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E17 Norway Jury Report Krøgenes



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European 17 in Norway

European is an innovation process for architecture and urban development, centered around an open competition of ideas for architects, landscape architects, and urban planners under the age of 40. The European competition takes place every 2 years with European 17 being the 17th edition.

In European 17, 51 competition sites from 12 different European countries were launched at the same time connected by the theme Living Cities 2: Care.

For European 17 there were 5 sites in Norway:

- Larvik, represented by Larvik municipality.
- Krøgenes, represented by Arendal municipality
- Åkrehamn, represented by Karmøy municipality
- Østmarka, represented by Trondheim municipality
- Grensen, represented by NTNU (Norwegian University of science and technology)

European-Norway is a foundation that organizes the European process in Norway. The secretariat of European Norway is run by Kaleidoscope Nordic.

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The composition of the jury

Ida Winge Andersen

President of the jury. M. Architect, company director, and partner at Rebuilding.

Jacob Kamp

Partner and creative director at 1:1 Landskab .

Eli Grønn

M. of Architecture and Urbanism MNAL, partner and leader for Urbanism and Planning with Dyrvik Architects.

Luis Basabe Montalvo

Founding partner of ARENAS BASABE PALACIOS ARQUITECTOS.

Katariina Haigh

M. Architect, Project Development Director at Asuntosäätiö.

Ilkka Törmä

M. Architect, urban designer and researcher, editor-in-chief at Outlines

Eili Vigestad Berge

Director of sustainability and public relations at Mustad Eiendom.

Substitutes:**Cristian Ștefănescu**

Owner of a-works Assistant Professor, Bergen School of Architecture

Merete Gunnes

M.Sc Landscape Architect MNLA and founder of TAG landscape.

The jury procedure

The competition is organized as a tender under the Norwegian rules public procurements as a "Plan-og Designkonkurransse" Listed on the TED database and according to the Rules for European 17.

As stated by the rules for European 17, the jury met 2 times per site. The first jury meeting selected a shortlist of a maximum of 25% of submitted entries. The second jury meeting selects the winner(s), runner-ups, and special mentions.

Technical Committee

The secretariat for European Norway made up the technical committee. The technical committee prepares the jury process, controls the eligibility of the proposals, and takes notes of the jury discussions.

The Technical committee consisted of Tone Berge, Bjørnar Haveland, and Andrea Pérez Montesdeoca.

The 1st jury round

The purpose of the 1st jury round is to select a shortlist for the second and final round of the jury. The site representative participates as a jury member with one vote. The jury met for a full day per site. The meeting was conducted using the A1 printed boards of the proposals and Miro as a digital exhibition.

The 1st jury round took place the 13.09.2023 in Arendal..

Attending:

From the jury: Ida Winge Andersen, Jacob Kamp, Eli Grønn, Luis Basabe Montalvo, Katariina Haigh, Ilkka Törmä and Eili Vigestad Berge.

From the technical committee: Tone Berge, Bjørnar Haveland

From the site: Lisbeth Iversen, Kristin Fløystad, Håvard Heggehøuen, Ole Andreas Sandberg Liljedahl, Ragnhild Hammer

Midpoint dialogue meeting between jury and site representatives

A dialogue meeting was held between jury leader Ida Winge and jury members Eili Vigestad Berge, Ilkka Törmä, Katariina Haigh and the site representatives at the European Forum for cities and juries in Vienna on the 11th of November 2023.

The 2nd jury round

Selection of winner, runner up, special mentions.

Conducted as a physical meeting on the 12th of November 2023, also in Vienna.

In this meeting the site representatives participate as an observer, with the right to make a statement at the start, but without any vote.

Members of the board of European Norway can also be present, but just as observers.

The decision of the jury is final and independent.

Attending:

From the jury: Ida Winge Andersen, Jacob Kamp, Eli Grønn, Luis Basabe Montalvo, Katariina Haigh, Ilkka Törmä and Eili Vigestad Berge.

