

SKØYEN CONNECTED

TRINE MEISSNER
JOLIEN CAERELS

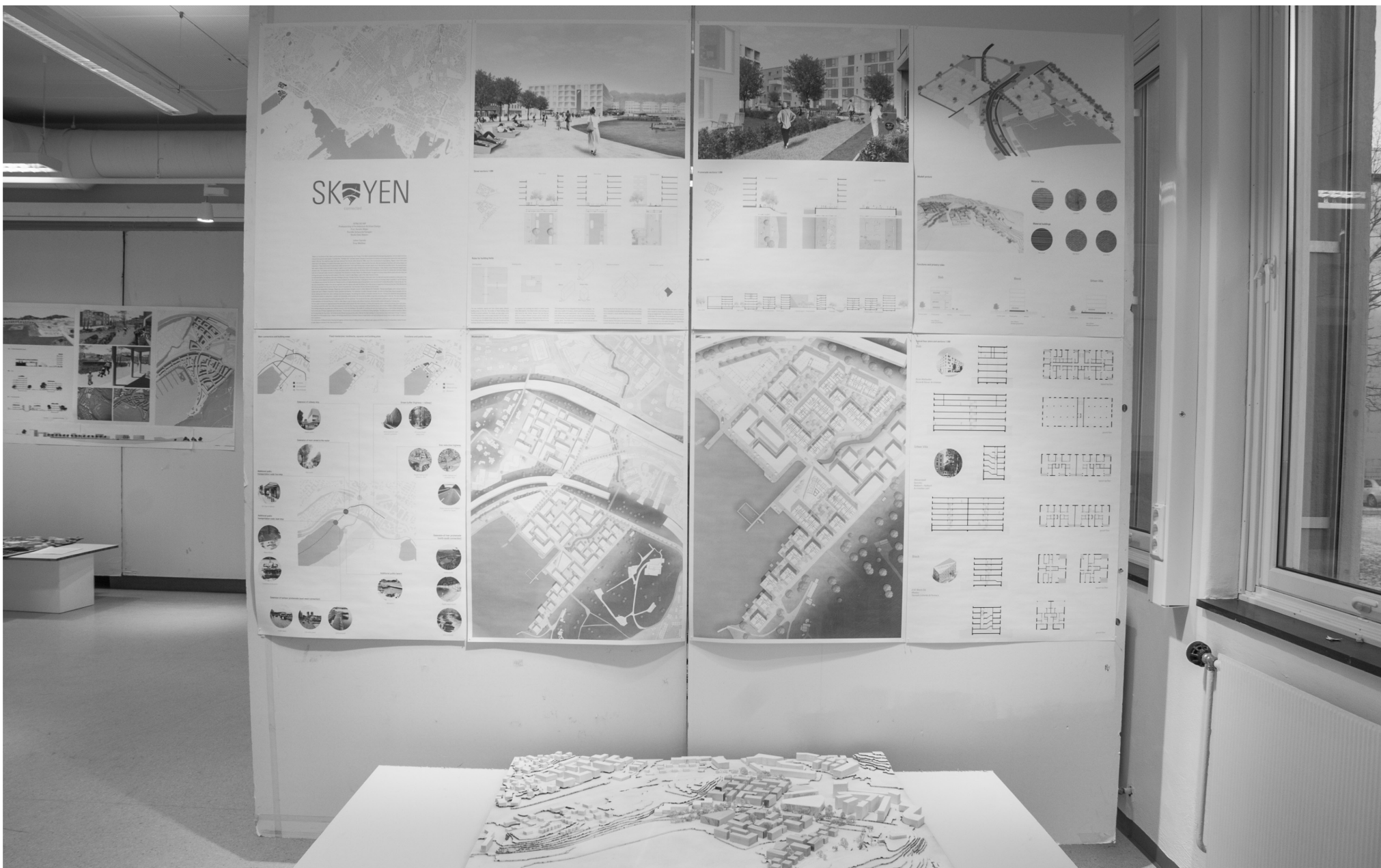
Skøyen is a city district of Oslo, which is at the moment the fastest growing city of Europe. To be able to accommodate this fast growing population, the city needs more housing and more qualitative open spaces. To achieve this, “Fjordbyen Oslo” has been started. The goal of this project is to realise more housing and to improve the many waterfront areas in the city. This waterfront areas have been detached from the city centre during the 1960’s, due to the construction of a long highway. Skøyen is one of this water areas next to the highway. It’s located in the western part of the city. The centre of Skøyen is dominated by big scale office and commercial buildings with varying shapes and expressions. These constructions are particularly visible and dominant. Small scale housing areas and open spaces next to the fjord surround this centre. The most prominent open space is Sjølyst marina and boat storage, an asphalt covered waterfront area, located on the south of the E18 highway. Today, Skøyen is one of Norway’s biggest transportation hubs. The highway and other car roads, the railway station, trams and buses, the bicycle lanes and the pedestrians are all part of a system that dominates Skøyen with lots of noise and visible movement on the ground. This infrastructure divides Skøyen into different parts. Our goal is to connect these different parts with each other and to bring more green and attractive public spaces in the area, in order to make Skøyen a part of the urban structure of Oslo.

