

Fagerstrand

E16 - Living Cities | European Norway | Competition Brief

COMPETITION FACTS

Prize money:

- 1st prize: 12 000 EUR
- 2nd prize: 6 000 EUR

Commission for winners:

- Collaboration with municipality or private developers

Site representative:

- Nesodden municipality

Actors involved:

- Nesodden municipality
- Local developers

Team representative:

- Architect, urbanist, landscape architect

Expected skills:

- Multidisciplinary teams with strong skill sets in architecture, ecology and social design

Communication:

- Online publication and local exhibition

Jury:

- 1st evaluation with site representatives

Post competition immediate procedure:

- National workshop with the winners, runners-up and site representatives of Norwegian sites following the award ceremony
- Invited workshop on-site for the winners



As a quiet village is posed for densification, it needs a plan to connect the dispersed sites and become *one* place on nature's terms.

[Click here for a virtual tour of Fagerstrand](#)

Fagerstrand is a fragmented coastal suburb, characterised by a disused industrial site, a lack of places for socialising, and a dangerous road junction, but with the potential to become a new hub along the Oslo fjord.

Due to changes in the economy, nature has reclaimed the abandoned remnants of the oil age and turned them into woodland cathedrals and nesting sites for birds. These green pockets now form a no man's land between different areas earmarked for future development. Here, the municipality is looking for an innovative plan that can link the areas together to make Fagerstrand feel like one place, on nature's terms.

Fagerstrand is designated for urban densification as a connected part of the Oslo metropolitan area. Two large development sites, one on the seafront and the other in the forest, are divided by a green corridor that stretches through the area where the centre will be located. Fagerstrand's identity is closely tied to its intimate relationship to the sea and to the forest. How can this identity be retained as the place is transformed and intensified with urban qualities?

This site invites entrants to challenge conventions about what being central and urban entail. The municipality asks entrants to question how ecological processes and the built environment may help to reduce social inequalities and create a vibrant place to live for humans and non-humans alike.

As the terrain leads down to the fjord, it is very steep, and the industrial facility has taken up the shoreline. Most of Fagerstrand is located inland. When the large site opens up for development, clever ideas are needed to connect the suburb into one place. This map shows the site limits, Study area in red perimeter, Project site yellow perimeter and the different areas earmarked for development; orange, purple, red, blue and green areas. Map: European Norway.

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Europan 16 - Living Cities

Dear architects, landscape architects and urbanists! The open international idea competition Europan 16 – Living Cities is being launched at a critical time. We are between the climate crisis, the biodiversity crisis, and seeing the contours of a health crisis that is likely to well outweigh the direct impact of the pandemic. Europan Norway has won the trust of four Norwegian municipalities that want the emerging generations of practitioners to point out how their communities can prepare for the future. We ask you as a Europan 16 participant to demonstrate how these towns and places can set an example with designs and strategies to help prevent social and ecological collapse. No other professions are better placed to illustrate that the crisis scenario also represents unique opportunities. The challenge is as follows: show how we collectively can create vital towns and villages based on social and environmental justice.

With the themes Metabolic Vitalities and Inclusive Vitalities, we invite you to take a systemic approach to all streams of life and energy that help shape our society and give vulnerable groups and imperilled ecosystems the consideration they need to build equitable communities. It is a challenging yet exciting time to be practising spatial planning. More than ever, the teams tasked with creating sustainable towns in which we can live and work in the future must embrace cross-disciplinary approaches and innovation. The demand to consider the natural environment and biodiversity is more present than never before — we will not succeed with society's most pressing task without integrating our knowledge of nature, fauna and flora in the planning processes.

The Norwegian towns looking to the international community for exchange and new ideas to develop Living Cities are Haugesund with Risøy, Levanger with The Wooden Town, Nesodden with Fagerstrand and Ringerike with Hjertelia. Representatives of the local authorities have put a considerable amount of work into preparing for the competition. At Europan Norway we are proud that they have chosen the open international architecture competition as a tool for their town and urban development processes. The city of Haugesund was in 2020 awarded the BOBY Housing - and City Planning Prize for its work on executing the zoning plan in Flotmyr, where Europan 11 was instrumental in drawing up a framework and holistic vision for the development. We hope that the Europan 16 candidates will be inspired by the fact

that Haugesund is preparing to make Europan 16 an equally vital element in its next big urban development project: The island of Risøy

The municipality of Nesodden ranks high in the Sabima ranking of how well local authorities in Norway incorporate nature and biodiversity in their plans. Nesodden has adopted a progressive approach to the issue; The municipality asks participants to identify measures for comprehensive densification of the rural village of Fagerstrand on nature's terms. Meanwhile, in Ringerike, the local authority wants to build a pilot project for a brand new kind of neighbourhood in Hjertelia, a productive landscape close to the town centre. In 2013 Sabima introduced a new criterion in their ranking: land degradation neutrality – a concept comparable to climate neutrality but implicating a target of zero net loss of natural land. It is an apt reminder for those wanting to get involved with any of the sites in Europan 16, reminding us that we are on the threshold of an entirely new paradigm in town - and urban development worldwide. Europan Norway has selected sites in municipalities that have demonstrated a desire for change, and they want *you* to show the way.

The case of Levanger represents the ultimate challenge in respect of the Living Cities theme. In 2018, the centre of Levanger was listed as protected cultural heritage for its well-preserved town plan from 1846 and characteristic wooden architecture. The Directorate for Cultural Heritage declared that the listing should not pose an obstacle to development. The meaning of that statement could be subject to inquiry in itself, but the edict added an additional element to a more general problem: the decay of small towns. Here the local authority has spotted an opportunity, and it wishes to use the competition to investigate how the historical qualities can be used to drive development. How can we restructure our cultural and physical heritage and – while being mindful of all kinds of life – create tomorrow's sustainable and equitable towns in light of what we have learnt from the past?

Dear participants. We are looking forward to discovering how you would solve the challenge and to working with you after the competition!

On behalf of the municipalities of Haugesund, Levanger, Nesodden and Ringerike,

The Europan Norway secretariat
Bjørnar Skaar Haveland and Tone Berge



Old oil infrastructure and a green corridor separate the two large development areas in Fagerstrand. How do you traverse this steep and rugged terrain to connect them while also strengthening the habitats for insects, animals and other non-humans? Photo: Mille Astrup Rønning

Competition premise

Development should strengthen the bonds between humans and nature, humans and history, humans and other humans, and humans and places. When developing a coherent centre and linking various development sites together, we are looking to use architecture as a tool to explore how ecological processes and urban development can help to reduce social inequalities and create a viable, sustainable centre for humans and nature alike.

Fagerstrand is one of two priority growth areas in Nesodden municipality, and it will accommodate 35% of the municipality's future population growth. When planning Fagerstrand's physical development, the need for both short-term and long-term growth must be considered.

We want to bring nature into the heart of the community.

We want to find new ways of thinking about how to invite nature in, to reunite people and their lives with the countryside around them.

Urban development must follow the shape of the landscape and improve our coexistence with nature, which we are a part of and need. Green corridors rich in biodiversity should be used to strengthen the links between the countryside, forest and fjord, and make us feel closer to them. The development process shall provide spaces for a wide variety of local species of fauna and flora, protect birdlife, and attract pollinating insects.

Fagerstrand is an urban area in a rural setting, and this quality shall be kept while at the same time creating urban qualities and facilities. It shall be developed on nature's terms and in a way that prioritises human well-being and lives.

Competition Assignment

Entrants are asked to produce a complete concept for how to develop and link together the two big development sites, Centre and Seaside. These sites are Fagerstrand's two most significant development projects and the ones that will define its future.

Within the study site, entrants can also propose and suggest ways of connecting the rest of the settlement's existing and potential future built-up areas. The brief includes devising strategies and tools for Fagerstrand's longer-term development.

Entrants shall explore the strategic planning options for Fagerstrand by proposing transport links, land use and functions. The detailed design of individual buildings and functions is not a priority.

Climate change is creating new, uncertain parameters for modern urban development. The entries shall show how Fagerstrand can become more resilient to future climate change. They shall also explore how these changes can be a resource and contribute to positive development.

Currently, the centre and the shoreline feel like two separate, unconnected areas. In the future, they should feel like a single area. The planning concept must physically do more than merely link the two areas; it must aspire to improve public health, reduce social inequalities, and promote biodiversity. The areas must complement one another, meet day-to-day needs, and increase residents' access to services and provide places to meet and socialise.

Both areas show signs of human development and intervention, as well as forests and coastal topography. The road that crosses the project site is a large barrier, both physically and how it is experienced. The natural connection between forest and green areas are also broken.

The industrial areas closest to the fjord has been an important part of Nesodden's industrial history. The physical structures within the site do not have any formal heritage listing but convey important identity and history.

Project site definition



Competition Guidelines

Cultural landscape and identity

The sea's cultural landscape has an industrial character, creating an inherent dynamism whereby the existing buildings both challenge and complement the natural landforms. This dynamism shall set the tone for the future development of the area.

Transport links

The capacity of the current transport links between the upper and lower part of Fagerstrand cannot be significantly expanded. One important task for entrants is to examine any alternative options for accessing the area by the sea.

Skogheimkrysset

This road junction holds the key to the future development of Fagerstrand. It has a strategic role that extends beyond the project site, as all traffic to and from the surrounding area have to pass through Skogheimkrysset.

Mobility and transport

Travel between the upper and lower parts of Fagerstrand shall be based on green, modern mobility forms. Upgrading the internal routes within Fagerstrand and making them more appealing will make walking and other forms of micro-mobility more attractive. People should be given wonderful experiences when using them.

Boat services

Entrants shall assume that there will be future ferry links to the capital city and the surrounding region.

Everyday life

Places to socialise and other facilities to enhance the residents' sense of belonging and community shall be created.

