
EUROPAN 16 KARLSKOGA

LIVING CITIES – COMPETITION BRIEF

"A district around the new station for the fast
Nobel railway line between Stockholm and Oslo"

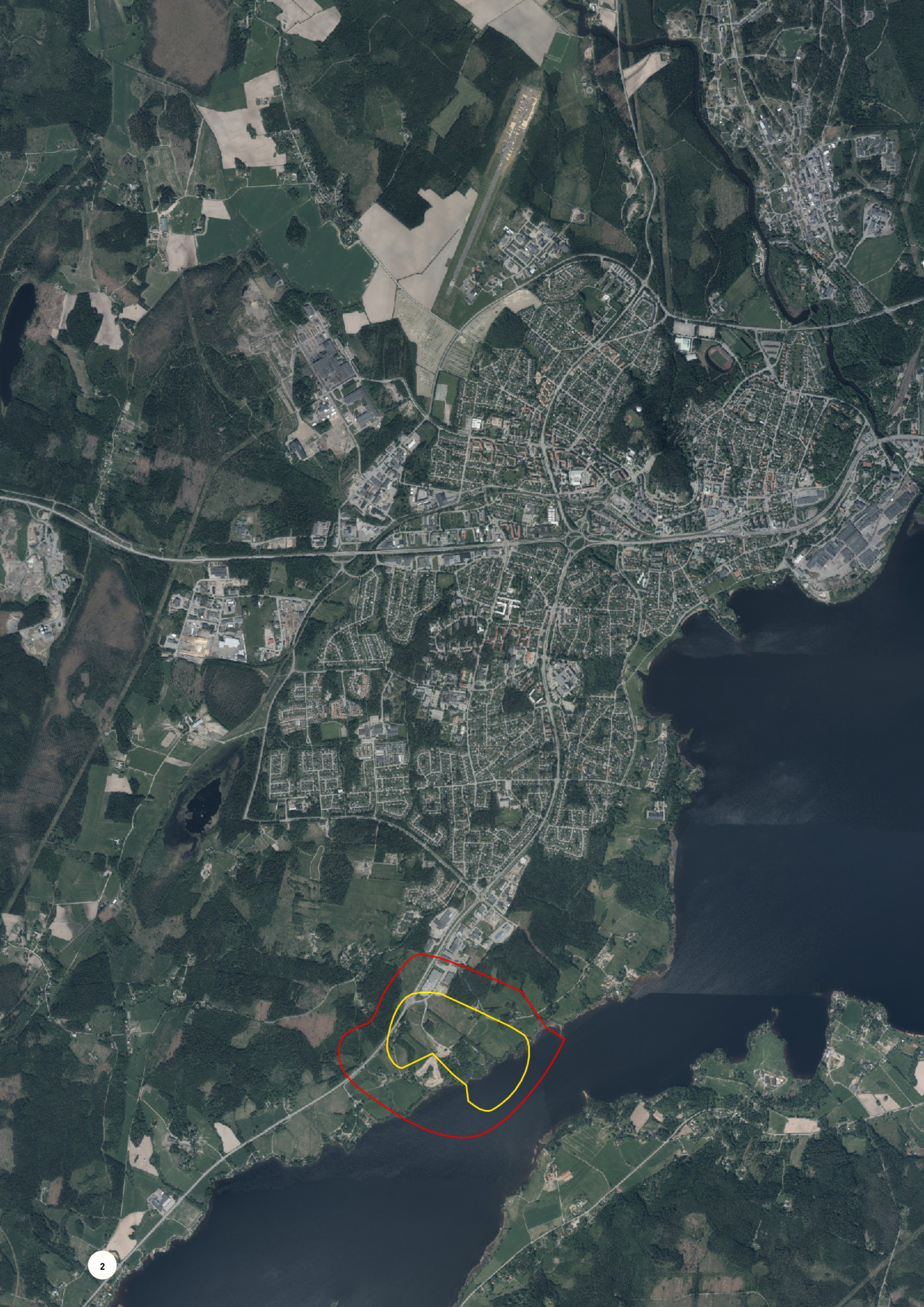
European is a biennial
competition for young
architects under 40
years of age.



European SE

A map of Sweden with its county boundaries outlined in white. The county of Örebro is highlighted in a solid dark blue color. Within this highlighted area, the city of Karlskoga is marked with a small black square and labeled in white capital letters.

KARLSKOGA ■



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■
EUROPAN 16
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GENERAL INFORMATION

Site Representative

Ann Dakovic, City Architect
Municipality of Karlskoga

Actor involved

Municipality of Karlskoga

"Team representative"

Urban planner, landscape
architect or architect

Expected skills regarding the site's issues and characteristics

Architecture, landscape
architecture, urban planning

Communication

Anonymous local exhibition after
the 1st jury round.

After the competition there will
be a public prize ceremony,
a catalogue of results will be
produced, and the winners will
be published on the website of
Architects Sweden.

Jury evaluation

With the participation of the site
representatives.

Post-competition intermediate procedure

Presentation of the rewarded
teams to the site representatives,
followed by a discussion.