From the secretariat: Tone Berge, Bjørnar Haveland, Andrea Perez Montesdeoca.

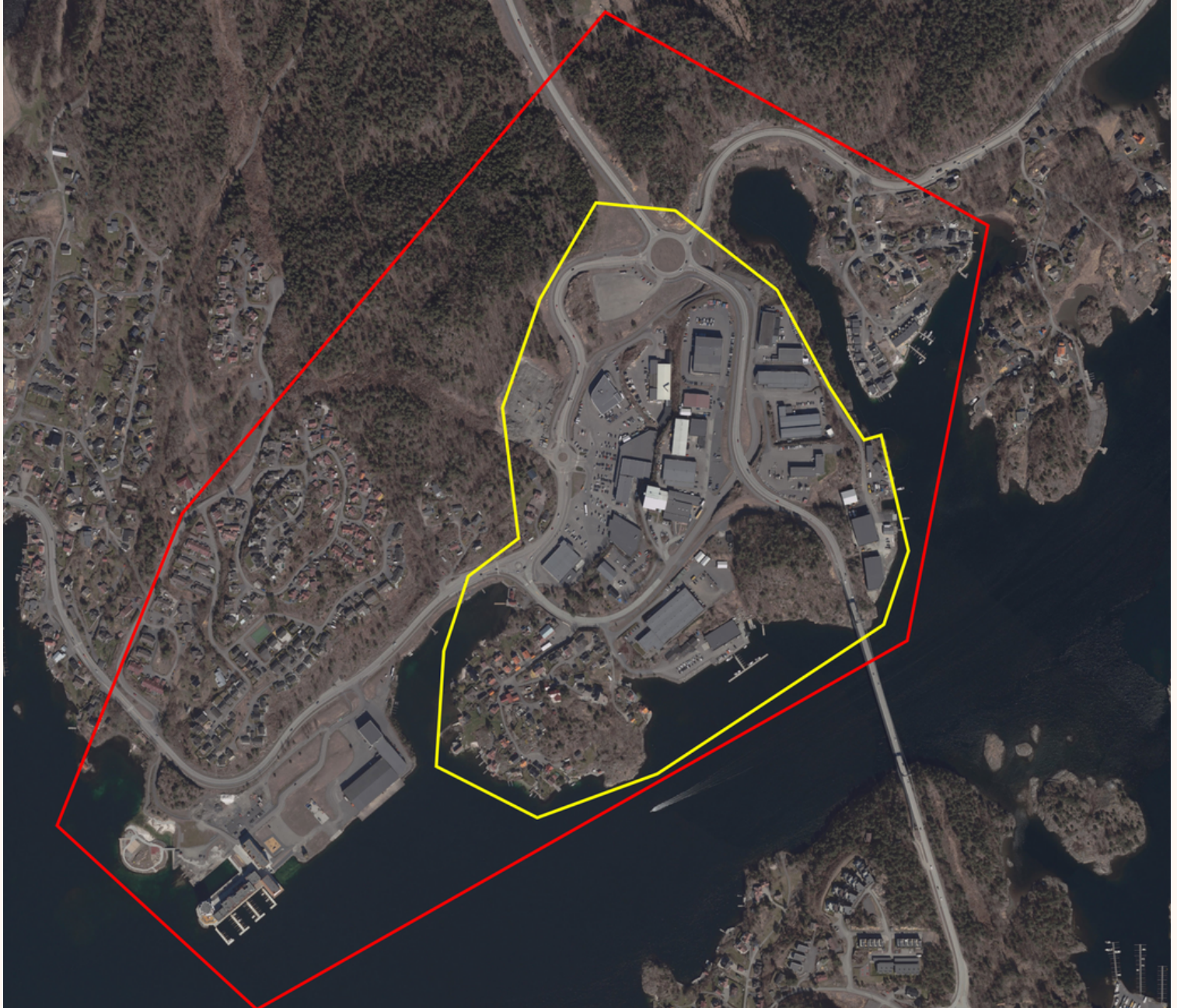
From the site: Lisbeth Iversen, Kristin Fløystad, Håvard Heggehøuen, Ragnhild Hammer