Possible municipal needs

Space must be allocated, and arrangements must be made for possible municipal functions such as a primary school, kindergartens and care homes

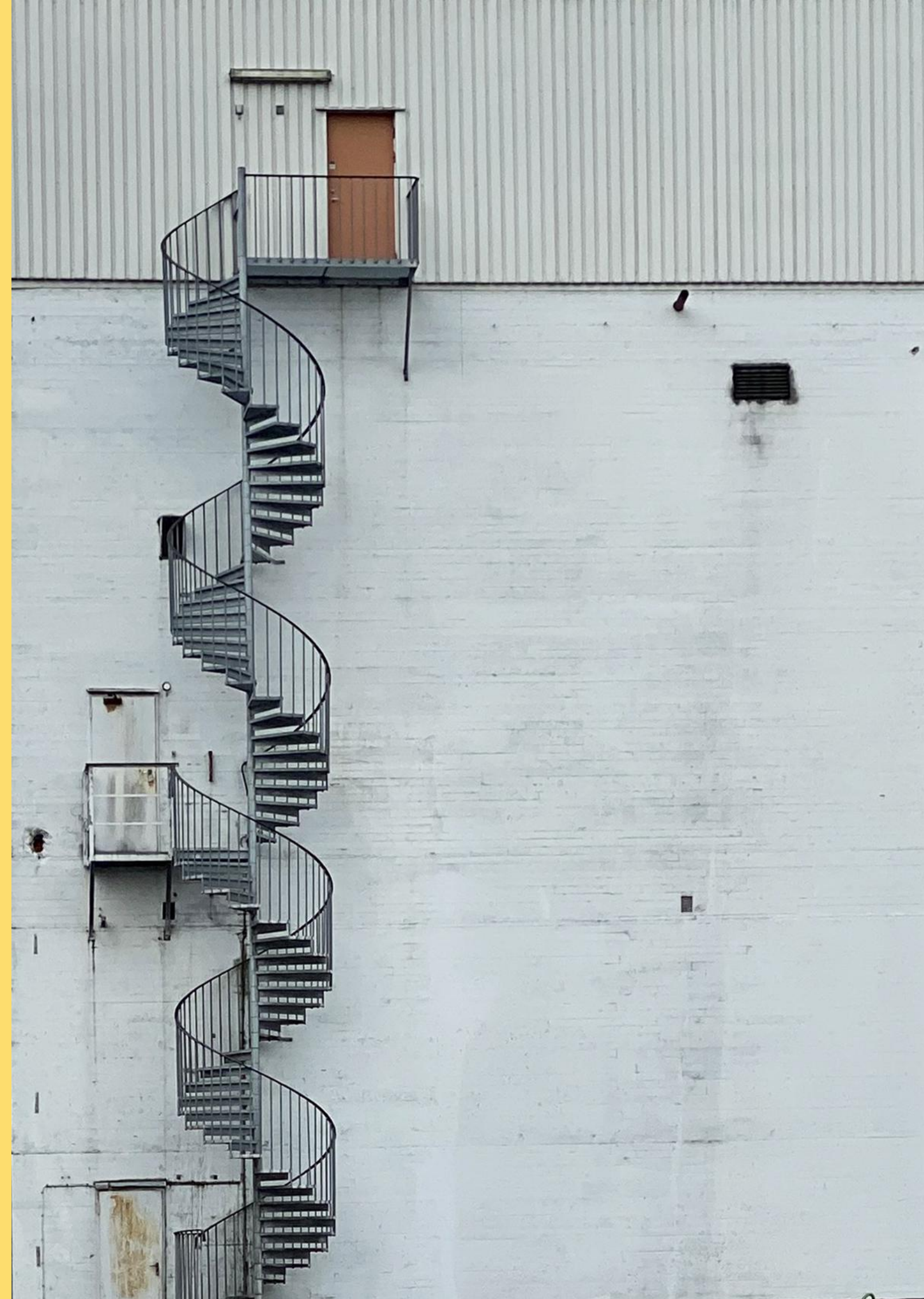
Commission for the winner(s)

By participating in Europan, Fagerstrand hopes to lay the foundations for its future development. The municipality wishes to set out a shared vision for Fagerstrands development, but the format for this has not yet been decided. A good working relationship has been established between the municipality and the landowners within the project boundary.

Future collaboration between the winning team and the municipality and/or the landowners is desirable. Planning processes and placemaking has a long horizon of time and requires research and assessments. The winning team may be important contributors to this work in all phases of planning and development.

The landowners are motivated and keen on the processes to start. They have participated in site visits, meetings, discussions, and have also contributed to this program's writing. It is of utmost importance that the competition entries are innovative but must be able to be implemented and completed.

We hope many participants in Europan are motivated and exciting by the task here at Fagerstrand. We wish the entrants the best of luck and look forward to seeing inspiring and visionary competition entries!



Site context

Letter of encouragement

Fagerstrand, a jewel along the Oslo fjord

Local history and development

Planning framework

Biodiversity

Letter of encouragement

The peninsula of Nesodden is known as the green garden of the Inner Oslo fjord. Amongst all its beautiful locations, the seashore of Fagerstrand deserves its name, literally «Fair Beach». However, the agglomeration of Fagerstrand does not quite live up to its name due to a mix of industrial legacy buildings and «urban» sprawl. This is about to change due to the fact:

- that significant and attractive seaside areas have become vacant after the last oil industry left,
- that the municipality has identified a central area in Fagerstrand to be prioritised for future construction to help create a more dense «village» identity,
- that the municipality has adopted ambitious plans for both climate mitigation and nature conservation, and
- that Nesodden is one of the Oslo region's most attractive spots for future development

In addition, the pandemic has weakened one of Fagerstrand's relative handicaps, compared to more central locations in Nesodden and elsewhere in the Oslo region: The daily commute is no longer compulsory and people are increasingly «living their lives where they live».

That is why we are so excited to take Part in European 16 with this competition programme and hope for contributions from across Europe. At Nesodden, we are proud of often finding our own ways. We have Norway's highest density of artists and creative industries. Most of us living here have moved here from across Norway and across the World. People choose Nesodden because of its laid-back attitude and green qualities.

So, suppose we manage to tickle your imagination and encourage your creativity about what a human-sized and nature-friendly agglomeration could mean in the 21st century. In that case, we guarantee that we will receive your ideas with an open mind.

Will you dream dreams that we can make come true?

Eivind Hoff-Elimari
Mayor of Nesodden

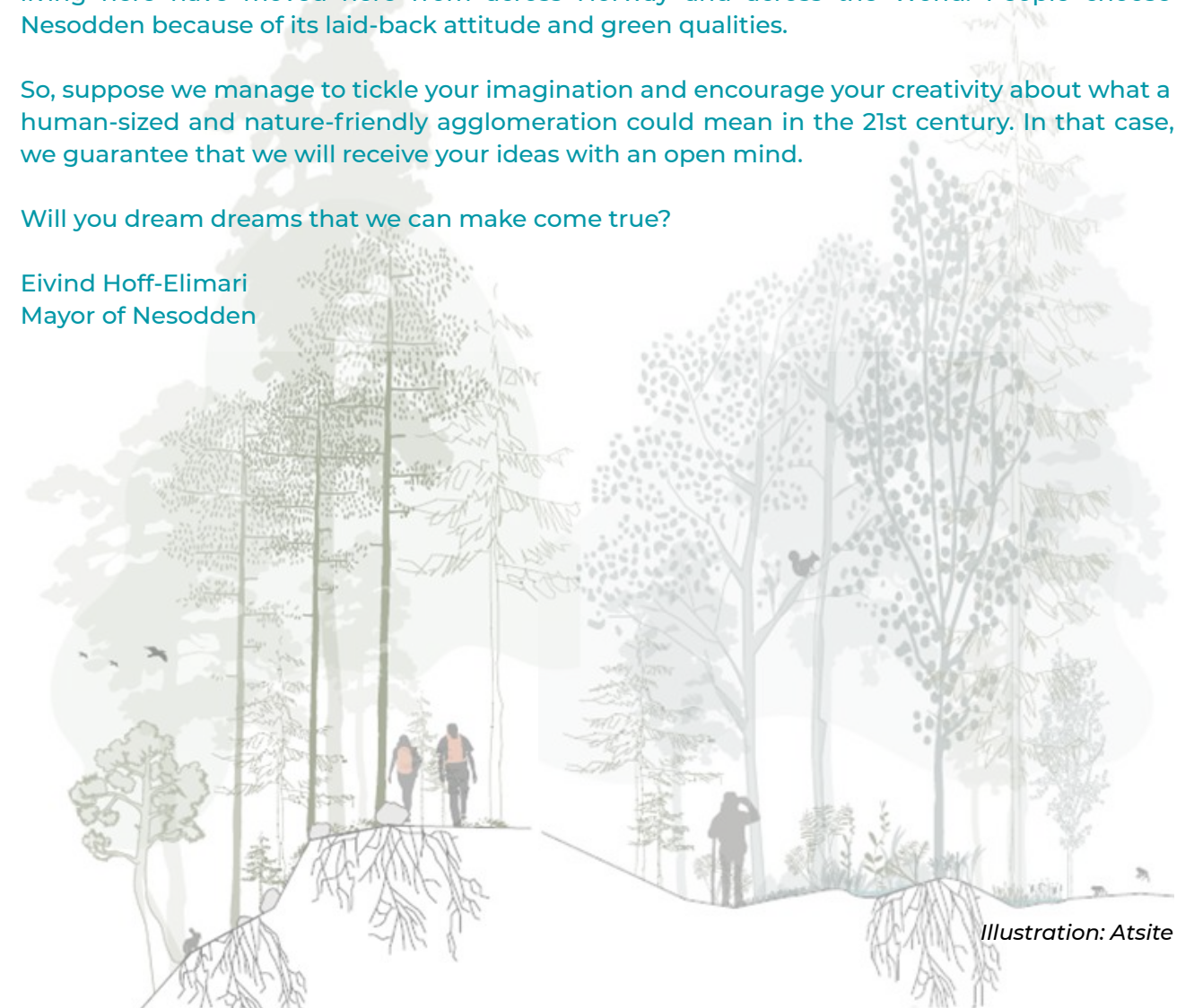


Illustration: Atsite

Fagerstrand, a jewel along the Oslo fjord

Through a strategy to accommodate the 350,000 people who are expected to move to the Oslo region over the coming 15 years, the area of Fagerstrand, located by the shores of the Oslofjord, has been designated as one of the areas for growth. Consequently, the local municipality is devising an overall strategy that facilitates some of this future growth to Fagerstrand.

For centuries, or rather, millennia, people have settled by the shores of the Oslo fjord. The sea has shaped our work, our natural environment, and our history.

Over the years, fishing boats, tankers, and merchant ships wanting to visit Oslo, the Norwegian capital, have crossed the open seas of Skagerrak to reach the outer fjord before sailing through the narrow strait at Drøbak.

After passing through the strait, the fjord opens out again, into what is known as the inner fjord. This is where you find the city of Oslo and beautiful, smaller islands like Steilene, Ildjernet, and Hovedøya, as well as technology clusters like Barcode and Fornebulandet.

Nesodden is a large peninsula flanked by the Oslo fjord to the west and Bunnefjorden to the east. Fagerstrand, the second-most populous urban area of Nesodden, is home to around 3,000 people. It is known for its industrial history, its unspoiled countryside, and naturally, its fjordside location.

In summer, it is transformed into a holiday paradise. The summer houses come to life, people flock to the beaches, and leisure boats fill the fjord. There is also a ferry service from Oslo to Fagerstrand in the summer.



Nesodden has two urban areas where future population growth to the peninsula will be centred over the coming years. One is Fagerstrand, which will act as the focal point for the people who live in the south of the municipality.

The other one is Tangen, the main centre in the far north of the peninsula. These two urban areas are different from one another, both in terms of their size and labour markets.

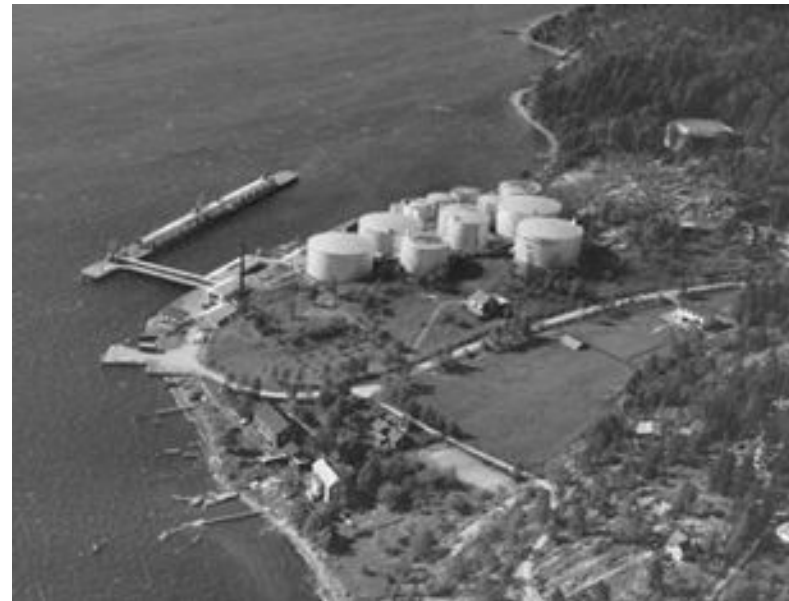
Tangen currently has a population of around 6,000 people. On account of its proximity to Oslo, many people commute across the fjord each day to work in the capital. Fagerstrand's population is only about half that of Tangen and orients more towards the east and south, commuting to jobs in the Follo region.