The ambition of the municipality
is to involve the prize winning
team(s) in an implementation
process.

Assignment after the competition

The prize winning team(s) will
continue the work with the
competition assignment in a
workshop with the municipality,
with an option for further work
towards an implementation of the
proposal, including workshops,
various planning documents,
illustrations, drawings and citizen
dialogues.

PARTICIPATE IN EUROPAN 16!



Karlskoga is located in central Sweden in the county of Örebro



Proposed new Nobel Railway Line



**KARLSKOGA
KOMMUN**

INTRODUCTION

The Municipality of Karlskoga and European Sweden would like to thank you for choosing to participate in European 16. 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 "Synthetic Site File" brief parallel to this unabridged competition brief. The theme of European 16 is "Living Cities".

www.euopan-europe.com
www.euopan.se

KARLSKOGA MUNICIPALITY

The town of Karlskoga is placed centrally in mid Sweden between Stockholm and Oslo. With 27 500 inhabitants, it is the second largest urban area in the Örebro county. This is a district largely covered by forests and crossed by rivers and lakes. It is also within the heart of the Sweden's historical iron production district.

Lake Möckeln, which is only about 300 meters from the city centre in Karlskoga, is of great importance for the city's development together with the rivers Timsälven and Svartälven, and several nearby nature reserves. This location proved strategic for steel manufacturing and is thus of great importance for the composition of the town. This turned into an important location for industrial manufacturing, especially with its long history of weapons and munition production. Karlskoga was home to the industrialist Alfred Nobel and the company Bofors is still closely associated with the town. Today, Karlskoga is again a growing town with an expanding and more diversified industrial sector.

A new fast railway line, the Nobel Railway*, between Stockholm and Oslo is currently in planning, with a proposed station at Karlskoga. This will have great benefits for business and economy, but also for Karlskoga as an attractive place to live. The station is to the south of the town and the area will be developed into a mixed use and residential district, connecting to the rest of Karlskoga.

*The Nobel Railway line is the stretch between Örebro and Kristinehamn on the Stockholm-Oslo route.

Competition brief

Karlskoga



Map of Karlskoga and surroundings

URBAN CONTEXT

Historical background

Originally, the area was called Bodaskogen, Boda forest. The name Karlskoga derives from duke Karl, later Charles IX of Sweden, who in a 1589 visit organized the regional waterways. This paved way for a 17th century expansion of forestry and, more importantly, iron manufacturing. 14 smelteries and 8 forging hammers were established around the parish, of which many were in function well into the 19th century.

The town itself originated around the church village and the Bofors iron works at the shore of lake Möckeln. The industry expanded and in the 1870s, Bofors was Sweden's largest iron producer. At this time, the railroad with its increased capacity for goods transportation coincided with a focus on canon manufacturing. This was the beginning of the town's prolific defence systems industry.

Karlskoga has a strong connection to Alfred Nobel. Nobel bought Bofors in 1894, developing the canon manufacturing further, and continuing his innovations with explosives. He settled in the Karlskoga manor Björkborn with his scientific library and laboratory, but died in 1896. The legacy has remained since from companies bearing his name,

his inventions and above all the Nobel Prize.

Parallel to the expansion of the company was the development of the town. Good living conditions for the workers' households was important, and several extensive housing projects were launched, such as Rosendal, Kanalbostäderna and Skogen, together with the town's business centre Ekmansbacken. The expansion was accelerated between 1930 and 1940, when Karlskoga was given city rights. In 1970 the municipality had some 40 000 inhabitants.

Karlskoga was hit hard by cuts in the defence industry between 1980 and 1990, and the number of inhabitants decreased with 10 000. Since 2012 the town is growing again. Currently 30 300 people live within the municipality. Today, Karlskoga is an important centre for technical manufacturing. What was then dominated by a very few large niche companies has today developed into a diversified business area. We find electronics, defence materials, service providers, metal and mechanical companies, pharmaceutical and chemical production, wood and sawmill industries. The core area concerns advanced technology development with facilities for testing and evaluation.

Description of the town

The districts are not made up of mixed use areas, but are typically separated into residential and industrial areas. The town does also not have a block structure, but individual buildings have formed the urban landscape, as is common for Swedish towns formed around a single industrial company (a so called "bruksort"). Each residential district is typically homogeneous in its structure, and contain blocks of flats, row houses or villas. The town has a low profile with most flats in two to four floors, although a few buildings have up to eight floors. The industrial sites within and nearby Karlskoga contain many interesting buildings and environments.

The lake Möckeln is only some 300 metres from the town centre and has had a great impact on the formation of the town as it expanded along the northern shores of the lake. Close to the town centre the shores are kept as lawns and further out as natural land. There is a walkway along the water, however it is interrupted by two larger industrial areas. The access to water, parks and nature is highly regarded and strongly contributes to the character of Karlskoga. The lake and the rivers flowing into it, along with the 30 natural reserves within the municipality enable people to live close to nature.