Matrix of submitted entries

	Jurymeeting 1	Code	Project Name	Project Feedback
01	Shortlisted	QP810	Co-Krøgenes	Runner-Up: 9000 EUR prize
02	Shortlisted	XJ116	Krøgenes Peninsula	Runner-Up: 9000 EUR prize
03	Shortlisted	KN486	Sea you in Krøgenes	Special Mention
04	Shortlisted	DF730	Knitting Krøgenes	The jury wants to give credit to the proposal for demonstrating a powerful tool for handling the given situation, with a valuable attempt to develop a non-romantic typology. Overall, it is a very credible proposal, even though adjustments are needed, and the tunnel's necessity is unclear. The project organizes ideas and concepts effectively, showcasing a comprehensive approach. However, the negative aspects highlight an outdated modernist dream with a lack of a central point in the space between buildings, resulting in a hierarchy deficit. The project also raises questions about the purpose of the turquoise megastructure, its programming and feasibility.
05		MB151	Past Forward	The project did not make it to the shortlist. The jury wants to give credit for the commendable analysis with flexible phase descriptions that allow for adjustments. The project also preserves possibilities for harbour development. The project could have engaged more actively in developing the road leading to the hill, potentially creating a vibrant city street. It retains a significant portion of existing buildings, but some elements feel disjointed, resembling isolated islands. One potential approach is to interpret this discontinuity as a strategic choice, envisioning clusters as bubbles within the forest, with chaotic intersections in certain areas. However, both the nature of the green in-between and the purpose of the red area lack consistency and remain unclear.
06		AO994	The ideal city	The project did not make it to the shortlist. The jury wants to give credit for a beautifully presented project with a captivating narrative and a memorable graphical proposal that adheres to its own ideals and logic. The project introduces a unique typology - neovernacular - posing a crucial question for our time: how do we coexist with buildings we don't find aesthetically pleasing? However, the project offers a rather naïv urban structure, which generates serious doubts in its urban qualities and functionality. Another notable drawback is the lack of explanation on how the project transitions from its current state to completion, leaving a gap in understanding the process from inception to the present day.
07		XT072	Rebuilding with biomes	The project did not make it to the shortlist. The jury praises the proposal presenting a toolbox to address evolving needs during the process. It successfully demonstrates the practical application of its tools, presenting a scenario and offering a guide for a process. However, while effective in showcasing tools, it falls short in providing a structured framework and exhibits weaknesses in decision-making and site understanding.

Matrix of submitted entries

	Jurymeeting 1	Code	Project Name	Project Feedback
08		RE324	Krøgenes weaving a future	The project did not make it to the shortlist. The jury wants to give credit to the innovation hub and for the varied functions in this plan. However, this proposal does not manage to create a complex urbanity beyond the street+block logic. It puts all its energy in the creation of formalistic architectural anecdotes, with no typological reflection.. Despite being dense, the project feels suburban due to parking garages in every building's first floor, hindering street activation. The proposal also neglects how to transform big-box situations. Current challenges for the site, including making mobility and planning work for future infrastructure, remain not addressed by this project.
09		MN553	Sjøhaven	The project did not make it to the shortlist. The jury praises that there is recognition of the need for phases in the project and their good intentions regarding citizen involvement. The approach to access from the city center is appealing, and there is sensible terrain work in the south/west. However, on the negative side, concerns are raised about relocating the road for building construction, leading to potential noise issues for buildings facing the road. Large distances between functions, lack of natural meeting places and the unrealistic solution of a bridge for wildlife are highlighted. Additionally, many commercial buildings are suggested to be moved but without a new location assigned, making it an impractical proposal lacking good urban qualities.
10		PM832	Viable city	The project did not make it to the shortlist. The jury wants to give credit to its good intentions regarding focus on environmental, social, and governance (ESG) considerations as well as for their ideas on the implementation of sustainability goals. However, concerns arise over the lack of changes in the layout of the area, the absence of spaces for people, and a perceived lack of vibrancy. The jury criticized the alteration of roads, resulting in more asphalt and increased traffic, ultimately diminishing the overall liveliness of the area.
11		WM080	Krøgenes Accretion	The project did not make it to the shortlist. The jury acknowledges that the project retains and repurposes many existing buildings, introduces new roof programs to several structures, proposes a new ferry terminal and takes into consideration birds and insects. However, there are concerns about the two long-separated promenades. Additionally, the relocation of parking facilities is seen as a potential factor that could increase traffic on the coastal road and the residences appear to be quite small.
12		RY298	I love Krøgenes	The project did not make it to the shortlist. The jury praises the inclusion of tools to explore the potential in various construction areas. Little Venice is highlighted as particularly clever. However, the proposal's strength lies in its attempt to address the asphalted wetland, exploring the natural ground beneath the parking lot and discussing possibilities for the space. Despite having a toolbox approach and a plan, the project lacks a clear expression, it fails to offer suggestions on connecting neighborhoods, e.g., leaving the marina isolated from the rest of the area. In the complex urban setting with intricate topography, the proposal lacks infrastructure and, in general, structure. Overall, the proposal resembles more of a diagram than a comprehensive proposal.



