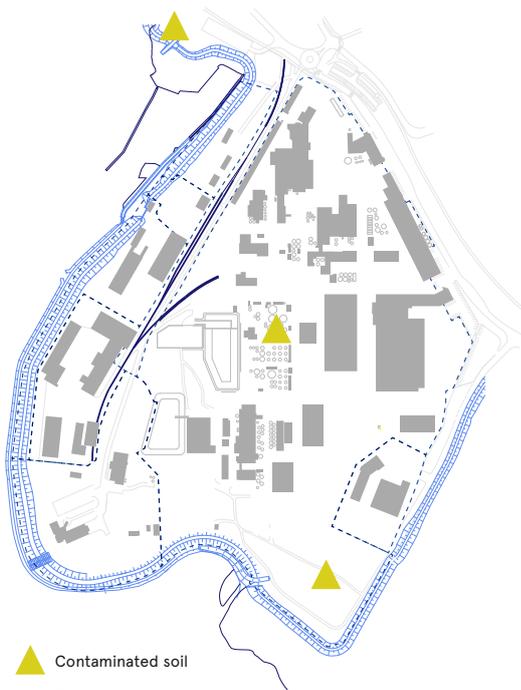
- Phase 1
- Phase 2

### Existing programs



- Car Wash  
OK Mini Storage
- Life Technologies AS
- Tavlebygger'n AS  
Berggård Amundsen & Co AS
- Dynea AS
- Storage facilities
- Maxbo

### Landscape features



- Contaminated soil
- Flood embankment
- Fences
- Old rail tracks

### Construction types



- i.e. concrete structure, climatized
- i.e. steel/wood, climatized/semi-climatized
- i.e. fabric, unclimatized, mainly storage

# Project site



## Existing buildings, operations and landscape features



The European Project Site is an industrial park, with several companies, where the main business is Dynea AS, the others range from pharmaceutical to logistics and distribution businesses.

The industrial production at Nesa mainly comprises of wood adhesives, and it dates to 1947. Dynea is one of the leading manufacturers of glue with industrial purpose, with over 50 factories in 24 countries. They are for instance supplying IKEA with glue for their furniture.

At the production facility, the complete range of adhesives, liquid and powders are produced. The area also facilitates the company's department of products and process development.

A measure that contributes to the company's sustainable profile is a large-scale waste water treatment plant that handles all waste created by Dynea. There is also an energy centre located in the industrial area which utilises gasses and distillates from production as fuel.



*Production facility at Dynea.*



*Storage facility at Dynea.*

## Project site

### Existing buildings, operations and landscape features.

The factory area consists of more or less 45 buildings that varies in height between one to five storeys'. Many of the buildings have been expanded in turn over the years. Even though there are a few administrative buildings, most of them bear the character of having industrial purposes. As such the buildings are functional structures, with an extensive use of steel components. What stands out as a particularity is the use of colours on the buildings facades. This can might have a pragmatic cause, but the red, blue, yellow and green stands out as particular characteristic.



Svelleveien 29 and old railtracks.

Another key company on the project site is the pharmaceutical company *Life Technologies*. They produce magnetic monodisperse particles, or tiny plastic beads, which are used in cancer treatment. These beads are so small that 15 million makes up one milligram, and it looks like milk. The particles are used to locate bone marrow cancer.



Typical storage building on the west side at Nesa.

The other companies that currently operates at Nesa are: Tavlebygger'n - a supplier of electrical switchgear and services, Berggård Amundsen - the biggest Norwegian owned electrical wholesaler, Maxbo - a construction products shop and a car wash. Other entities functions as storage containers for rent and storage spaces connected to the businesses at the site. Many of these buildings either have a temporary character, or they are in a poor condition.

A boat jetty is situated in the cove north of Nesa - 'Havnen Båtforening', is a club that disposes 123 berths. There are some activities in this club that also unfolds on land; small parcels of gardens are to be found in the boat club area.