As mentioned before, the highway is the main challenge on the site. It divides the site in two parts. At the same time, it’s a fast and important connection to other parts of the city. A more narrow highway and a green buffer around it protects the site from the noise. A road going to the two existing car accesses makes it possible to use the highway in an effective way and enter the site by car. However, our aim is to make alternative ways of transportation more attractive and to reduce the number of cars on the site. The two main transportation nodes on the site are organised under the highway and under the railway, with a fast access to respectively the bus and the train. Since the bus and the train are elevated from the ground, they don’t disturb the pedestrians. Cars that enter the site will have to drive slowly.

Apart from this transportation challenge, Skøyen has some big natural strengths around it, which influence the masterplan. The peninsula Bygdøy with a natural reserve is located right next to Skøyen. It consists of forest, grassland and beaches. The waterfront is another important strength. Our aim is to bring these natural strengths into the site by creating clear street axes, green walkways and convivial squares. The existing Oslo harbour promenade continues the site. It follows the waterfront and connects the most attractive places for pedestrians. A smaller river promenade, which connects the forest and the Marka, brings the surrounding green to the site. The main street is the commercial centre and connects the existing shopping street with the waterfront. This connections for cars, public transportation, pedestrians, green and water are the basis of the masterplan and structure the site, in order to make Skøyen a real city district with different functions, attractive public spaces and qualitative housing areas.

The main public functions are organised around the main street, which connects the three landmarks: a cinema and shopping centre, a school and a fitness centre with sauna. The buildings around the water have cafés and restaurants on the first floor. Housing is organised in different building areas, each of them divided in different building plots. The buildings along the ring streets can combine functions, while the buildings in the middle of a building area are only housing and have a more private atmosphere. The most private way of living is organised next to the forest. This principle can also be seen in the different building typologies. The slabs can easily combine commerce, offices and housing along the ring streets, the blocks provide efficient housing and the urban villas are the ideal typology for more luxurious and private ways of living. To maintain the quality for all the people living in Skøyen, the buildings should have a minimum distance of eight meters and each building plot should have an open collective space to meet neighbours.

This combination of different kinds of housing will together with the mixture of different functions, different open spaces and different ways of transportation realise the goal to make Skøyen a real part of the urban structure of Oslo.