Transform a big box shopping and industry area into a vibrant urban district centre.

Make a proposal for a holistic intensification and transformation of Krøgenes into a well-connected, local urban centre that supports the needs of the growing population that comes with the new battery factory and associated industries. Do also take into account the needs of the existing communities of neighbours and local businesses.

Show how the proposal would work in the immediate, medium and long term. Arendal municipality wants proposals of urban design and programming that are visionary in terms of regenerative capabilities, urban typologies, sustainable building practices, mobility and social sustainability. The municipality also wants feasible processes for how to engage local actors, businesses and civil society in the transformation.

Summary of the task

Krøgenes is a car-based district centre in Arendal municipality that has found itself in a strategic position facing an upcoming era of transition. Consisting mainly of big box retailers, warehouse facilities, parking lots as well as industry today, the area sits in the middle of several existing and planned developments. One of the most significant developments is the new battery factory, now under construction just to the north of the site. The factory will create more than 2500 new jobs and attract an estimated 6500 new inhabitants to the immediate area.

With thousands of new inhabitants moving into the Krøgenes area over the next few years the area needs a strategic approach to urban development. The scale of the changes will stretch the capacity of the municipality both in terms of capital, planning resources and care services.

The challenge is to ensure sufficiently rapid construction while maintaining social sustainability in planning for the structural social changes that come with so many new inhabitants. The success of the transformation will largely hinge on productive collaboration with local businesses, civil society and inhabitants, a type of co-creation Arendal has developed successfully over the past decade. By stimulating collaboration between local forces, Arendal aims to trigger local initiatives and new sustainable solutions.

What processes and interventions could help imbue Krøgenes with a strong identity, increase well-being and belonging, as well as open possibilities for climate-friendly mobility?

The development of smaller, compact local centers is a key strategy for reducing greenhouse gas emissions in the municipality's Regional Spatial and Transport Plan. Krøgenes exemplifies the main challenges Arendal faces in order to realize this strategy. The prevalence of monofunctional car-based trade areas detached from their surroundings, lack of pedestrian and bicycle connections, and low housing qualities all provide tangible starting points on the path towards developing a better Krøgenes.

Arendal has entered European 17 to find ways to develop the Krøgenes area into a vibrant local and well-connected urban center. Innovative forms of mobility and regenerative typologies of public space, housing, and services can all be leveraged in the case of Krøgenes to create value for both the climate and local economy. How can the development be tuned so that it provides the care needed for the existing local community and the even stronger, robust sense of care, community, and accessibility that will make the new inhabitants feel at home?

General remarks

Krøgenes represents a generic urban development challenge that we encounter all over Europe – how to recreate and reconnect a commercial and production area into a livable mixed-use community. The task was to imagine and plan a new city structure including the issues of how to connect to the rest of the town. More housing is needed in Arendal but can it be created inside the existing structure in phases?