The motorway and main national artery E18 cuts straight through Karlskoga, and has both shaped and divided the town. There are also railway tracks through the city that sometimes are barriers and sometimes passages. These are nowadays only used for goods transport.

Town centre

Central Karlskoga runs from the Loviselund and Skolgärdet areas in east, via the main square Alfred Nobels Torg to the Örncenter development and the bus station in west. The Kungsvägen and Värmlandsvägen roads have a varied commercially oriented streetscape all the way to the Art hall and the church.

Historically, the town was a settlement around the church with origins from the 16th century. The buildings around the square originates from when Karlskoga received its city rights in 1939, with additions from 1974 and 1994. This environment is beautifully composed with buildings from different ages and characters. The square has great importance for the citizens as meeting and event space.

Cultural environments

The municipality of Karlskoga has three cultural environments of national interest. These are Norra Bohult with 55 modernistic villas, Bofors-Björkborn (Rosendal) with 19th century workers' dwellings

and Karlsdal, an older smelting environment. There is also a state building monument in Villingsberg's mansion. Hotell Alfred Nobel, the former City Hall, is a protected building. Further, there are some 15 remains from earlier iron production, along the waterways and with a rich nature environment.

Nature

The municipality has a rich asset in its green environment. The built structure and the road network are gathered around the urban area of Karlskoga, whereas other parts of the municipality consist of forest, marches and bogs, water and arable land. Also, within the urban area there are green areas of various sizes and kinds, such as woodlands, parks, roadsides, watercourses and shores. The dispersal and migration lines that runs through the urban area ties together the surrounding landscape, dominated by coniferous wood, with the more deciduous woods along the shores of lake Möckeln.

The greenery has many functions and values to take into consideration. A sufficient access to the natural landscape offers the inhabitants and visitors of Karlskoga the opportunity to outdoor life, recreation and nature experiences. The green infrastructure also offers valuable eco system services such as cleaning of ground, air and water, and further mitigation of events caused by a changed climate. The green structure is a key factor in the municipality's responsibility to protect biological diversity and important nature and cultural areas.

Urban development

The current municipal comprehensive plan is from 2011, and there is an ongoing project to establish a new plan. The municipal board has decided for a goal for Karlskoga to grow to at least 32 000 inhabitants by the year 2025. There is ongoing intensive work in order to achieve this, including detail plans for some 800 dwellings within the town.



The square Alfred Nobels Torg



Aerial photo of Karlskoga



Map of Karlskoga, 1. Bus station, 2. Alfred Nobel square and Alfred Nobel hotel, 3. Art hall, 4. Church, 5. Bohult, 6. Bofors-Björkborn (Rosendal)

LIVING CITIES

Creating processes to regenerate our inhabited environments

Introduction

In the Anthropocene, the present geological period where human activities have had an impact on life on the whole planet, we are facing highly challenging conditions of climate change and social inequalities. With these conditions, how can we imagine other possibilities to inhabit our planet?

The topic of European 16 focuses on “Living Cities” as a new paradigm, in which new kinds of synergies can be considered between environmental, biological, social, economic, cultural and political dimensions. This paradigm leads us to think in terms of co-evolution and interactions, and to work with regenerative project dynamics, combining the dimensions of circularity and inclusivity.

Metabolism

The concept of metabolism helps overcoming the opposition between city and nature, allowing the European projects, with their components of architecture, urban design and landscaping, to identify and to work with an ensemble of transformations. These transformations take into account life cycles of natural elements, like water, energy and material flows, and become vital parts of our inhabited environments.

Such environments are complex ecosystems in constant evolution. Developing cyclic processes of both material and economy will lead the design process to minimize the environmental footprint and the consumption of non-renewable resources and eventually allow the relations between nature and culture to be transformed into ecosystems.

Circular and metabolic considerations encourage design solutions on different scales. The recycling competence, the enhancement of the organic, raw materials and energy production, the adaptation to climate change, the integration of nature and biodiversity are all some of the concerns that European 16 sites should trigger in order to promote new forms of inhabitation. The European 16 proposals should apply such dynamics in their projects.

Inclusivity

Urban environments are facing increasing inequalities and conflicts produced by invisibility, exclusion, marginalization and inaccessibility to housing, to work, to education and to public services. To fight against these social fractures, inhabited environments should become places where new inclusive policies and practices are supported.

The concept of inclusivity foregrounds procedures that can support territorial justice, articulating social and ecological concerns. Issues of accessibility to public infrastructures and housing should get a predominant role. Taking care of our living environments should promote inclusion by transforming marginalised spaces into places of exchange, co-learning and biodiversity. This could allow new narratives of inhabited environments across scales and generations, promoting new forms participatory democracy.

When choosing the sites, when defining the programmatic frames that come with their evolution, and when judging the participants' proposals, European 16 will emphasise the consideration of the inclusive dimension of the inhabited environment.

Conclusion

If we want to face these environmental and social emergencies, we have to address new project dynamics both creatively and responsibly, in order to reconnect with the rhythms and interconnections of the living environment, associating circularity and inclusivity.