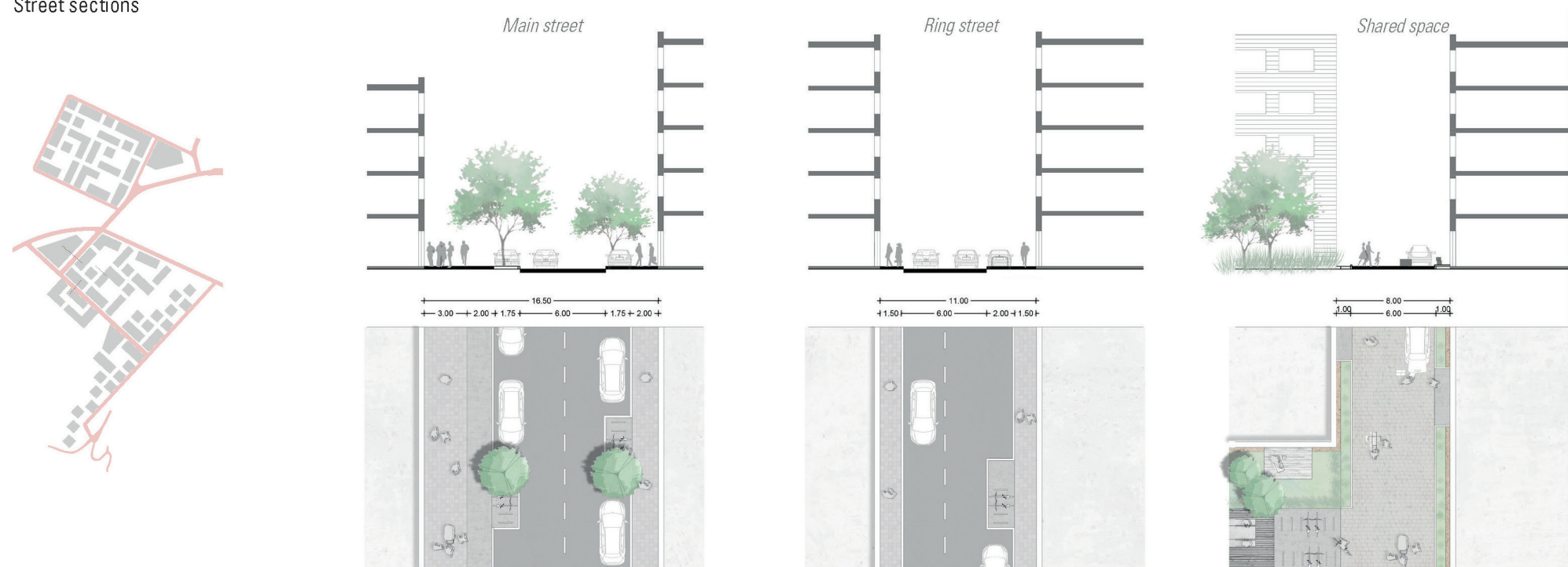
SKØYEN

connected

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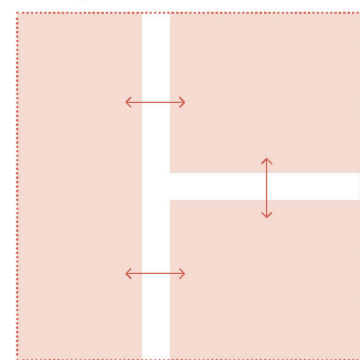
Jolien Caerels
Trine Meißner

Street sections



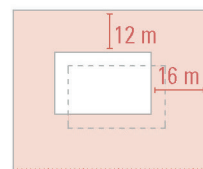
Rules for building fields

Building areas



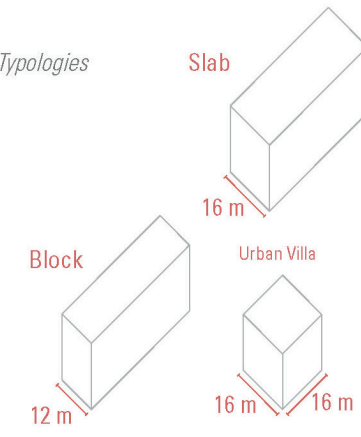
The new landmarks, squares and main streets define different building areas on the site. The borders of these building areas function as privacy gradients. The streets and open space within the building areas have a more private character and are used as a shared space by the people living in the area. They also divide the building areas into different plots. However, the placing of the buildings should ensure a visual connection between these plots.

Building plots



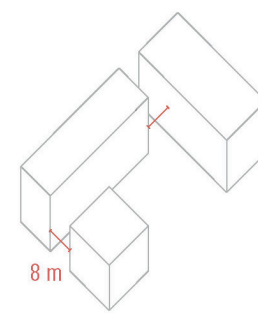
As a general rule, buildings are twelve or sixteen meters wide. More specific, the sixteen meters wide buildings are used facing the main streets, because they give the possibility to combine different functions and to activate the facades along the main street. The twelve meter wide buildings cover the sides inside one building area, where housing is the only function.

Typologies



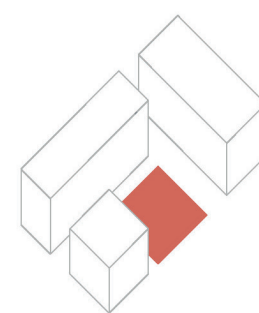
The building plots can be composed of three different typologies. The slabs have a width of 16 meters, which is perfect for commercial functions, offices and smaller apartments. The 12 m wide blocks are the most efficient way to provide qualitative housing. Also the urban villa only provides housing. They guarantee more private apartments and bigger outdoor spaces. The smaller dimensions of the urban villa provide more air and light in the whole masterplan.