Local history and development

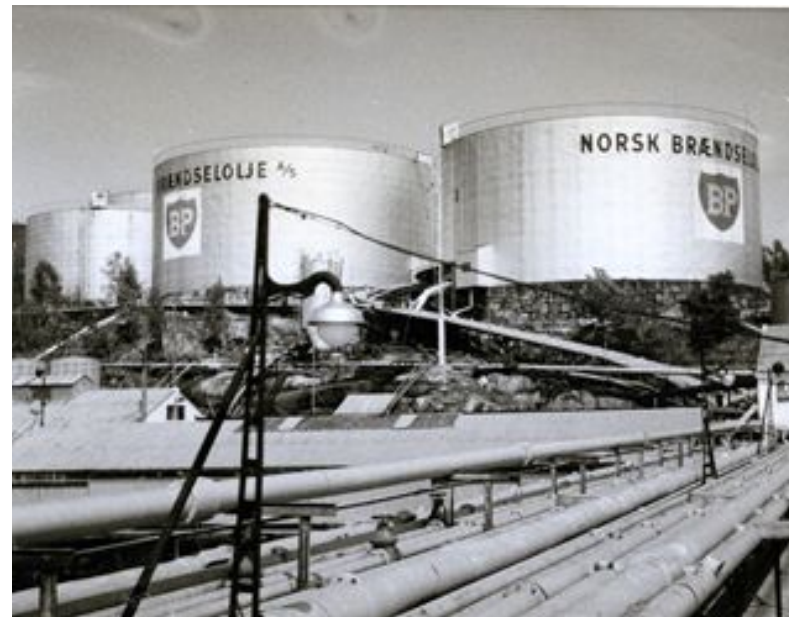
Nesodden can be said to have a typical rural structure. The peninsula was once a place where people from Oslo and the Follo region had their holiday houses and cabins. Still, after the war, a growing number of people decided to make it their permanent home. Many of them wanted then, and many still do today want, things like a big garden, to be close to the fjord and a spacious feel. Therefore, relatively scattered low-density housing has been a feature of Nesoddens identity and housing development.

Urban areas such as Fagerstrand do not have a typical structure with a “centre”, and their services are spread out. Residential homes have been built at Fagerstrand since the industrial site was established early in the 20th century. The first houses to be built were for the industrial workers, but more recently the development of residential housing has been driven by people who commute out of the area. Construction activity picked up in the 1990s and 2000s, when a number of new smaller areas of housing were built.

Nature, with its forests, meadows, and the coastal landscape is close to the built-up areas in Fagerstrand. Strengthening and preserving the links between the forest and the sea will be an important priority when planning for the future. Fagerstrand needs a more coherent and compact centre in order to work well as a local centre. This centre should meet the retail and service needs of the population in the southern part of Nesodden and be an attractive option for people in the northern part of the neighbouring municipality, Frogn.

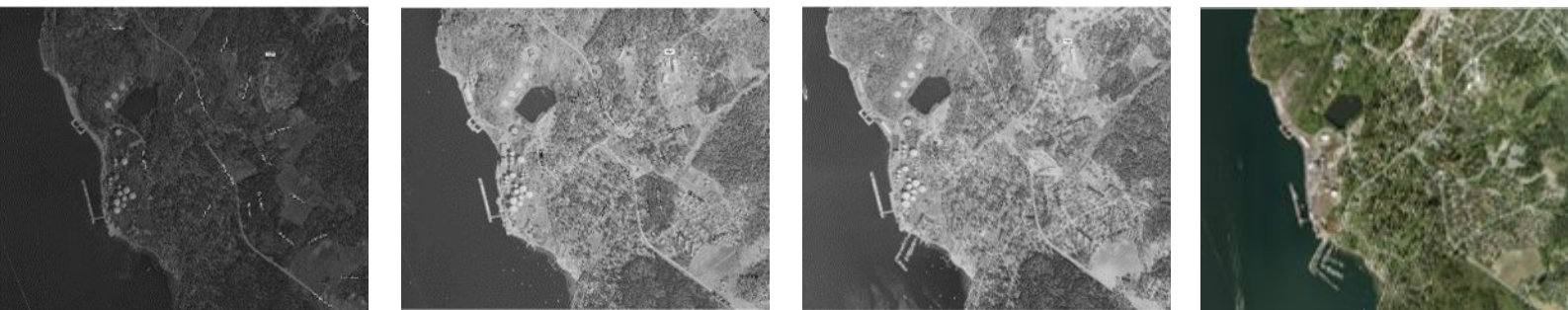


Industrial facility in Fagerstrand. Source: Widerøe



Source: The National Archives. CC NY 4.0

Orthophoto maps showing changes over time. From left: 1956, 1979, 1988 and 2008.



Industrial history

Nesodden has a rich and varied industrial history visible by the fjord. Many people view the oil tanks as a symbol of pollution and destruction of nature. Here is an opportunity to turn this notion around and instead use the physical structures to enhance the local area as pillars of Fagerstrands identity.

The Nesodden peninsula's position alongside the shipping lane to Oslo made it an attractive location for ice cutting and forestry. From Nesodden, timber was exported to the rest of Europe. The cargo ships that came to collect the heavy timber brought fine sand as ballast, which they unloaded at Fagerstrand before loading the timber. That sand eventually became Fagerstrands fine sand beach.

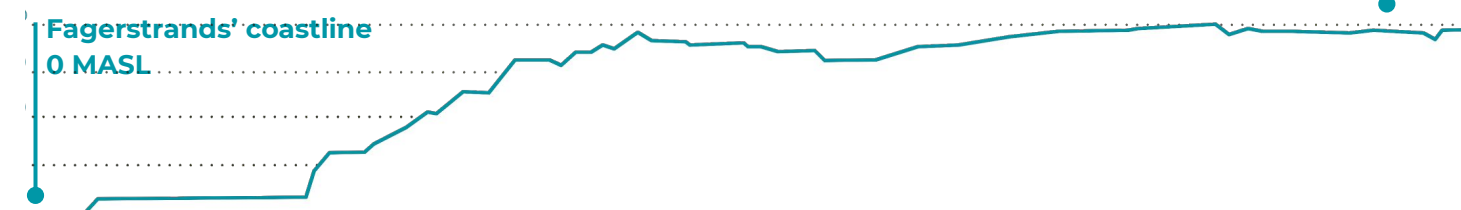
In the 1930s, many small businesses were set up, and a lot of jobs were created in Fagerstrand and in the smaller clusters of holiday homes along the Oslo fjord. One important driver of this was the summer guests, who needed a variety of local services. All the light industry disappeared between the Second World War and the 1960s.

Fagerstrand was involved in the Norwegian oil boom right from the start. The industrial site by the fjord was established in 1922, and when Norway's oil production shot up in the 1960s, it was used for both intermediate storage of oil products and as a lubricating oil factory. In 2009, the oil factory was closed, and the facility has not been in use since then. The industrial site has never been open to the public.

Currently, there are two companies that operate within the industrial site: Univar, at the north end of the quay, and the Norwegian School of Commercial Diving, which has its own jetty. Univar is moving out of its premises in 2021, and the property will be sold. The whole site covers approximately 24 hectares. The port area is around 700 meters long.



Skogheimkrysset



Planning Framework

Regional plan for land use and transport in Oslo and Akershus

There is a regional plan for the Oslo region, which includes the capital city, Oslo and the municipalities in the former county of Akershus. A major reform of Norway's county and municipal boundaries has just been completed, resulting in the merger of various counties and municipalities, including Akershus, which has become part of the larger county of Viken.

The whole Oslo region is one single labour and housing market, and the population of the whole region is growing. The growing population creates a need for more homes, more jobs and better transport services across municipal boundaries. The regional plan for land use and transport is a strategic planning document for the region, which puts in place a framework for cooperation across municipal borders.

When the regional plan was developed, each municipality was to designate one or two priority urban areas or regional towns within their boundaries.

The municipalities are committed to ensuring, through their municipal master plans, that most of the population growth occurs in these priority locations. The regional plan also includes a commitment to public investment, for example, in the public transport infrastructure needed for the priority urban areas, centres and regional towns.

The regional plan currently only designates Tangen as a priority urban area, but it is expected that Fagerstrand will be given the same status when the regional plan is updated. In this brief, Fagerstrand is shown as a black dot at the end of a dotted orange line.

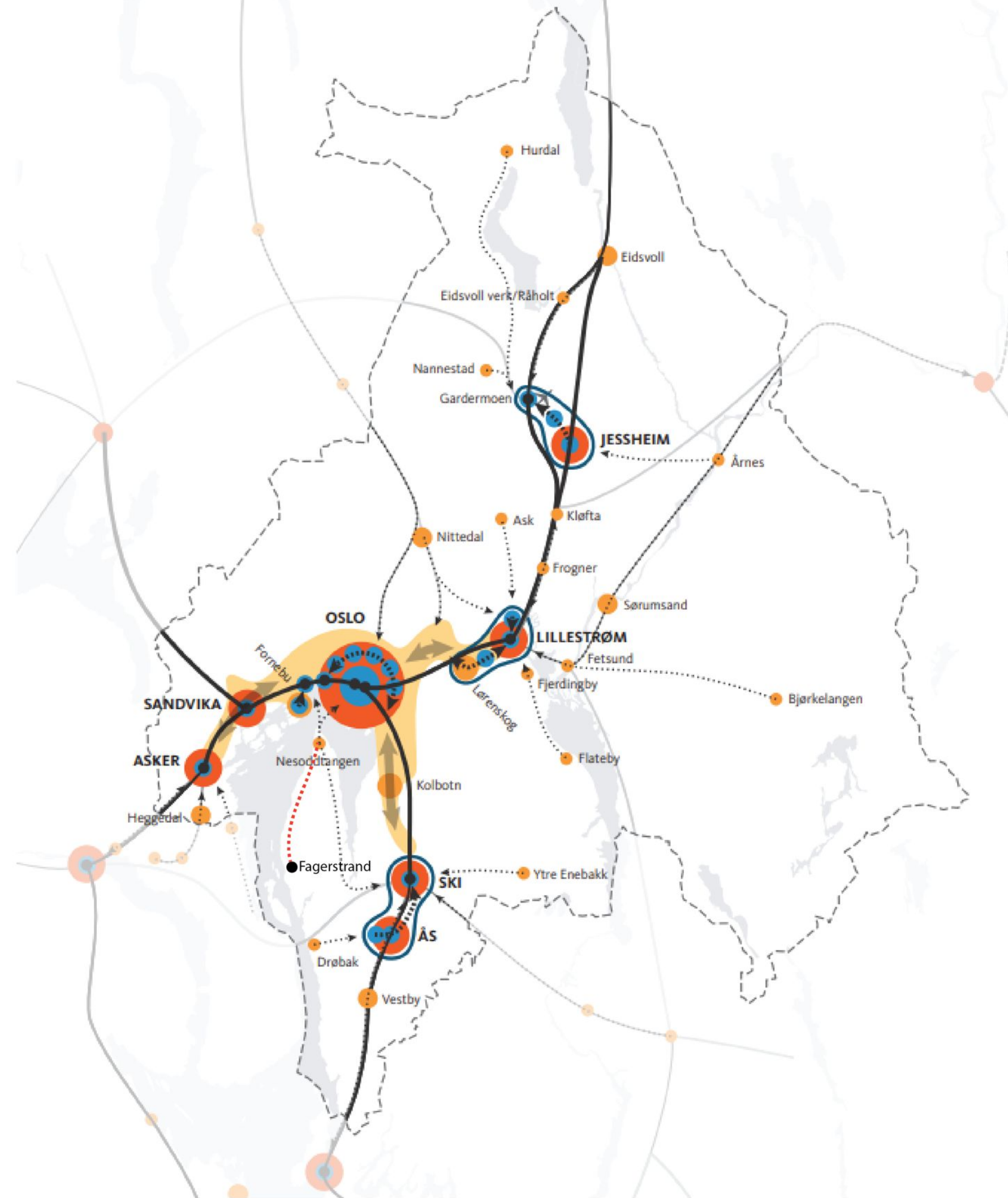
Regional- area and transport structures

Prioritised growing areas

-  Oslo city
-  Regional cities
-  Regional areas workplace-intensive businesses
-  Special focus areas for increased urban and business development
-  The city band
-  Prioritize local cities and towns. The size indicates that in some places the priority is higher
-  Planning area