Life Technologies AS

The access situation to the project site is challenging due to the construct of roads. The roads with access to the site are situated underneath an elevated highway that is one of the main traffic arteries through Lillestrøm. There are two public access points by car, one leads to the hardware store Maxbo, another is a continuation of Svelleveien which are following the former railway tracks. The area is also accessible by foot when walking along the river promenade.

Nesa is by virtue of being a peninsula in Nitelva, affected by the changes in a meandering riverscape. The land around the river is, over time, carved and shaped by the stream of water. The land around the river is also affected by constructed measures against flooding, like river embankments. A river embankment surrounds the project site on land - and creates a physical barrier between water and land.



Overlooking the riverbank on the westward side.

# Competition assignment and guidelines

The overall assignment is to develop a masterplan for a productive, multifunctional urban area in the project site and a suggestion for connections to the city centre through the study area. The masterplan should deal with Nesa in a scenario where the Dynea factory is relocated, referred to as phase 2. Leading up to this, competitors must show a possible development of the rest of Nesa in a phase 1. The development in phase 1 must be based on the limitations today's industrial activity creates, but must show how the transition between the phases can create the best possible result. The proposals should show how Nesa can become more integrated physically in Lillestrøm at large, as well as its functional role in the future urban network of the city.

## STUDY AREA

Within the study site the competitors are asked to show new possible connections from the station area and to Nesa. The connection between the project site and the centre of Lillestrøm and its public transportation hub is today weak. Different development projects in the study area must be better coordinated and together establish a stronger, east-west connection. A new connection across the river to the other side from Nesa can also be considered as a mean to improve the connectivity in the area. Competitors are asked to show new connections with a particular emphasis on soft mobility and public transport.

## PROJECT SITE

Within the project site participants are asked to make a master plan for a two-phased transformation. Entries should have a focus on the following themes:

### A new identity

The owners of the site and the municipality need a new vision of the Nesa that positions the area in the larger development of Lillestrøm and the region. Competitors are asked to show a new identity that combines living and production in a new synergetic totality. Entries should discuss how the area can be strategic for the development of Lillestrøm, not only by catering for the great demand for more housing in the Oslo region, but more importantly how it can contribute to a diverse and productive city profile.

### Process

The industrial activity of the Dynea factory places limitations on the use of the neighbouring areas. Competitors are asked to come up with a development plan that will be completed should the Dynea factory be relocated.

Residential development is not possible in the initial phase, but must be introduced in phase 2. The logic of the transformation should be that the vision of phase 2, gives guidelines to the proposals in phase 1. The transformation of the site relates directly to the

current division in land use, and the leases connected to them. In practice, this means that the area for a first phase is in the western part of the site, between the old railway and the river. In a first phase, the focus should be put on optimizing the existing industrial production, which contains lots that can be better utilized, and where new functions can be introduced.

### Programming

The site owners and the municipality wish to develop Nesa as a mixed-use area. Competition entries should suggest new functions for the site including concepts for mixing sustainable production, housing, public functions and recreation. Competitors are asked to emphasize and show how urban integrated production can occur by presenting a new programmatic mix and show how various functions can benefit from a co-location with each other. It is important that the proposed content of the Nesa is based on a good understanding of Lillestrøm and the region.

### Transformation of existing buildings and structures

Nesa contains of a mix of office and industrial buildings arranged in a grid (Dynea) and more freely placed structures along the river. How can these buildings and the assemblage they form be a starting point for a new future? Which buildings can be reused and for what purposes? Competitors are asked to assess the resource they represent and show how they can be put into action together with new development.

### Public space and landscape

Competitors must present solutions for public space within the project site, integrating selected industrial buildings and landscape. The Nesa industrial area is partially surrounded by a river landscape. This landscape represents a tremendous resource for the site and for Lillestrøm. The competitors are invited discuss how the landscape can be a part of a development strategy, improving the green and the blue qualities. How can the landscape and what it contains be better used for production, recreation and soft infrastructure? And how can new development interact with the surrounding landscape? The immediate contact between the industrial site and the nature reserve also opens up an interesting aspect to the future of the site as a productive field that explores new ways of bio-productions on the border between nature and city.