The European 16 sites should therefore consider these two dimensions in their transformation. How can the project make spaces that involve sharing resources and recycling processes over time?

This is the question raised for European 16.

KARLSKOGA LIVING CITY

These are some of our ambitions for a future development to accomplish the municipality's vision to become a "welcoming, wise and visionary Karlskoga":

- The town centre remains intact and adapts to future needs.
- The Alfred Nobels Torg square remains an open place where its attractiveness is enhanced by temporary activities around the year.
- Existing and new streets must be able to meet new needs from society.
- Future parks must be designed as attractive meeting places for everyone, children and adults.
- Access to water, lake Möckeln, nearby rivers and green nature must continue to be important



Aerial photo of Karlskoga town center and Alfred Nobel Square, with Lake Möckeln in the background



Flower arrangements next to Kulan Shopping Center in Karlskoga town center.

components in the urban development.

- New architecture shall be contemporary and adapt to its surroundings.
- Cultural and historical values such as period buildings must be safeguarded.
- Accessibility must be planned and built with well-functioning and aesthetically pleasing solutions for everybody.
- Nature values must be considered in the design of a new urban context.
- The districts of Karlskoga shall offer a variety of service possibilities.
- Karlskoga shall be a safe, comfortable and healthy environment for children to grow up in.



Aerial photo showing Värmlandsvägen (Värmland Road) in the western part of central Karlskoga



Björkborn Manor, the very last residence of Alfred Nobel, located in northern Karlskoga

STUDY SITE (MARKED IN RED)

Site description

The study area, with a surface of 86 hectare includes parts of the Äspenäs and Finnebäck areas, the southern parts of Storängen external shopping area and road 205 towards the town of Degerfors, and surrounding areas. The study area is placed on the western side of lake Möckeln approximately 4 kilometres south of the centre of Karlskoga and approximately 7 kilometres north of Degerfors.

There is an existing programme for development (SE: Planprogram) of the whole area along the western shore of Möckeln, approved by the Municipality Council in 2009. This programme points out areas where housing can be built, some expansion of the shopping area is planned and where the most important natural values and a corridor for a future bypass for the European road (E18) on a bridge over Möckeln are.

Finnebäck area

The area today contains mostly nature and agricultural land. The present built environment consists of a few holiday cottages. The rest of the land is owned by the municipality. The area is accessed through a small dirt road. The northern part of the area consists largely of forest with smaller trails in north southern direction. Detailed development plan of the area has been approved

in February 2021, with the purpose of building a new residential area. The plan allows for villas, row houses or multiflat buildings with maximum two floors, and further away from the lake also blocks of flats with maximum four floors. Only the southern part concerns the competition area.

Storängen external shopping area

For the southern part which concerns the competition area, two detail plans are relevant. One concerns the southern part of the Storängens shopping area, and one concerns the undeveloped agricultural land southeast of the shopping area. This property is owned by the municipality. The purpose with the latter plan is to extend the present shopping area. This plan is made to not interfere with a future development of the railway track and its station area.

Äspenäs area

This is a new villa development, southeast of the area reserved for the railway track was previously nature and agricultural land. Since early 20th century, there has been a handful of cottages along the Möckeln lake. These are now part of the new villa development. There is a detail plan covering this area. With the exception of the privately owned villa sites, the municipality owns all land in the area.



Storängens external shopping area



Finnebäck area

PROJECT SITE (MARKED IN YELLOW)

Site description

The competition area for the new Nobel Railway Line station and the new district around the station is situated in-between the Storängen, Finnebäck and Aspenäs areas, further delimited by Möckeln in southeast and the 205 road in west. This road fills an important function for commuters but is also a connection for regional and national traffic.

The competition area has a surface of 49 hectare and consists mostly of forest and agricultural land. Generally, the ground inclines from northwest towards southeast and the lake Möckeln, whose western shore gives the cultural landscape its unique character. Except for some ravines, there are no marked topological differences. The ground consists of a mix of steady ground with moraine and rock, and streaks of soil topped with clay.

There are nature values connected to deciduous trees, such as oak and linden in groves and groups in fields. There are findings of russula mushrooms, which is a protected species found in connection with oak and linden. There are further social values connected to recreation such as the small beach by the lake. Here are also remains from an old hillside house (backstuga).

Within the competition area are three properties with residential buildings, including the Finnebäcks Gård farmstead from 1850. This farmstead is a fine example of the characteristic local rural environment of earlier times. Preservation of the farmstead is highly important. These properties are privately owned, and the rest of the land owned by the municipality.

There is no formal detailed development plan for the competition area (although there is a plan programme for the study area mentioned above). The current comprehensive plan from 2011 mentions that the municipality shall take action for a train connection between Stockholm and Oslo with a stop at Karlskoga, and for this purpose safeguard possible corridors for the future train connection. When the comprehensive plan was made, there was however no specific place pointed out for the connection.