Development of public transport systems

-  Link oslo and the regional cities closer together
-  Regional public transport hubs
-  Link regional cities and workplace concentrations to regional public transport hubs
-  Link priority local cities and towns to regional cities
-  public transport network in the city band about provides many travel opportunities
-  Airports
-  Transport infrastructure
-  Railway (existing and planned) and road
-  Only road



Planning Framework

The municipal master plan for Nesodden

Nesodden is a long, narrow peninsula with one centre of population in the north and another one in the south. The municipal master plan has therefore earmarked two centres for urban development, with 80 per cent of expected population growth going to either the main centre at Tangen, with 45 per cent of growth or the local centre at Fagerstrand, with 35 per cent. The centres will be developed “from the inside-out”. 20 per cent of the growth will be spread across the smaller population centres in the municipality in order to maintain their populations.

The main priority in Nesodden municipality master plan is to ensure good public health through its local development and planning processes. Local development is contributing to good social and environmental conditions that help to reduce social inequalities, promote well-being and reduce negative health impacts. The aim is to develop and enhance viable urban centres that meet the population’s needs for retail and services, so they have less need to use their cars.

Nesodden’s geography and the existing pattern of population distribution make it necessary to develop several kinds of mini centres. In order to develop this, the municipality and local council will focus on creating value through business development and employment.

The local council, through its local planning processes, aim to promote social justice by providing a wide range of housing types and good places to live that are accessible to all groups of the population.

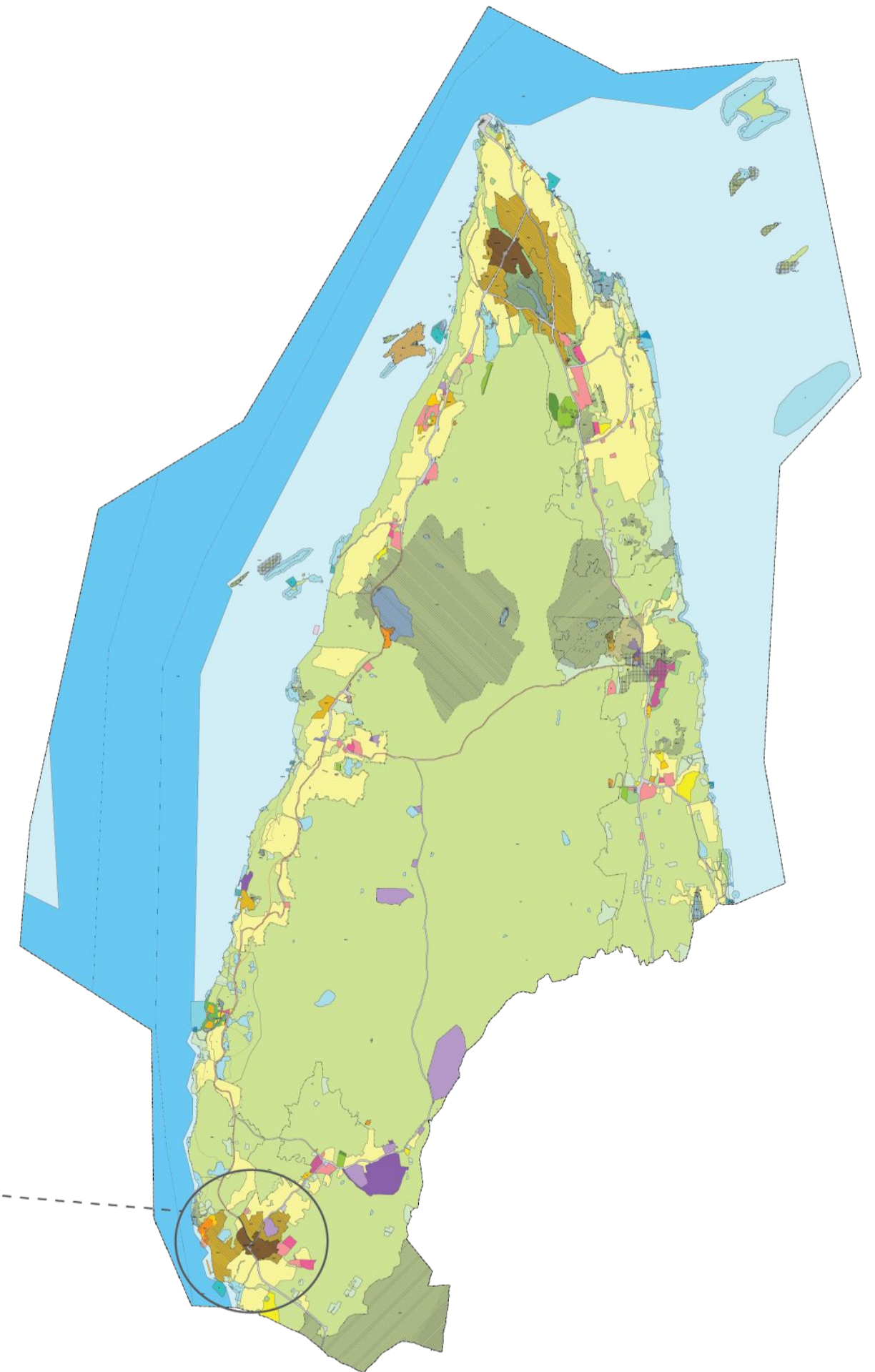
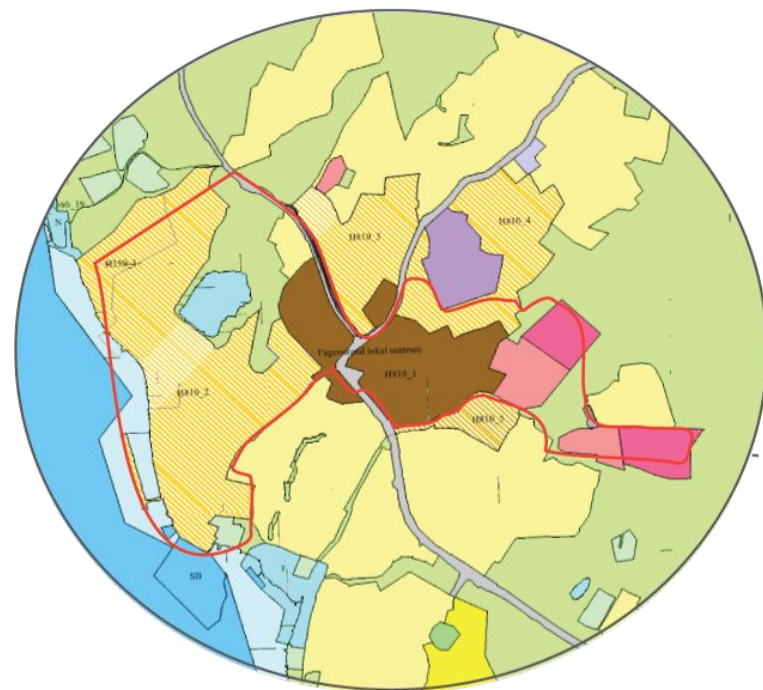
Fagerstrand needs a more coherent and social hub for a growing local population. Future developments should contribute to meet the retail and service needs of the population in the southern part of Nesodden, and the northern part of Frogn. A better, more functional centre will ensure the qualities of Fagerstrand’s natural environment remains by reducing urban sprawl.

In parallel with urban densification, the area’s green spaces, small forests, cultural landscapes and cultural heritage must be protected. Existing green corridors with paths providing access within the urban area and to the surrounding countryside must be maintained, and new ones must be created where they are lacking. Fagerstrand’s participation in European has been incorporated into the municipal master plan for Nesodden.

Holistic planning for Fagerstrand

The municipality and its local council believe in taking a holistic approach to local development, and its participation in European represents the start of a planning process for a wider area at Fagerstrand. That process will create a framework for the area’s future development, and it must reflect Nesodden’s unique character.

The aim is not to maximise the quantity, height or density of what is built. The architecture and overall design of Fagerstrand must be people-centred in order to develop the urban area in a way that enables current and future residents to enjoy a high quality of life. The planning process shall be ready for a decision to be made in the local council by the end of 2022.



High environmental ambitions

Nesodden has ambitious goals to cut its greenhouse gas emissions by 65% between 2017 and 2030. These goals commit the municipality to make green choices, both as a local authority and in its operations.

The urban development process shall, therefore be climate-friendly. As a general principle, green spaces and green corridors shall be retained or created in order to protect and enhance biodiversity. Loss of biodiversity is one of the great global environmental problems of our era, along with climate change. The municipal climate and biodiversity plan set out guidelines that shall be followed in all of the plans within the municipality that affect the climate and biodiversity.

Political support for participation in European

Local development is a high priority for both residents and politicians in Nesodden. It has taken a long time for the municipality to get permission to allocate 35% of future population growth to Fagerstrand. During that period, important projects to revitalise the centre and zoning plans have been put on hold.

Understandably, the people of Fagerstrand are keen for some of the investment in the municipality to benefit Fagerstrand. Urban development will mean upgrades to infrastructure and better public transport in the long term. Consequently, there is a lot of political will and enthusiasm for developing Fagerstrand and for taking the plans for future developments further.

Landowners and partnerships

A partnership has been created between the municipality and the group of engaged landowners who are affected by the participation in European and future development plans. The landowners are the ones who own land earmarked for future major residential or commercial developments. The group includes landowners with planning applications that have been put on hold, ones involved in ongoing planning processes and some who are waiting to see what will happen next. What they all have in common is that they want to improve the range of housing, businesses and leisure activities on offer in Fagerstrand.

Resident involvement

Right from the start, the municipality has involved the residents of Fagerstrand in the participation in European. The local residents have been invited to tell the municipality what they would like Fagerstrand to be like in the future, to say what works, what they miss and what they do not want to be changed. The municipality has also created a questionnaire about how people use Fagerstrand: where they go shopping, where they exercise, and whether they use public transport or drive their own car.