## Commission to the winner



ROM Eiendom AS and Aspelin Ramm Lillestrøm AS, the owners of the site, intend to commission the winning team to further develop their masterplan for the area, and are also committed to develop pilot projects within the first phase of the development. Commissions may include further urban studies and feasibility studies of pilot projects with emphasis on the productive city theme of the European competition. The winning team will get a chance to work with some of Norway's most interesting private developers.

*ROM Eiendom AS is one of Norway's largest fully integrated real estate companies, owned by The Ministry of Transport and Communications. The company owns and develops properties across large part of the country, mainly high density areas around railway stations (public transportations hubs) and land released from railway purposes. By May 2017 ROM Eiendom AS will merge with Jernbaneverket and be transferred to Bane NOR SF, the new separate entity established by The Ministry of Transport and Communications.*

[www.romeiendom.no](http://www.romeiendom.no) from May 1st, 2017:

[www.banenor.no](http://www.banenor.no)

*Aspelin Ramm Lillestrøm is a subsidiary of Aspelin Ramm Eiendom AS (Aspelin Ramm) – a privately owned (family) developer of urban space and properties with a long history and strong values. Aspelin Ramm is an eager contributor to the creation of attractive urban environments where buildings and the spaces between them form valuable elements in the city. Good architecture, the use of durable high-quality materials and respect for the environment and our surroundings are the hallmarks of the company. Aspelin Ramm was involved in the design of the Tjuvholmen and Vulkan developments in Oslo, the Union Brygge development in Drammen and other complex projects – either alone or in collaboration with other developers.*

*Aspelin Ramm has about 65 employees (Norway and Sweden) and an annual turnover of MNOK 538 million (2015).*

[www.aspelinramm.no/](http://www.aspelinramm.no/)

# Competition Rules

## 1. ENTRY CONDITIONS

### 1.1. Entrants

European 14 is open to any team consisting of one architect in partnership or not with one or more professionals of the same or other disciplines of the urban-architectural field (architects, urban planners, landscapers, engineers, artists...)

Every team member, whatever his/her profession, must be under the age of 40 years old on the closing date for submission of entries.

### 1.2. Composition of the Teams

There is no limit to the number of participants per team. Multidisciplinarity is strongly recommended with regards to the sites issues. A registered team can modify its composition on the European website until the closing date for submissions. No further change shall be accepted after this date.

Each team member (associate and collaborator) shall be registered as such on the European website before the closing date for submissions. One team can submit a project on different sites and one person can be part of different teams provided that the projects are submitted in different countries.

#### Associates:

Associates are considered to be authors of the project and are credited as such in all national and European publications and exhibitions. They are young professionals with a university degree recognised by the *Directive 2005/36/EC of the European Parliament and of the Council of 7 September 2005 on the recognition of professional qualifications*, in any of the relevant disciplines and regardless of nationality. The compulsory requirement is to hold such a degree. Membership in a European professional body is optional, except for associates without a European degree.

#### Contributors:

Teams may include additional members, called contributors. Contributors may be qualified or not but none of them shall be considered as an author of the project. Just like the associates, the contributors must be under the age of 40 years old on the closing date for submission of entries.

#### Team Representative:

Each team names one Team Representative among the associates: the Team Representative is the sole contact with the national and European secretariats during the whole competition. Furthermore, every communication shall be done with one sole email address, which shall remain the same during the whole competition.

The Team Representative must be an architect or must have the architect status under the laws of a European country. In specific cases and when mentioned on the site definition (see Synthetic Site File), the Team Representative can be an architect, urban or landscape professional (architect, landscaper, urban planner, architect-engineer). In this case the team shall necessarily include at least one architect among the associates.

### 1.3. Non-Eligibility

No competition organizer and/or member of their families are eligible to take part in the competition on a site where he/she is involved. Still, he/she can participate on another site in which he/she is not involved.