The municipality has been studying a future location for the Nobel Railway Line in order to have information ready for the future planning process. A feasibility study (Möjlighetsstudien) states the most likely location is here, with a bridge over Möckeln and a station directly south of Storängen. A location directly through Karlskoga was also studied. Such central location for a station would be favourable, especially in conjunction with regional train traffic, but it was not considered realistic considering topography, barrier effects, existing built up areas and disturbances from noise.

Thus, the municipal board decided in 2018 to launch the work with a programme for an area around a future railway station in Storängen, and throw light on the local and regional effects such a placement would generate. This work continues, and a participation in European 16 is expected to provide many valuable and creative suggestions and solutions.



Photo of the project site



Photo of the project site



Aerial view of the study site (red line) and the project site (yellow line)



Semi-aerial view of the study site (red line) and the project site (yellow line)

COMPETITION TASK

The winning proposal will present innovative ideas of how a district can be modern, representative, logistically smooth, well designed, sustainable and environmentally sound, as well as how this area can become an integrated part of Karlskoga.

Aims and guidelines:

- The area around the Nobel Railway Line train station shall contain many urban functions and be built with adequate density. It should contain multi-family houses, offices, and different functions such as workplaces, schools, shops, various services and parks. This will lead to interactions and meetings between people, activities and enterprises. The height of the area may vary and be between five to twelve floors or even higher. The tall buildings and their content will affect each other, and attention must be given to volume, design, sun/shadows, sights/privacy and winter conditions, among other things. The new area must function well as a whole.
- The ambition of the municipality of Karlskoga is to build and develop a new district around Nobel Railway Line station for future generations, to create a place that people will be proud of for a long time and where sustainability is a key aspect in terms of social, economic, technological and environmental aspects. The municipality considers sustainability as primarily aiming at achieving timeless qualities that will last for a very long time. As sound and carefully designed external and internal environments affect people's health and well-being, the municipality of Karlskoga must build with technical and architectural quality, using material and methods with low energy and carbon emissions, low heat consumption and with a smart infrastructure. Requirements for energy declaration of buildings are being produced and will be applied from 2022.
- Global warming has put the environment high on the agenda. How shall an area with a train station in the centre be constructed, avoiding errors that future generations will take the consequences for?
- The design of the railway station will be part of the railroad structure and not part of the competition task. But in order to plan the surroundings, some fundamental criteria for building envelope and traffic structure must be adopted.
- The position of the tracks as given in the study will be used for the competition, as this is the most likely information at hand today (see illustration 2 and 3).
- The Swedish Transport Administration, Trafikverket, states for safety reasons that buildings are not to be erected within 30 metres from the tracks, counted from centre line of the outer track. Please consider the height levels (see illustration 3).
- The station district shall connect to the other areas of the town. It is part of the task to explain how the connection and sequence to the rest of the town is made. This may even necessitate other measures along the way to the town. A well-connected area also benefits accessibility and safety for all. A well-integrated area with many people is seen as secure. Both the road network and layout of buildings contribute to this. The links and relations to Finneback and Storängen area are here vital.
- How will the location of a future station district affect the surroundings, and which connections need to be created to the rest of the town? A sustainable development must also consider its relationship to the landscape. Nature values have a great social significance but are also very important from an ecological perspective.
- The E18 motorway is proposed to be moved to a new position, using the same bridge over the lake as the railway tracks. A competition proposal must consider how the motorway will connect to road 205 and the Storängen shopping area must be demonstrated.
- A reasonable structure for traffic and parking within the area must be demonstrated, as well as the parking and docking structure at the new station. Traffic and parking concern all types of vehicles, including larger transportation trucks, cars and bicycles. Pedestrian and bicycle routes within the area and their connections to existing network must be shown. The environment around the pedestrian and bicycle lanes must be inviting, friendly, attractive, exciting and varied for all people in the area.
- The "Convention on the Rights of the Child" (Barnkonventionen) became Swedish law in 2020, which means the convention has a strong judicial standing with the same status as other Swedish laws. The design of the area must take into consideration the best interest of children.
- The competition proposal shall demonstrate how aspects of gender equality are considered.
- Ideas for handling surface water shall be explained.