The reason for inviting suggestions and for the questionnaire was to keep residents informed, to involve them in a process that will affect their lives and to ensure that the competition brief reflected their views. There has been an enormous amount of engagement, and the residents are looking forward to the next stages of the European process.

Visit with European Norway in November 2020.

This was attended by the political leaders, represented by the mayor and municipal chief executive, representatives of the landowners, European Norway and the planning department at Nesodden municipality.



Illustration: Atsite

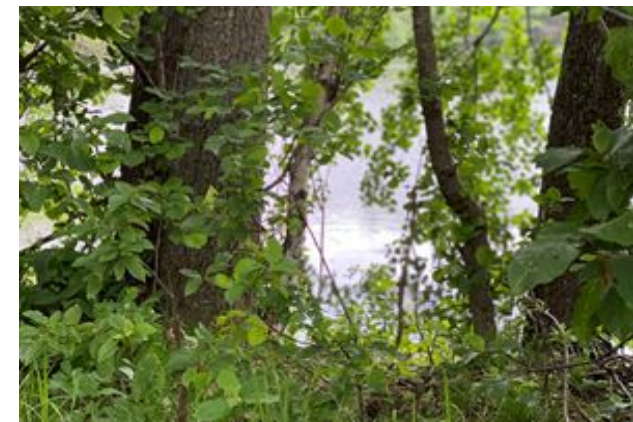
Biodiversity

Three different types of landscape that are typical of coastal areas are interwoven at Fagerstrand. The whole landscape bears witness to human influence, and in some places, to intensive use.

Down by the sea, there is an “Open fjord landscape and urban area” (shown in grey). This type of landscape comprises the fjord where the bare rocks meet the sea, with a gradual, gentle transition to the surrounding hills, mountains and/or plains. Higher up, the landscape transitions to a “Hilly and mountainous landscape below the tree line” (shown in green).

This landscape type includes gentle, rolling hills and mountains where there is generally less than 100 metres' change in elevation across distances of 1 km. These areas lie below the tree line, and the parts of the landscape that are not dominated by water, rivers and wetlands, as well as any farmland and built-up areas, are normally covered in forest. The landscape is characterised by intensive land use, including a large village, small town or densely built holiday cabins.

Outside the urban area, the landscape type “Near-coastal inland plain below the tree line with built-up areas” (shown in yellow) is found. This landscape type is below the tree line, and the parts of the landscape that are not dominated by water, rivers and wetlands, as well as any farmland and built-up areas, are normally covered in forest.



Pictures of the collage from left to right:
 1. row: . Morkonglys, source: Store Norske Leksikon (SNL). Knollmjørdurt, source: SNL. Nesleklokke source: SNL,
 2. row: bergmynte, source: Rolv Hjelmstad. Blodstorknebb bsnl, source: SNL. Flekkgriseøre, source: artsdatabanken.no
 3. row: berberis, source: SNL. Knoppurt, source: SNL

Important habitats and locations

1. Nature area around the tarn Gaupemyrdammen. Highly important. The red-listed water measurer of the species *Hydrometra gracilentata* has been found here, as well as the rare green alga *Nitella gracilis*, which is considered vulnerable. The species has only been observed at a few locations around Oslofjorden. The tarn is surrounded by black alder and silver birch. On the forest floor, there is some rich vegetation, including mountain melick and wall lettuce. Both roach and perch live in the tarn.

2. Temperate deciduous forest interspersed with pine forest. Locally important. The trees include many lindens, some of which are old. Black alder is found closest to the shoreline. Part of the area has coastal rocks and roadside scrubland. Species include dark-red helleborine, spurry, bloody crane's-bill, finger sedge, fly honeysuckle, mountain melick, liquorice milkvetch, wall lettuce, barberry, wild strawberry, black pea, perforate St John's-wort and oregano.



Texts taken from naturbase.no.

3. Boreonemoral mixed forest Locally important. The trees include hazel, black alder and ash, as well as pine, spruce and quite old oaks. The area is home to lesser butterfly-orchid, liverwort, mountain melick, downy oat-grass, melancholy thistle, common dog-violet, fly honeysuckle, guelder-rose and pyramidal bugle. In damp depressions, shallow marshy areas and along a small stream, there are species like carnation sedge, devil's-bit and yellow loosestrife. Along the road, there is also a wide variety of roadside vegetation, including common milkwort, bloody crane's-bill, kidney vetch and wild chives, as well as the more typical vegetation found on acidic rocky outcrops such as sheep's sorrel, sticky catchfly, orpine, wild pansy and annual stonecrop.

4. Hay meadow. Locally important. The species found here include dropwort, ribwort plantain, yellow rattle, field scabious, burnet-saxifrage, greater butterfly-orchid, large hop clover and lady's bedstraw. The meadow is relatively dry and is beginning to be overgrown by bushes and junipers. There are some quite old oaks on the shallow-soiled hummocks, as well as aspen and ash.

5. Temperate deciduous forest and roadside scrubland. Locally important. Oak is most widespread, but there is also ash, linden, hazel, black alder and pine. Most of the trees are quite short, but there are some older ones. Species such as barberry, bloody crane's-bill, perforate St John's-wort, wild strawberry, mountain melick, fly honeysuckle, common milkwort, spotted cat's-ear, guelder-rose, wood vetch and oregano are found here.

6. Hay meadow. Dry, highly mineral-rich soil in a lowland hay meadow. Important. The species found here include dropwort, which is a rare, warmth-loving species, as well as oregano, barberry, black mullein, spotted cat's ear, white stonecrop, black pea, knapweed, ribwort plantain, field scabious, alpine meadow-grass, lady's bedstraw, bloody crane's-bill, basil thyme, field wormwood, nettle-leaved bellflower and common milkwort.

On rocky outcrops, you find maidenhair spleenwort and the somewhat calciphile frizzled crisp-moss, and on the beaches, there are marsh spurge and lyme grass. There are a few scattered ashes and maples, as well as some juniper.

7. Temperate deciduous forest Locally important. Around the tarn Lilleruddammen, the vegetation is relatively varied, ranging from damp to dry forest. The trees include ash, linden, hazel, maple, elm and oak. In the south, spruce takes over on the drier, nutrient-poor soil. There is a rich diversity of plants, including greater butterfly-orchid, figwort, herb-paris, black pea, cowslip, nettle-leaved bellflower and wild basil. The forest floor, as well as large rocks and small cliffs, are home to a rich variety of mosses.

8. Old spruce forest. Locally important. A small stream running east-west. Mainly spruce trees with a few species of boreal broad-leaved trees. In the central and eastern part of the biotope, there are some small cliffs alongside the stream. Along the stream, there are some richer sections of forest with tall perennials. In the west, there is a section of alluvial forest dominated by black alder and ash. The herbaceous stratum is dominated by ostrich fern. The biotope is varied and includes some key elements that are rare in the area.

9. Hay meadow. Important. Species include dropwort, common agrimony, liquorice milkvetch, wild basil, oregano, lady's bedstraw, bloody crane's-bill and burnet-saxifrage.

The meadow is becoming overgrown and being affected by the surrounding built-up areas, with some tall nitrophilous "weeds" beginning to appear, particularly by the building in the south. The meadow was probably used to grow hay and/or for grazing, and it will probably be necessary to actively manage it in order to protect the original flora. There is an oak in the middle of the meadow.

10. Labråten. Tarn. Highly important. Important habitat for amphibians.



Study Area

Fagerstrand today

In and around Fagerstrand

Fagerstrand centre - a political decision

Commercial development in Fagerstrand today

Engaged and proactive residents

Everyday life



Fagerstrand today

Fagerstrand is a local centre on the western side of the Nesodden peninsula. In places, the land slopes steeply down to the sea, meaning many people have good views and receive plenty of sun. The relationship to the sea is less clear further east and higher up, where you have a typical coastal forest with its mixture of broad-leaved trees and conifers.

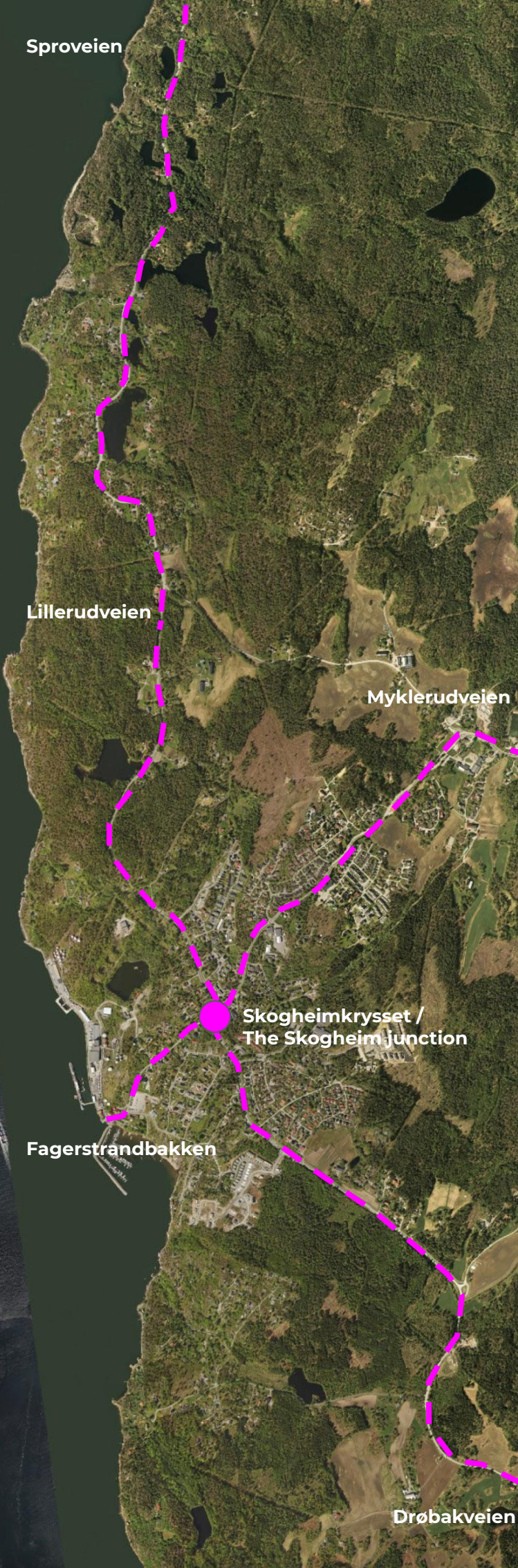
It has been decided that Fagerstrand's future centre shall be located at Skogheimkrysset, a junction with poor visibility halfway between the port and the school. It currently has a small cluster of shops with lots of potentials, but it lacks the coherent structure needed for a local centre. Skogheimkrysset is one of Fagerstrand's most important junctions, but it is also complicated.

Skogheimkrysset is where Lillerudveien, which heads north towards Nesoddtangen, meets Myklerudveien. Myklerudveien heads east, and its continuation to the south is called Drøbakveien. From the bottom part of the junction, Fagerstrandbakken heads down to the sea. This road is narrow and, at times steep.

By the fjord lies the industrial area that will be transformed. It tells the story of activities that have taken place over a long period.

Many people view the oil tanks as a symbol of pollution and natural destruction. We want to turn that on its head by looking at how the physical structures of the industrial past can enhance the local area and be representative of its identity.