#### Are considered as organizers:

members of the European structures; employees and contractors working for partners with sites proposed in the current session, members of technical committees; observers; jury members and their employees.

## 2. REGISTRATION

Registration is done on the European website ([www.europan-europe.eu](http://www.europan-europe.eu)) and implies the acceptance of the competition rules. In compliance with French Act #78-17 of Jan. 6th, 1978, on Information Technology, Data Files and Civil Liberties the protection of personal data communicated during registration is guaranteed.

### 2.1. European 14 Website

The European website for the fourteenth session of the competition is available online from the opening date of the competition, at the following url: [www.europan-europe.eu](http://www.europan-europe.eu)

It includes: the complete European rules for the European 14 competition; the session topic; the Synthetic and Complete Site Files grouped geographically or by themes; the juries compositions; and an organisational chart of all the European structures. The website also offers the possibility to register to the competition and submit the complete proposals.

### 2.2. Team Registration

Registration to the competition is done through the European website (Registration section) and implies the payment of a €150 fee. There shall be no refund of the registration fee. The fee includes access to one Complete Site File and the printing of the panels –necessary for the evaluation– on a rigid support by the national secretariats. Payment is automatically confirmed on the website. The team can then access a personal area and the digital entry area, and download the Complete Site File for the selected site. An additional Complete Site File costs €50 per site.

## 3. INFORMATION AVAILABLE TO TEAMS

### 3.1. Synthetic Site Files – free download

The Synthetic Site Files present a summary vision of the site. They are available for free on the site presentation pages of the European website and help the teams select their project site(s). This document is in English and sometimes also in the site language. The Synthetic Site Files provide for each site:

#### Good-quality iconographic documents:

- 1 map of the city or conurbation identifying the location of the study site and giving the graphic scale;
- 1 aerial picture of the study site in its context identifying the location of the study site in red and the project site in yellow;
- 1 oblique aerial picture (semi-aerial) of the study site;
- 1 oblique aerial picture (semi-aerial) of the project site;
- 1 map of the area identifying the study site and the graphic scale;
- 1 map of the area identifying the project site and the graphic scale;
- at least 3 to 6 ground-level pictures showing the site's characteristic elements (topography, natural features, existing architecture);

#### Written information:

- the site category;
- the profile of the team representative: architect or professional of the urban design;
- names of the town and place; population of the town and conurbation; surface area of the study and project sites; representative of the site; site owner(s); expected follow-up after the competition;
- the developer's and the city's specific objectives; strategic issues of the site; relation to the session topic: "Productive Cities".

### 3.2. Briefs – free download

The Brief is a 10-to-15-page illustrated document, the aim of which is to provide a better understanding of the main elements of the context through the existing elements as well as through the site's mutation issues and its environment. It is available for free on the site presentation pages of the European website and includes the following elements:

- A SUMMARY of the main elements of the site;
- The SITE SPECIFICITIES – site representative; others actors involved; function of the team representative; expected skills among the teams; post competition phase; operational mission;
- A DETAILED ANALYSIS OF THE REGIONAL AND URBAN CONTEXT, putting in perspective the transformations of the city and the region and including all the elements on this scale that may have a current or future influence on the site –mobility networks, ecological elements, urban structure, landscape, etc.– within the general framework of productive cities;
- A DETAILED ANALYSIS OF THE STUDY SITE putting in perspective the transformation of the site (the site and its environment) and illustrating how the session topic is taken into account. The following information is also provided:
  - Role of the study site in the city policy, with details on the goals of the planning imagined by the municipality;
  - Programmatic framework: planned transportation networks; public and private spaces to build and/or upgrade, with assumptions about planned functions and/

or dimensions; goals for public spaces and infrastructures; and detailed explanations of the choices of the developers for each aspect of the programmes.