Krøgenes is located apart from the main town structure and is fairly disconnected by public transport. Its development is very dependent on private landowners and their involvement in recreating their properties. Bringing social and environmental sustainability into the urban structure proved to be a demanding task. The strongest proposals managed to imagine a process through which the change may happen in phases. Getting the landowners involved in the change process is a key to make the urban change happen and to do it in a controlled yet successful way.

Most of the proposals kept the existing streets in their places and the urban tissue was almost neglecting the streets, using them only as an outside traffic system, when a few of the proposals showed the potential in modifying the existing traffic system and thus creating a new hierarchy that better fits the suggested urban structure. Both of which could become an interesting and well functioning system if parking, cycling and pedestrian needs were taken carefully into account.

The topology of Krøgenes was better understood in some of the proposals. The height differences are remarkable and the scale of the competition area set a challenge to the competitors. The cluster-type proposals were more interesting theoretically when as many competitors had studied the topologies and ended up in a more organic urban structure that fits the site. The latter seems more feasible also regarding the divided land ownership. Some of the proposals managed to create a sense of one Krøgenes but surprisingly many had decided to keep the different parts of Krøgenes relatively disconnected from one another. This is a general challenge in the development of such mixed use areas whereby neighboring plots may not be constructed simultaneously. One key to success in the further planning and execution of Krøgenes will be how to keep the area as one in spite of the unsynchronized development of individual plots. Keeping and creating pleasant connections and green areas will help the inhabitants get rooted and enjoy their own living area. Many proposals view that the commercial and production functions may stay in the area with careful traffic design.

The jury did not pick a winner, but opted for awarding two runner-ups. The two proposals feature radically different approaches to how they treat the lower area of parking lots and shopping. Co-Krøgenes demonstrates a thorough and convincing attitude towards keeping most of the buildings, and adding new mixes of commercial, offices and housing in the central parts of the site: Turning the large parking lots into an urban structure without killing the activity that is there in the process seems feasible, but it fails at taking the larger site into consideration. Also the schemes for the south hill overlooking the harbor are topologically unconvincing.

Krøgenes Peninsula on the other hand, took the task of making a regenerative and climate adapted urban environment seriously and suggested reopening the former marsh. - A move that might be controversial, but answers the call to make more space for other species inside the site as well as increasing the climate resiliency of the new development. While the housing project it proposes next to this new lake has failed to convince the jury or the site representatives, the quality of the seaside developments make up for it.

Both proposals have their shortcomings, which is only to be expected of such a complex site, however together they feature complimentary attitudes and solutions that together will give the municipality and developers the right tools to continue the process. The jury sees important strategic and tactical values in further collaboration with both runners-up.

Runner-up



Runner-up



Runner-up



Runner-up



Runner-up



Runner-up



Runner-up



Runner-up

Runner-Up

QP810 – Co-Krøgenes

Co-Krøgenes receives a shared position as a runner-up due to its excellence as a realistic and sustainable strategy for transforming the big box typologies in Krøgenes. The project succeeds in showing a strategy for maintaining and repurposing a maximum number of existing retail buildings, preserving them as they are, and developing a vibrant mixed-use and car-free urban environment around them. Co-Krøgenes takes the parking issues seriously and demonstrates how the commercial life of the area can be sustained during the transition from car-based big box shopping into a credible mixed-use cluster centered around a successful 10-minute city concept. Furthermore, Co-Krøgenes has integrated a well-developed intermodal structure into the site. This enables Krøgenes to become a well-connected district center with a walkable interior and robust public transport connections while allowing its retail businesses to serve the car-based suburban neighborhoods around it. There is a challenge of spatial quality in the juxtaposition of housing and existing big scale buildings. They often collide with steep topographic differences, which adds to the level of difficulty in further development.