This large industrial area by the shore will be transformed, mainly to give way to residential development. Future developments here shall not compete with the centre at Skogheimkrysset. It will also be desirable to facilitate business development that reflects the seaside location, including professional marina services and, for example, small-scale summer tourism for visiting and local leisure boats and yachts.



In and around Fagerstrand

Recent residential and commercial developments have been spread out all over Fagerstrand, which means they have not contributed to the development of a cohesive centre.

The lack of an overall plan and objections to the proposed zoning plan for Skogheimkrysset mean that small mixed-use projects combining residential, commercial and service functions have sprung up many places around and in the periphery of Fagerstrand weakening the area envisaged for the future centre.

In Fagerstrand, there are three kindergartens, a primary school and a secondary school (high school). When they get to senior high levels pupils have to take a bus to Nesoddtangen.



Kirkeskogen, east from Fagerstrand. The project includes housing, a grocery store, a hairdresser and a medical office.

Fagerstrand centre - a political decision

The local council has decided in the municipal master plan that Fagerstrand's centre shall be located at Skogheimkrysset. The master plan land use map reflects the future purpose in the designated land use objective. Historically speaking, this is a logical location, as it is where major arterial roads meet, and it forms a natural hub for the surrounding built-up area. The area by the fjord has been less accessible and has been used for industrial purposes.

Cars and buses are and have been the only genuine transport options for getting in and out of Fagerstrand, and easy road access has been a decisive factor for development.

As the roads can be impractical in Norwegian winters, create environmental challenges, and have capacity issues – particularly towards Oslo – the fjord is increasingly being considered as a transport option. Currently, boats/ferries are not a competitive option because the current generation of electric ferries is too slow.

For example, the ferries between Nesoddtangen and Oslo are battery-powered. But fast ferry technology is advancing rapidly, which is gradually reducing their cost. When planning the future of Fagerstrand, the assumption is, therefore, that there will eventually be green transport services on the fjord, connecting with the capital city and surrounding region. This may affect the approach to developing Fagerstrand as a local centre.



Electric ferry connecting Oslo - Nesoddtangen. Photo: : Audun Braastad / NTB scanpix



Skogheimkrysset / The Skogheim Junction. Drøbakveien disappears at the top of the image.



Commercial development in Fagerstrand today

Fagerstrand has a small but diverse business community. The future development of Fagerstrand shall support existing businesses and enable new businesses and service providers to set up.

The Norwegian School of Commercial Diving is a world-leading dive school that offers internationally respected courses down by the fjord. Each year, 10,000 dives are performed at the school. Its location offers optimal conditions for diver training throughout the year. The company is important to Fagerstrands identity, and it receives students from all over the world.

The port includes a marina with winter storage for smaller boats and yachts, a fast-food restaurant, small service providers, such as plumbers and electricians, and an interior design and textiles business.

There are various businesses at Skogheimkrysset, including a grocery store, a pet shop and health and personal care services.

Over the years, businesses, shops and various industries have established themselves along the main roads into Fagerstrand. This means there is a wide variety of services available, but they are spread over a rather large area and do not significantly help to create a centre.



Starting from the top-left:

1. Vocational diving school
2. Grocery store
3. Pet store
4. Area with smaller businesses
5. Yorker bar
6. The path from the bus-stop to the school
7. Small companies around the shore
8. Marina



Yorker Bar (5)

Lillerud dam

Grocery store (2)

Pet store (3)(4)

Bakkeløka Secondary school

Path from the bus-stop to the school (6)

Secondhand store, pizzeria and hairdresser

Kindergarten

Boat storage

Vocational diving school (1)

Several different companies (7)

Marina (8)



The port

Unused potential. Land meets water. Closed industry to the right. Beach and pier to the left. Many leisure boats run past Fagerstrand - establishing a program along the sea for passing boats is both a need but also a wish.



The beach

The beach is an idyllic area by the sea, fantastic swimming area and playground for the whole of Nesodden. Many go on day visits.



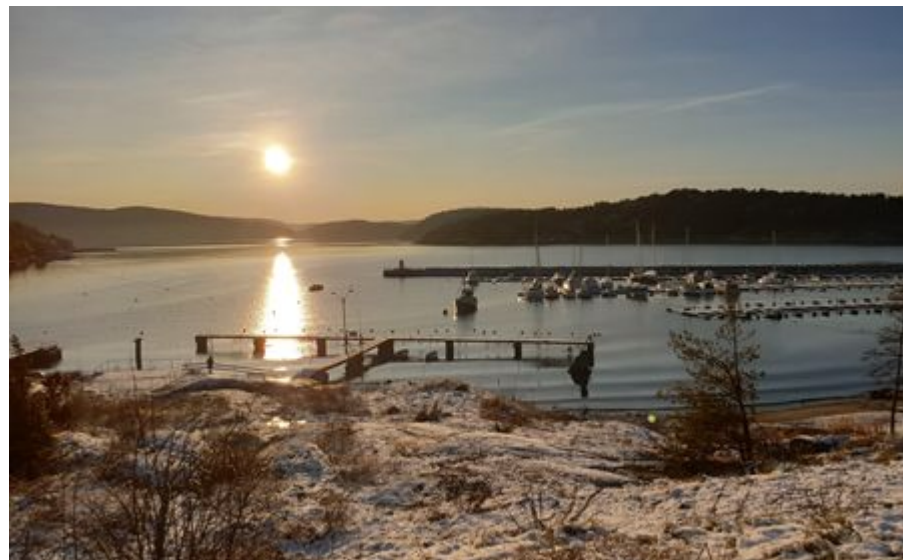
Industries

The remnants from the oil industry are architecturally interesting buildings with both cultural heritage and identity for residents of Fagerstrand. The facilities appear almost like a landmark in the entrance to Norway's capital. The infrastructure between the tanks, bridges, ledges, stairs, piping can be considered for extended use.



Future center

An undeveloped place; located at an intersection and has some shops. This place will be developed to become the municipality's centre in the south, and a big task will be to connect this place with the sea. The two areas must benefit from each other.



Winter beach

Fagerstrand is located to the west and has the best sun conditions. The sea is an extension of the place.



Future center

An unused potential that needs consideration.

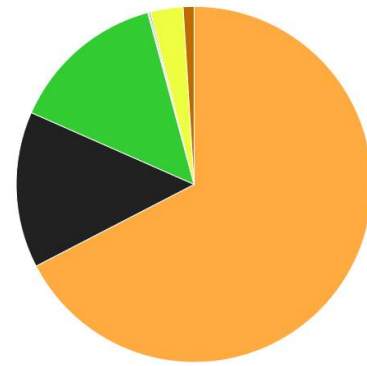
Engaged and proactive residents

The residents of Nesodden are engaged, well-informed and highly educated. Many people are interested in topics like land use planning and local development. The strategic regional guidelines that stipulate that future growth in the Oslo region shall be concentrated in existing urban areas has led to many local campaigns to protect existing green spaces and stop densification of existing housing estates with detached homes.

There is quite a lot of development taking place in Nesodden, and conflicts can arise when efforts are made to transform central areas. Public participation, including information sharing and more direct ways to influence decisions, is therefore something that the residents of Nesodden want and demand. This kind of local involvement is also in line both with the municipality's aims and national guidelines on public participation.

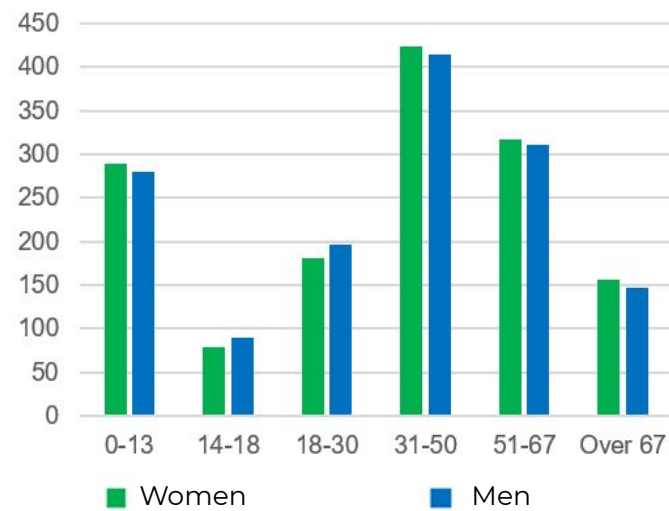
Residential development in Fagerstrand has to date been homogeneous, consisting almost entirely of low-rise housing. This means that the great majority of the residents of Fagerstrand live in detached, semi-detached or terraced houses. There are not many apartment buildings, but the few projects that have gone ahead have been popular. There is a need for greater variation, both to meet the tastes and preferences of the population but also to ensure that residents can climb the housing ladder while staying in the same area if they want to.

Housing typologies' distribution



- Single-family house
- Multifamily dwelling, vertically divided
- Row houses and detached houses
- Detached residential building; 3 and 4 storeys
- Student housing
- Leisure housing (cottage summer houses...)
- Detached residential building on 2 floors

Gender distribution



Everyday life

Fagerstrand offers plenty of space, is a safe environment to grow up in, and is close to the fjord, forest and a variety of activities. These qualities make it an attractive place to move to and live, particularly for families with children. House prices in Fagerstrand are still lower than in northern Nesodden and the area surrounding Oslo.

There are lots of sporting activities on offer to children, teenagers and adults, with a sports pitch, sports hall, gymnastics hall and a small swimming pool in the immediate vicinity of Fagerstrand.

In summer there are good beaches for swimming, and in snowy winters there are lots of opportunities for sledging and skiing. The popular cross-country race "Nesodden på langs" is held in both summer and winter (snow permitting).

Venues for socialising

There is a shortage of venues for both formal and informal socialising. It is easier in summer when people meet on the beach and down by the marina. In winter, Norwegians tend to stay indoors more, and they will only go out if there are suitable venues available for socialising. Fagerstrand lacks such venues.



Source: Fagerstrand Vel

Source: Nesodden IF Ski



Project site

Boundaries of the site

Future development

Skogheimkrysset

The industrial landscape

Forested areas

References



The aim is to retain the contextual qualities of the area while at the same time exploring its potential.

The two key locations in Fagerstrand – Skogheimkrysset and the area down by the fjord – must be viewed as one area. The planning concept must do more than merely link these two areas physically; it must help to promote good public health and quality of life, reduce social inequalities, and increase biodiversity.

The two areas must complement one another, not compete. They must meet people's day-to-day needs and increase residents' access to services and venues for socialising.

It is important to make green spaces accessible and to provide routes that link the building blocks of people's lives. Areas that everyone shares shall be given the highest priority. We want to create spatial environments that people can use, live in and explore, in interaction with nature.



Boundaries of the site

The boundaries around the project site have been set to include the two development areas and the routes between them. The project site begins up in the forest in the south-east, and then a swathe of green cuts through what will be the future centre, before widening out into a nature area and finally reaching the disused industrial area and the fjord.

Topography and landscape

Much of the site is steep, and there is a height difference of up to 50 metres from the sea to the top of the project site. The landscape makes it challenging to link the areas in a way that makes them feel closer together and minimises the impact of the height difference.