- A DETAILED ANALYSIS OF THE PROJECT SITE putting in perspective the site transformation and the way to make it productive.
- The programmatic framework is also detailed, with: the spaces to build and/or regenerate, with functions and dimensions; the precise goals for public spaces and infrastructures; detailed explanations of the developers' intentions on the parts of the programmes to be included.
- THE MAIN ELEMENTS LINKED TO THE EUROPEAN 14 TOPIC and their implication on uses and flexibility of spaces (built and public), natural elements and implementation processes of the mutation;
- A DESCRIPTION OF THE SOCIOCULTURAL CONTEXT of the site, the city and the region and its evolution to help participants better understand the local urban lifestyles and the citizens' rhythms;
- A DESCRIPTION OF THE ECONOMICAL CONTEXT of the site, the city and the region and its evolution to help participants better understand the potential productive spaces to create.

This document is in English and sometimes also in the site language.

### 3.3. Complete Site Files – available upon registration

The Complete Site Files include detailed visual documents on the city, the site, the context as well as drawings, pictures and any graphic document required for the design process. These Files are available on the site presentation pages of the European website after registration on the site and logging in to the website.

They include pictures, diagrams and graphics of the following scales:

Conurbation (Territorial Scale)

- 1 aerial picture of the city;
- 1 map on regional (urban geography) or urban scale (conurbation) with an appropriate graphic scale showing the major features structuring the area (buildings, networks, natural features).

Study site (Urban Scale)

- 1 aerial picture of the study site;
- at least 1 semi-aerial picture of the study site;
- at least 5 ground-level pictures showing the characteristic features of the study site: topography, natural features, existing architecture, etc.;
- plans of the study site with an appropriate scale;
- characteristic features: infrastructure, existing and future plans, etc

Project site (Local Scale)

- at least 3 semi-aerial pictures of the project site;
- at least 10 ground-level pictures showing the characteristic features of the project site: topography, natural features, existing architecture, etc.;
- map(s) of the project site with an appropriate scale, showing:
  - the project site's location within the study site;
  - the project site's plot divisions, constructions, natural elements, etc.;
- topographical map of the project site with an appropriate scale and, if necessary, characteristic features (buildings and natural features to be retained or not, etc.)

### 3.4. FAQ

#### Questions on the sites

A meeting is organised with the teams and the municipalities and/or developers on each site to give a detailed picture of the issues related to the site. The national structure of the site then publishes a report in English in a maximum of two weeks after the meeting. This report is available online on the site presentation pages of the European website. In addition to this an FAQ section is open on each site webpage on the European website for a limited period of time (see calendar). Only the registered teams can ask questions on sites.

#### Questions on the rules

An FAQ section on rules is open on the European website for a limited period of time (see Rules).

## 4. SUBMISSION OF ENTRIES

### 4.1. Digital Submission

Digital submission is compulsory. It includes the 3 A1 panels, documents proving the eligibility of the team members and documents for the communication of the project.

The complete submissions shall be submitted by midnight (Paris time) on June 30th, 2017, on the European website (Entry section).

Failure to comply with the hereunder-mentioned requirements on panel presentation may result in the disqualification of the team. The number of entries per site is available on the European website on the European map of the sites (column on the right).

### 4.2. Anonymity and Compulsory Content

The site name and the project title must be displayed on every A1 panel.

A specific code is automatically attributed to each project upon upload. The teams do not know this code, through which the jury members take note of the project. The teams' identities are revealed via an automatic link between the code and the team on the online projects database.

### 4.3. Language

The panels shall be either written in English or bilingual (English + the site language).

### 4.4. Items to Submit

Submissions include documents divided as follows:

- 3 vertical A1 project panels;
- Documents proving the eligibility of the team members;
- Documents for communication (3 images + a short text)

#### A1 Panels

CONTENT:

The 3 panels must:

- explain the urban ideas developed in the project with regards to the site issues and the themes of the session;
- develop the project as a whole, highlighting the architecture of the project, and particularly the relationship between the new developments and the site's existing context, including three-dimensional representations of the project;
- develop the method foreseen for the implementation process.

All graphic and descriptive documents must have a graphic scale.