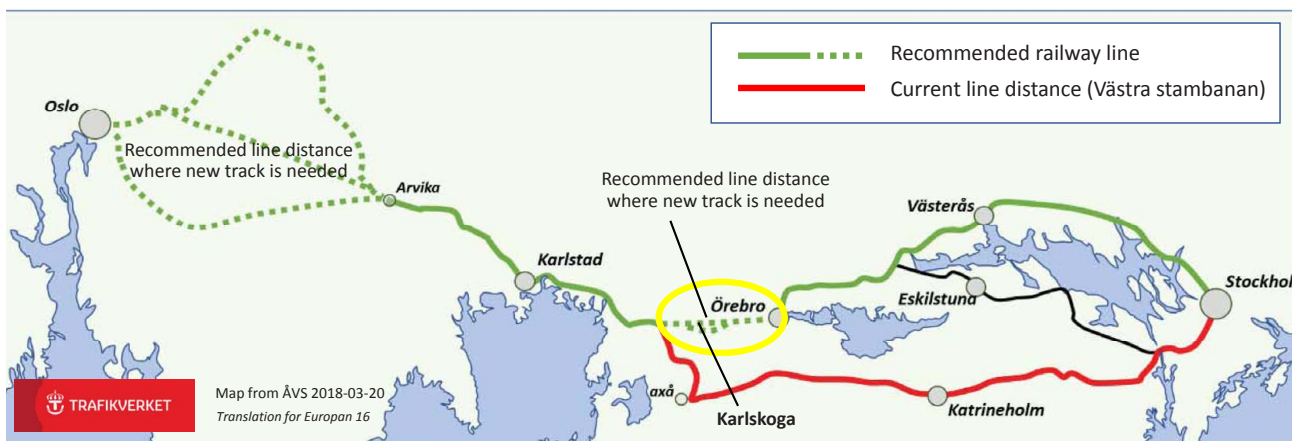


Illustration 1, Current and recommended railway line

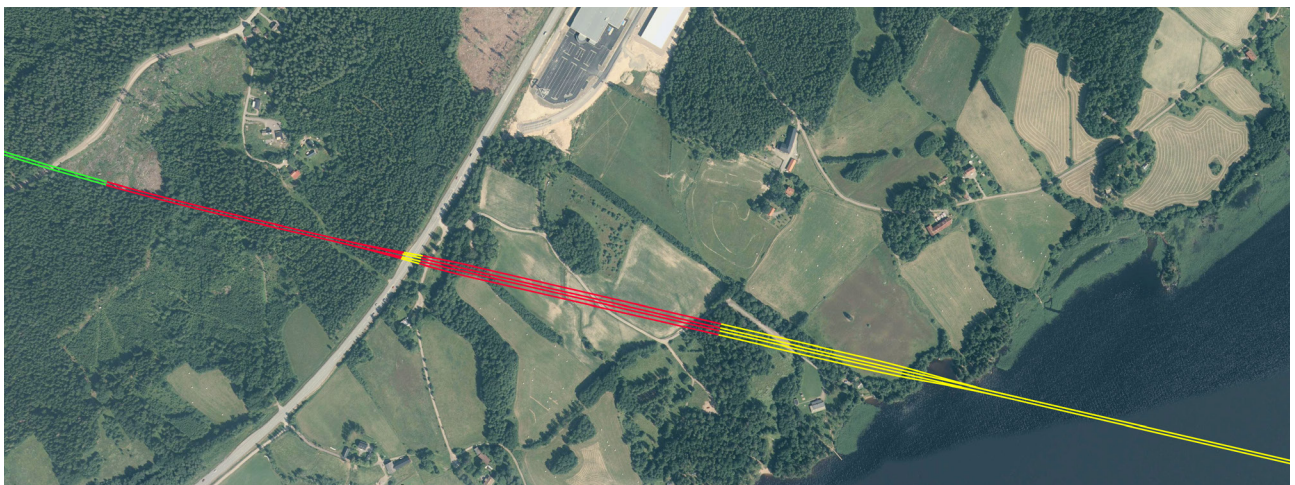


Illustration 2, Position of the new tracks (green line tunnel, red line ground and yellow line bridge)



Illustration 3, Position of the new station area

GENERAL

Submission requirements

Below are abridged submission guidelines — please visit European Europe's website to read the submission requirements and competition rules in their entirety.

Proposals should consist of panels and a text. The panels should be three in A1 (594 x 841 mm) portrait format. The content should — in drawings, images and text — explain how the proposal relates to the site's needs and to the theme of "Living Cities", and how the proposal's architectural values relate to context and surrounding environment. The content should include a three-dimensional representation of the proposal (for example in perspective, photo montage or model photography). The accompanying text should be a maximum of four A4 pages long and present the proposal ideas, as well as a suggested process of implementation (for example, transforming the plot in a certain order)

JURY

European 16 jury

Members of the competition jury:



Bengt Isling, SE
(chairman of jury)
– Landscape architect
– Partner at Nyréns arkitektkontor
– Stockholm, Sweden



Karin Bradley, SE
– Urban planner
– Associate professor
Department of Urban planning
and Environment, KTH
– Stockholm, Sweden



Anna Chavepayre, SE/FR
– Architect
– Founding architect at
Collectif Encore architecture &
paysage
– Labastide Villefranche,
France



Christer Larsson, SE
– Architect
– Former Director of City
Planning, City of Malmö
– Adjunct Professor in
architecture
– Malmö, Sweden

Competition timeline and dates of importance

5 April – The competition opens. All competition sites are presented. Registration and download of complete competition documents starts.