The project is primarily a strategy for the transition of the core areas of Krøgenes rather than a comprehensive design or holistic plan for the entire site. The east side of the site has not been considered, and the plans for new developments on the south hill overlooking the harbor lack realism and architectural qualities.

While the project is not ready for independent implementation, it receives the shared runner-up position because it excels in addressing the most challenging aspects on this site: establishing a strong and sustainable strategy for transforming the big box typology, building on existing elements and avoiding the use of new megastructures to tackle topographical and parking challenges.

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Runner-Up

XJ116 - Krøgenes Peninsula

Krøgenes Peninsula shares the runner-up position for presenting a comprehensive plan which does not just propose a more feasible step by step process, well developed architecture and more detailed social infrastructure than any other proposal, but also takes the call for regenerative and climate resilient solutions seriously.

One of the key features of Krøgenes Peninsula's vision is re-establishing the old lake. This redefines Krøgenes as a peninsula, which lays a striking new basis for the urban structure. The project proposes eight strategic tools from a blue-green perspective, taking nature, buildings, the community, and mobility into account. Krøgenes Peninsula is communicated in a clear and understandable way both in drawings, text and overall layout.

The existing parking lot is replaced by a lake, a both practical and conceptual move that transforms the entry point and situation of Krøgenes radically into a better place. The project proposes three independent neighborhoods. They are interconnected with green areas as a natural response to the existing topography and the road system. The built up green adds to the natural green landscape.



The proposed housing exhibits numerous qualities, striking a good balance between the built and the natural landscape. The housing areas along the shoreline are especially remarkable. There are splendid residential projects by the harbor and the eastern shoreline. The lakeside housing looks pleasant and makes a huge visual and functional change as the entrance view to the area. The area that used to be a dull suburban bigbox area has been reinvented as a pleasant neighborhood with green lakeviews.

However, the jury would like to see a bolder move when it comes to mobility. Could the local road be transformed, maybe one-directional? The proposed parking along the main road would potentially generate unnecessary car traffic amidst housing.

The housing to the West faces noise from the road, yet several commercial buildings must be torn down to make space for the housing. The jury is unsure whether this is the right location for housing, and it seems as if the idea of the lake has forced its location. The question arises whether the areas “LakeMeadow” and “Bedrifts” should change places or be integrated, in order to protect housing from noise and require fewer buildings to be demolished. The jury also notes that the lakeside housing may be affected by the existing roads dominating the views.

Regardless of certain weaknesses, the jury values this proposal highly for both its chosen strategies and the topics it has resolved successfully. The jury encourages the team to explore those more with the stakeholders in order to develop an improved holistic and strategic future plan for Krøgenes.

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Special Mention

KN486 - Sea you in Krøgenes

The project “Sea you in Krøgenes” provides a clear support for a process-oriented urban redevelopment of the Krøgenes area, which manages to integrate well both the existing buildings and an amount of new urban blocks. It concentrates motorized mobility into the current main roads and generates three urban enclaves with some specific characteristics, over which a connecting network for pedestrians and bicycles is superimposed.

The jury acknowledges the project’s maturity and the clear strategy of dividing the area in ‘motorized exteriors’ and ‘lively interiors’, as well as its understanding of urban structure as a support for diversity. Also, the use of soft mobility as the main connecting ingredient shows a big potential, and helps to solve the otherwise difficult connection between the port and the commercial area.



Less convincing is the project's typological approach to blocks and urban spaces—. The proposal seems to rely uncritically on present peri-urban standards. The generic characterization of housing and public space types results in an urban landscape that tends to erase the differences, and the proposed layer of anecdotic programming is not able to compensate the lack of urban intensity.

While the large ramps used for bridging the level differences of the site is an interesting idea that could solve both parking and the disconnected nature of the site, it also seems like a massive and complicated solution to a problem that could be solved in simpler ways and create series of issues that the project does not address.

From the jury's point of view, while "Sea you in Krøgenes" certainly offers a credible and mature urban structure, it fails to offer a strong enough narrative to support the construction of the new identity that the current non-place of Krøgenes is demanding.

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