TECHNICAL SPECIFICATIONS:

- PDF format
- Vertical A1 – L 594 mm x H 841 mm
- Maximum 20 Mb
- One box (L 60 mm x H 40 mm) is left blank in the upper left corner for the automatic insertion of the code; the name of the city must be placed next to it
- Panels numbered from 1 to 3 in the upper right corner
- The team is free to decide on the positioning of the proposal title

#### Documents to prove the eligibility of the team members

Documents for the disclosure of names and verification of the validity of the proposals shall be uploaded as PDF's on the European website.

#### Personal information include:

For the team:

the TEAM FORM and DECLARATION OF AUTHOR- AND PARTNERSHIP AND OF ACCEPTANCE OF THE COMPETITION RULES available online on the team's personal area; to be filled out and signed;

For each team member:

A copy of an ID DOCUMENT with a picture, providing evidence that they are under the age of 40 at the closing date for submission of entries (see calendar);  
A copy of their European DEGREE as an architectural, urban or landscape professional (architect, landscaper, urban planner...) or proof of such a status under the law of a European country

No other document than the ones above-listed is necessary.

Attention: The personal documents must be uploaded individually for each team member. Only team members that correctly registered and submitted their eligibility documents separately shall be considered

within the team final composition. The upload of one sole document with all the required information (copies of the ID's and degrees) will not be accepted.

#### Documents for communication

Each project must be summered up as follows:

- One short text of 2,500 signs (spaces included, to be typed in upon submission) developing the project ideas;
- 3 separate PDF images that symbolize the project (max. 1Mb per image).

#### **4.5. Control of the Submissions**

Each team can check the upload of their projects on their online personal area. They can also –if needed– modify these documents until the deadline for submissions.

A period of 7 days is left open after the deadline for submissions (see Calendar) for the European secretariat to control the upload of each submission sent before the expiry of the deadline, as well as to correct the potential problems that might have appeared during the upload of the documents.

## **5. RESULTS AND PRIZES**

### **5.1. Results**

The list of the winning teams (Winners, Runners-up, Special Mentions) is available online from December 1<sup>st</sup>, 2017, on the European website (Results section).

### **5.2. Winners**

Winners receive a reward of the equivalent of €12,000 (all taxes included) in the currency of the site's country (at the exchange rate on the date of the announcement of the results). The organizers undertake to abide by the decisions of the national juries and to pay the reward within 90 days of the announcement of the results.

### **5.3. Runners-Up**

Runners-up receive a reward of the equivalent of €6,000 (all taxes included) in the currency of site's country (at the exchange rate on the date of the announcement of the results). The organizers undertake to abide by the decisions of the national juries and to pay the reward within 90 days of the announcement of the results.

### **5.4. Special Mentions**

A Special Mention can be awarded to a project considered innovative although not completely adapted to the site. The authors of such proposals do not receive a reward.

## **6. COMMUNICATION OF THE COMPETITION**

### **6.1 Events**

- At the national scale of the organizing and associate countries: Promotion is organized about the competition launch. After the first jury round, an exhibition or online publication of all the submissions on one site can be organised, provided that it respects the teams' anonymity and it is correctly communicated beforehand. This communication shall be specified in the site brief. The results announcement is accompanied with results ceremonies and presentations and/or workshops creating a first contact between the winning teams and the site representatives.
- At the European scale: A European event called INTER-SESSIONS FORUM is the link between a finishing session and the beginning of the new one. This forum gathers the winning teams and site representatives of the finishing session and the site representatives of the new one around the results and first implementation steps of the projects awarded during the last session. A €500 compensation is granted by the National Secretaries to each winning team (winners and runner-up) participating to the Forum to cover the journey and accommodation expenses.

### **6.2. Publications**

The competition results can be the opportunity for publications in every organizing or associate country. The European secretariat publishes a catalogue with the European results along with expert analyses. This catalogue is available either for free consultation or for sale on the European website.