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

19 May – Site visit with site representatives (pre-registration to info@european.se required).

18 June – Last date for competition questions.

2 July – Last date for answers to competition questions.

17 September – Last day for submitting competition entries.

20 December – Competition results and winners are published.



Tina Saaby, DK
– Architect
– City architect of Gladsaxe
– Gladsaxe, Denmark



Ted Schauman, FI
– Architect and Urban planner
– Co-founder Schauman &
Nordgren Architects
– Helsinki, Finland



Jessica Segerlund, SE
– MA in Curating Art
– Head of place development
Älvstranden Utveckling
– Göteborg, Sweden

Substitutes:

Björn Förstberg, SE
– Architect
– Founding architect at
Förstberg Ling
– Winner European 15 in
Helsingborg, Sweden
– Malmö, Sweden

Tove Fogelström, SE
– Architect
– Founding architect at
AndréFogelström
– Winner European 15 in
Täby, Sweden
– Stockholm, Sweden

REFERENCES

About the European competition

European Europe. This includes rules for the the competition:

– <https://www.european-europe.eu>

European Sweden:

– <http://european.se>

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

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

Instagram account for European Sweden:

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

About Karlskoga Municipality:

– <https://karlskoga.se>

Current zoning planning for Storängen trade area:

– <https://www.karlskoga.se/4.184ba7d1177ef1d200d5728.html>

Some of the illustrations in this Brief are provided by Norsk Bane AS and White Architects.

Relevant laws and regulations

Accessibility:

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

Noise:

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

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

– https://www.boverket.se/contentassets/a9a584aa-0e564c8998d079d752f6b76d/konsoliderad_bbr_2011-6.pdf

BBR in English:

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

Swedish - English Glossary

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

LOU

After the European competition

Public tendering - Swedish sites

European 16 is a design contest with the purpose of negotiating a subsequent service contract. We will further inform the Swedish contracting authorities in the document "Europandhandboken".

Offentlig upphandling - svenska tävlingstomter

European 16 är en projekttävling (arkitekttävling) med avsikt att inleda förhandling om påföljande uppdrag. Ytterligare information till svenska tävlingsarrangörer finns i dokumentet "Europandhandboken".

About European

WANT TO KNOW MORE?



Visit our website:
www.european.se

CONTACT INFORMATION:



E-mail: info@european.se

EUROPAN SWEDEN

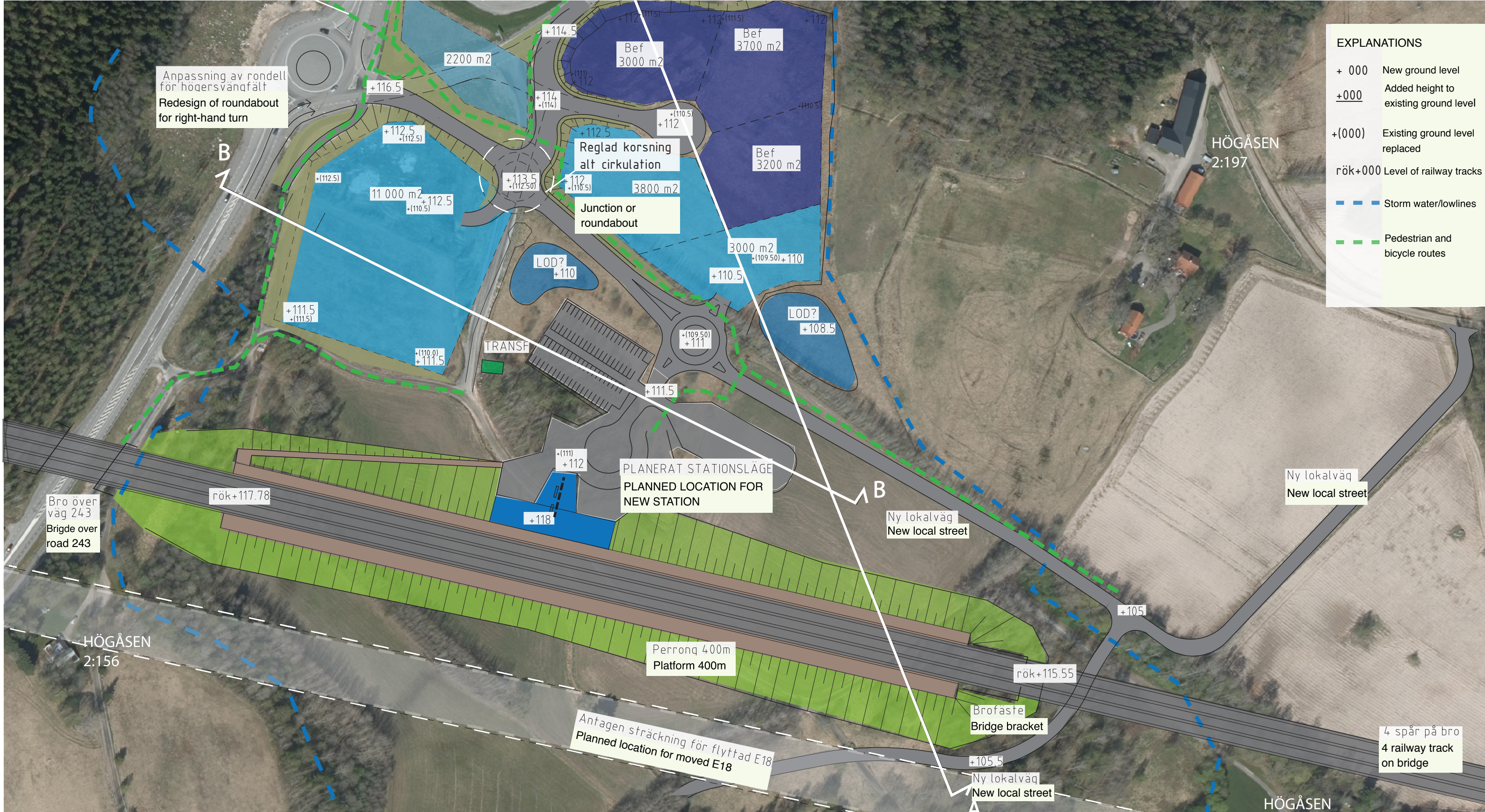


**The Swedish European Secretariat is
run by:**

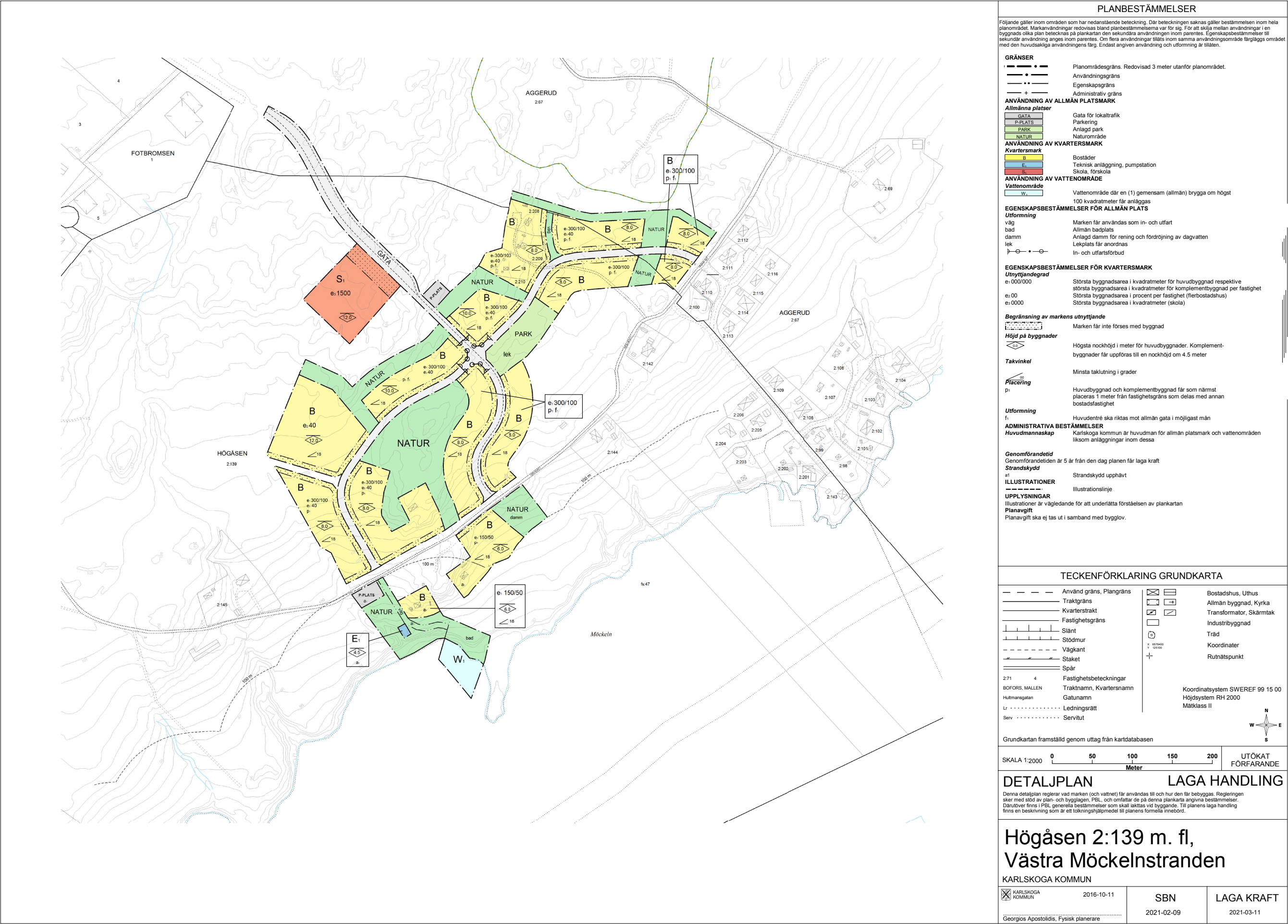
Carolina Wikström and Frida Öster
through Asante Architecture & Design.
European 16 is under the auspices of
Architects Sweden.

asante
ARCHITECTURE & DESIGN

Architects Sweden



Sketch by White Arkitekter illustrating the proposed southern site boundary towards Storängens Commercial Area



Detailed development plan of Västra Möckelnstranden