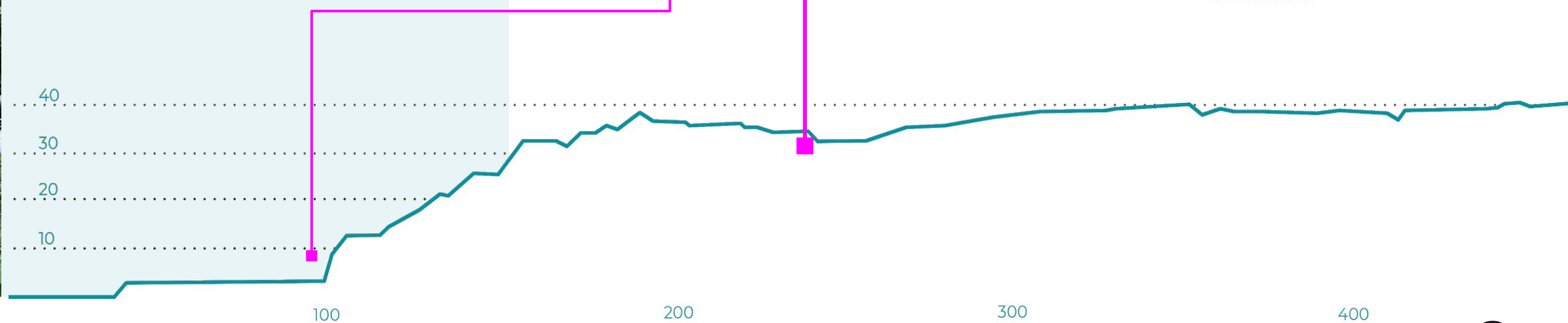
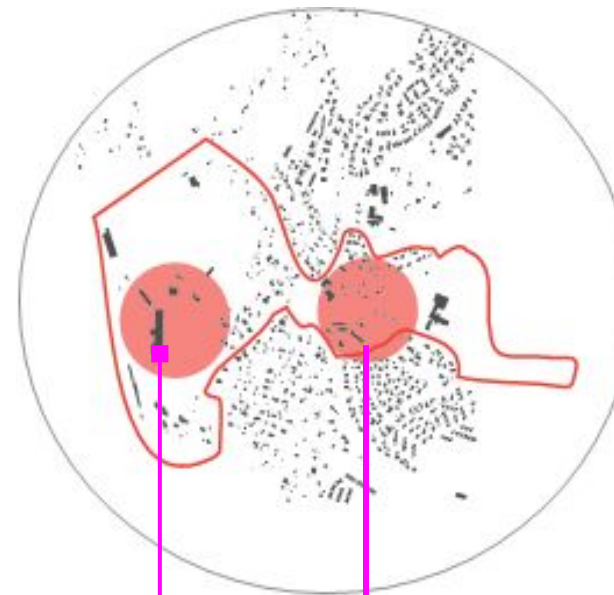
Framework for future development

The area defined to be the future centre, and the area with the highest density is shown in dark brown. Dark yellow stripes show a combination of residential and business.

Existing structures

The site is large, with plenty of unbuilt areas.

Nature, always present



Nature is always present.



Future development

In general, urban development in Nesodden municipality is fragmented, the habitation pattern generally being decentralised with hamlets evenly distributed across the landscape.

Amongst other things, this makes people dependant on their cars, and it is important to make sure this fragmentation does not persist.

The ongoing zoning plans for the “seaside” (privately lead) and “centre” (municipal) have been put on hold to await the outcome of the European competition. These two areas are the main focuses of the competition.

Competition entrants shall suggest ways of linking the centre and the shoreline within the competition area, but also come up with a more holistic strategy, which must be sustainable and green, for linking the other existing and potential future areas in Fagerstrand in order to make it feel more cohesive. This could be a more general strategy, as the whole of Nesodden would benefit from being better connected.

In addition to the two zoning plans that have been put on hold to await the outcome of the competition, several planning processes of varying quality have begun in Fagerstrand. Both “Kveldsroveien” and “Strandlia 2” are currently in planning, while “Sagstubben” was recently given the go-ahead. These plans are focused on their individual areas and are not currently part of the process to develop Fagerstrand’s centre.

Fagerstrand needs new ideas that are unrelated to the existing plans. We ask the entrants not to shy away from suggesting changes to established structures such as residential areas, as well as road layouts, transport routes and patterns of mobility. Nevertheless, proposals must be realistic and possible to implement.

Fagerstrand centre:

The area covered by this plan has for a long time been considered the centre of Fagerstrand. It is not entirely clear why it gained that status, but it seems reasonable to assume that it is related to the area’s proximity to the junction known as Skogheimkrysset.

Skogheimkrysset is a kind of transit area for all buses and cars, and it provides access to the grocery store in the centre. One important element of the project will be to make the centre attractive and to create safe, sustainable and green transport links between it and the shoreline.

Currently, the range of services available in the centre is unsatisfactory, and we ask entrants to include activities and housing units that are appropriate for an urban centre. There should be an explanation of how their plans will ensure a lively, viable centre.

The zoning plan that has been put on hold envisages a development involving 300-500 housing units, urban centre infrastructure, businesses and meeting points.

The plan is to have a variety of types of housing. The planning application has not undergone administrative or political review yet.

The developer is Fager eiendom AS. Fager eiendom is named after Fagerstrand. Several of the people behind the company live in Fagerstrand or have a holiday cabin there. Their local connections provide a guarantee that they want to develop the area well.

The fact that they own a number of sites allows them to look at the wider picture and makes it more realistic to implement the project. Bård Rieber Mohn is the Managing Director of Fager Eiendom.

He was the first person to ensure that a building in Norway obtained the environmental certification BREEAM. It was his idea to obtain certification for the Equinor office at Fornebu, and he implemented the certification process. With its combination of property development experience and understanding of environmental issues and sustainable buildings, Fager Eiendom is a company that can help to achieve Nesodden municipality’s sustainability goals for Fagerstrand.



Seaside:

In 1921, Norsk Brændselolje AS (now Circle K Norge AS) bought a farm of approximately 32 hectares so that it could build a storage terminal for oil products. This was Circle K's main terminal in southern Norway until the 1980s when the facility was converted into a lubricating oil factory. This century-long presence at Fagerstrand has put its mark on the area. The industrial area itself, which covers an area of around 16 hectares, has now been closed down and is leased to tenants who use the area for a variety of purposes.

The property is closed off and is surrounded by a high fence to keep the general public out. Since closing its factory in 2008, Circle K has wanted to transform and repurpose the area. The fantastic seaside location, great views, and west-facing orientation towards the evening sun make the area suitable for housing and other services.

The plan is to build 500-800 new residential units, alongside an active quay area with a range of services, in order to create vibrant, pleasant places to spend time and live, both at sea and on land.

Sagstubben:

- 76 residential units (approved)
- The plan envisages terraced housing, two-storey blocks of flats and scattered detached houses. No businesses.
- Developer: Kamperhaug Boligutvikling AS

Kveldsroveien:

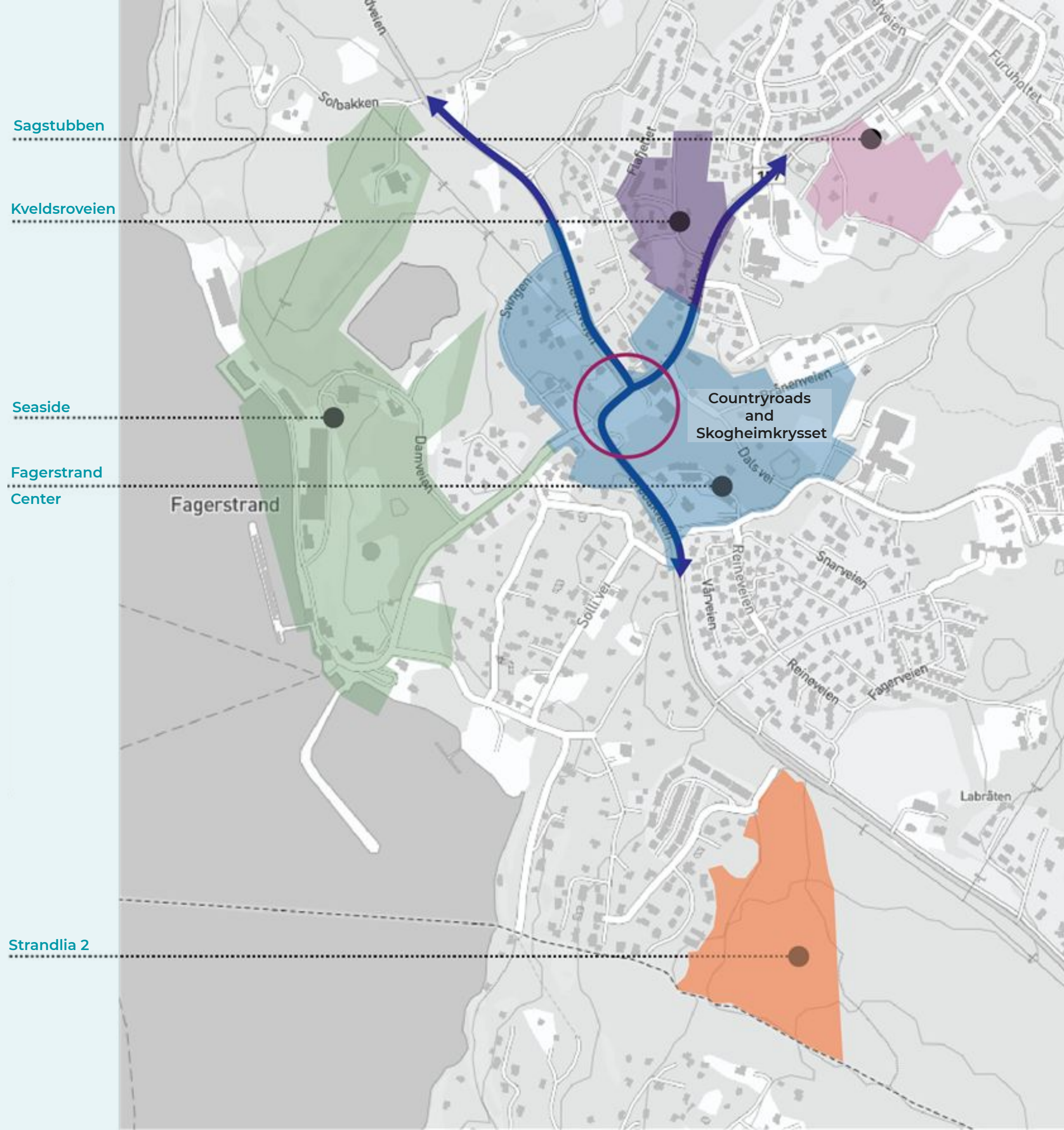
- Possibly up to 140 residential units (in planning)
- The landowner is planning a variety of types of housing, including detached, semi-detached and terraced houses, as well as blocks of flats. No businesses. The planning application has not undergone administrative or political review yet.
- Landowners' representative: Proplan AS

Strandlia 2:

- approximately 60 residential units (in planning)
- Detached and semi-detached houses.
- No businesses.
- Developer: Bakke AS

The country roads and Skogheimkrysset:

A county road passes through the area (Drøbakveien, Lillerudveien and Myklerudveien). These roads are inadequate in terms of road safety, and particularly the junction at Skogheimkrysset needs to be upgraded or redesigned. Skogheimkrysset is at the heart of the competition: without a satisfactory solution here, it will be impossible to link the two project areas together.