### **6.3. Websites**

Websites are open by the national and European structures to promote the current session, future events and archives (previous sessions, team portraits, etc.)

## **7. RIGHTS AND OBLIGATIONS**

### **7.1. Ownership**

All material submitted to the organizers becomes their property, including reproduction rights. The intellectual property rights remain the exclusive property of their author(s).

### **7.2. Exhibition and Publication Rights**

#### Moratorium on Publication

Teams may not publish the documents submitted to the competition or disclose their names by using their project for any communication before the official announcement of the results. Any such publication may result in the disqualification of the team.

#### Publications

The organisers reserve the right to publish all the projects submitted to them after the official announcement of results. Projects are exhibited or published under the names of their authors.

### **7.3. Disputes**

The Council of the European Association, which is empowered to arbitrate, shall hear any dispute.

## **8. LIST OF EUROPEAN 14 COMPETITIONS**

The Contact section of the European website shows the detailed national competition conditions country by country (number of sites and prizes, conditions of construction rights, etc.) as well as the details of the national and European structures, with the names of the people working for them.

The Jury section of the European website lists the members of the national juries.

## List of illustrations and documents

### C-a

NO-Lillestroem-C-AP1.jpg  
NO-Lillestroem-C-AP2.jpg  
NO-Lillestroem-C-AP3.jpg  
NO-Lillestroem-C-AP4.jpg  
NO-Lillestroem-C-AP5.jpg

### C-b

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### SS-a

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### SS-b

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NO-Lillestroem-SS-AP5.jpg

### SS-c

### SS-d

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### PS-a

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### PS-b

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### PS-d

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NO-Lillestroem-PS-M2.pdf

### PS-f

NO-Lillestroem-PS-M4.pdf  
NO-Lillestroem-PS-M5.pdf

### For further inquiries:

#### Movie from Lillestrøm:

[www.youtube.com/  
watch?v=JbwRLOhBzJc](http://www.youtube.com/watch?v=JbwRLOhBzJc)

#### Kunnskapsbyen:

<http://kunnskapsbyen.no/>

#### Municipality of Skedsmo:

[www.skedsmo.kommune.no/](http://www.skedsmo.kommune.no/)

#### Historic photos from Skedsmo:

[http://bilder.romerike.no/-/image\\_album/  
show/3781\\_skedsmo](http://bilder.romerike.no/-/image_album/show/3781_skedsmo)

## The Jury



**Anthony Engi Meacock**  
(GB)  
Architect  
Partner Assemble Studio



**Catherine Mosbach**  
(FR)  
Landscape Architect  
Mosbach Paysagistes



**Alexandre Theriot**  
(FR)  
Architect  
Partner Bruther



**Kaye Geipel**  
(DE)  
Architect  
Editor-in-chief of 'Bauwelt'  
and 'Stadtbauwelt'



**Gerrit Heinz Mosebach**  
(NO)  
Architect and Urban Planner  
Project Leader and Chief  
Architect in Dept. of  
Planning and Building  
Services, City of Oslo



**Hilde Bøkestad**  
(NO)  
Architect  
Head of City Planning,  
Trondheim Municipality



**Gøril Forbord**  
(NO)  
Business Developer  
Business developer at  
Trønderenergi

# Organizers



## The Municipality of Skedsmo

Torild Fagerbekk  
Head of the Planning Department

Mona Holtmoen  
Senior Architect, Planning Department

Ozrenco Gacic  
Senior Architect, Planning Department

## Aspelin Ramm Lillestrøm AS

Sverre Landmark  
Property Manager

## ROM Eiendom AS

Sissel Bjørketo  
Property Manager

## European Norway Secretariat

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M.Arch.MNAL  
Secretary

Fredrikke Frølich  
M.Arch.MNAL  
Secretary Assistant

Margrete Bjone Engelién  
M.Arch.MNAL  
Secretary Assistant

## European Norway Board

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President of the Board  
Member of the European Council and Executive Committee  
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Morten Ednes  
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**<http://www.facebook.com/europannorway>**

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