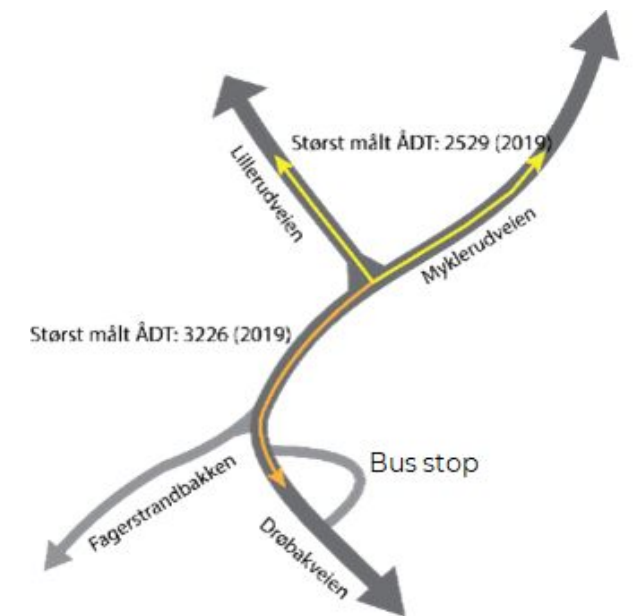


Skogheimkrysset

Skogheimkrysset is the junction where the main arterial roads into Fagerstrand meet. What is known as Skogheimkrysset really consists of two junctions, one with the road down to the sea and the other with the road heading north to Nesoddtangen.

Visibility is poor, and the junction is dangerous. The junction does not have a safe pedestrian crossing, which means that pedestrians and cyclists must cross the road wherever they can. Private homes and businesses have drives that exit straight onto both junctions, which creates hazardous situations.

Skogheimkrysset is not sized for the current volumes of traffic, and it is therefore vital to upgrade the junction in conjunction with any development project for Fagerstrand. Various developers involved in ongoing planning applications will be ordered to contribute towards a joint fund for upgrading the junction.



Therefore, it is a key project, with many other decisions being dependent on the design solution chosen for the junction. It is not certain that roads should or will retain their current routes or layouts in the future.



Ungdomsskole
Bakkeløkka secondary school (high school), outside the image.



Myklerudveien

Lillerudveien

Skogheimkrysset
A dangerous traffic junction.

Future center
Grocery store, veterinary services and parking

Drøbakveien

Fagerstrandbakken

Danger point and barrier
No pedestrian crossing and lack of visibility. A dangerous junction. No cohesion between the two project sites.



Lillerud

Tanks that have been removed have left four large craters in the landscape. The Lillerud-dam is beautifully placed with this amazing spatial landscape and has the potential to be of high recreational value to the area.

The tanks

Old industrial structures dominate the previous industrial site. These have an architectural presence and have the potential to be an iconic feature of Fagerstrand. They may have heritage value and represent an important part of Fagerstrand and Nesoddens identity.

The industrial landscape

The whole area that will eventually be developed as part of the “Seaside” is currently closed off to the general public. That includes 500 metres of shoreline that with the current industrial use is neither accessible to the public nor suited to public use.

That situation will gradually change as the businesses that operate in the area move their operations during 2021. This creates a unique opportunity to create a seaside promenade and an attractive area for both visitors and the residents of Fagerstrand.

The port has a deep-water quay that can receive relatively large ships. It may not be desirable to generate significant shipping/boating/harbour activity, but it is one of the exciting opportunities that the area has to offer.

The tanks

There are several large oil tanks in the area, none of which are in use. The tanks are made of metal and are in varying states of repair. They have no formal cultural heritage value, but they are part of the local identity and history. The possibility of reusing some of the existing buildings should be explored.

The network of footbridges that connects the tanks could provide an exciting starting point for making the changes of elevation in the landscape more accessible. The ground here is likely to be contaminated, and extensive remediation will probably be needed.

The pier

The Norwegian School of Commercial Diving is currently based on the pier that lies outside the port. All of its buildings are in use. The pier could be developed if replacement premises can be created for the diving school. The students at the school need accommodation while they do their courses.



Forested areas

In the forest around Lilleruddammen, past industrial activity has left large, interesting traces and footprints, which have been transformed into new, unique landforms. Lilleruddammen was originally created as a reservoir for fire suppression, but it now has its own important local ecosystem, with several species of birds that nest here, including the grey heron.

Four big, round craters are all that remains of the large oil tanks that stood here. The craters, which are cut out of the bedrock, really define the landscape. We want ideas for how the local industrial history can be made visible while also meeting the current needs, including cultural venues and other services.

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Sources and photo:

All photos in this document, except the ones where the sources are stated are taken by Nesodden municipality.

All drone photography: Andreas Ramstad, Anko AS

Øystein Rø

M.Arch. MNAL and Partner
Transborder studio,
former secretary of
European Norway



Øystein Rø (NO) is architect and founding partner of Transborder Studio. Transborder Studio is an Oslo-based office working on projects in the fields of architecture and urbanism, with a particular focus on cities, green living, reuse and spaces for culture. Transborder works on all scales, from small interventions to large urban projects, often with a unique blend of program, context and history. Øystein Rø was also the co-founder of the art and architecture gallery 0047 in Berlin and Oslo (2004-2014), a work he received the Norsk form prize for young architects for in 2011 and Oslo Architect's Association's prize in 2014. Between 2008 and 2018 Rø was secretary general of European Norway. He has his education from NTNU in Trondheim and TU in Berlin.

Nina Lundvall

Associate Director
Caruso St John
Architects LLP



Nina Lundvall (SE) studied architecture at Chalmers and London Metropolitan University, graduating in 2002. Her diploma project 'Caravanserai: Making a Place for Transitional Urban Dwellings' was awarded the RIBA silver medal for best design project. She has worked for Florian Beigel & ARU, Tony Fretton Architects and David Chipperfield Architects before joining Caruso St John Architects in 2011, where she is an Associate Director since 2016. She is also a Director of Archipelago with James Payne, a framework for public and private projects and open collaborations with other designers and disciplines. In parallel with practicing, Nina Lundvall has taught at KTH, Chalmers, London Metropolitan University (the Cass), Central Saint Martins and Nottingham University. She is external examiner for the Diploma Thesis course at AHO, and previously at KTH and Chalmers.

Sabine Müller

Principal of SMAQ /
Professor at Oslo
School of
Architecture



Sabine Müller (DE) is Professor of Urbanism at the Oslo School of Architecture and Design, Norway. She is an architect and the principal of SMAQ Architecture Urbanism and Research in Berlin. With SMAQ Sabine Müller has won several competitions in Germany and Europe. SMAQ's master plans for Wolfsburg's new residential area, as well as a harbour conversion in Bremen are in development. In 2020 she received the State Prize for Architecture of Lower Saxony. Her research focuses on urban design at the intersection of architecture, urbanism and landscape, acknowledging infrastructure, ecology and processes of inhabitation as drivers of the urban environment. Together with Andreas Quednau she published Charter of Dubai (Jovis, 2012) and Giraffes, Telegraphes and Hero of Alexandria - Urban Design by Narration (Ruby Press, 2017).

Henri Bava

Founder of Agence
Ter, chairman of the
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architecture
department at K.I.T.



Henri Bava (FR) studied plant biology at the University of Paris-Orsay, scenography at Ecole Jacques Lecoq in Paris and landscape architecture at the Ecole Nationale Supérieure de Paysage, (ENSP) Versailles. He founded Agence Ter in Paris with his partners Michel Hössler and Olivier Philippe. In parallel with his practice of landscape architecture, he taught for 10 years at ENSP Versailles and, since 1998, he has been the chairman of the Landscape architecture Department at the Karlsruhe Institute of Technology (K.I.T.) in Germany. He has been invited several times as a guest professor at the Graduate School of Design, Harvard. He received together with his two associates the Grand Prix du National du Paysage in 2007 and in 2018 the Grand Prix de l'Urbanisme (the highest urban design distinction in France) for all of Agence Ter's work.

Wenche Dramstad

Head of Research in
the Landscape
Monitoring
Department at NIBIO



Wenche Dramstad (NO) is a senior research scientist at the Norwegian Institute for Bioeconomy Research (NIBIO). She has a Master's degree (MSc) in management of natural resources (1990) and a PhD in landscape ecology (1997) from the Norwegian University of Life Sciences (NMBU). During her PhD, she spent a semester at the Graduate School of Design at Harvard University, where her interest was spurred in strengthening the integration of ecology and design. This was also where the book "Landscape ecology principles in landscape architecture and land-use planning" was developed, which she co-authored. As a landscape ecologist, she has a fascination for the content and composition of the landscape, how the landscape functions as a mosaic, the spatial distribution of different landscape elements, their quality and how they change.

Berit Skarholt

Deputy Director,
Department for
Planning, Norwegian
Ministry of Local
Government and
Modernisation (KMD)



Berit Skarholt (NO) graduated from the Faculty of Architecture and Fine Arts at the Norwegian University of Science and Technology (NTNU) in 1982. After 9 years in two architect studios, she was 15 years in Statsbygg, the Norwegian government's building commissioner and property manager, in different roles and phases of projects. She has been a jury member in a broad range of architectural competitions. She was Head of the Department for Area Development in the City Planning and Building Agency of Oslo (PBE) and is now in the Department for Planning in KMD. Planning of cities and architectural quality are the main issues, including challenges and possibilities in small and medium-sized towns. She has been a member of the board of the National Association of Norwegian Architects (NAL) and the board of the Norwegian Institute for Cultural Heritage Research (NIKU).

Aga Skorupka

Head of social
science at Rodeo
Architects



Aga Skorupka (PL) is the head of social science team in Rodeo architects. She holds a PhD from City University of New York in environmental psychology, which is an interdisciplinary study of transactions between people and their physical environments. She likes to think of her work of as evidence-based placemaking, where data informs both public participation, planning and policy making. Aga is originally polish and the combination of her immigrant and academic backgrounds makes her especially apt to work with socio-spatial justice issues in urban planning. Some of her other areas of expertise include spatial analysis, social sustainability and walkability issues. (Photo Anne Valeur)

Linn Runeson - Substitute

Architect, Urbanist
and
co-founder/Managin
g Director at edit AS.



Linn Runeson (SE) is an architect, urbanist, managing director and founder of edit — an atelier that is active within the fields of landscape, urbanism, planning and architecture in Oslo, Norway. The studio won European 15 in Borås, Sweden with the proposal "Made in Borås". Linn has worked for Helen & Hard, LALA, A-lab, and for the municipality of Kristianstad, Sweden. She has a masters degree in architecture from Lunds University, and has studied industrial design at Umeå University, she has also had several exhibitions of her painted works. Currently she is working on several transformation projects, and is passionate about creating meaningful, and sustainable environments for all living kinds.

Joakim Skajaa - Substitute

Architect, founder of
SKAJAA
Arkitektkontor,
curator at the
National Museum,
Oslo.



Joakim Skajaa (NO) is a registered MNAL architect, graduated from Bergen School of Architecture (BAS) in 2004. He runs the architectural firm SKAJAA Arkitektkontor and is curator of contemporary architecture at the National Museum in Oslo. He is a teacher, former vice-rector and associate professor at BAS and has also taught at the Oslo School of Architecture (AHO). He was the leader of the Oslo Architects' Association (OAF) from 2017-19. Together with Arild Eriksen, Skajaa won European 10 at Haugerud in Groruddalen in 2009.

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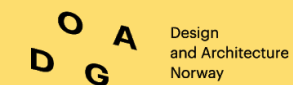
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