Minimum distance

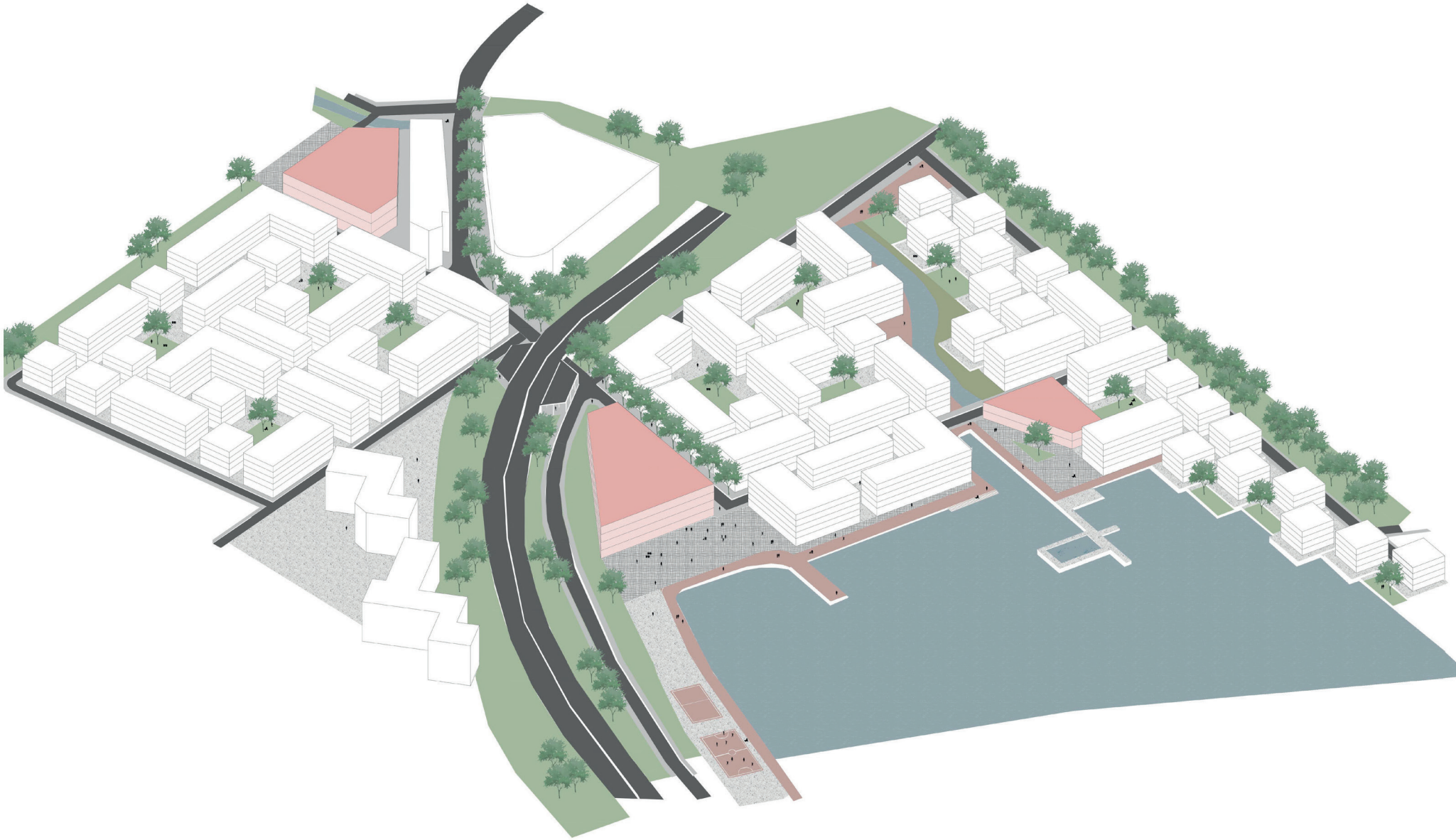


Buildings should not be placed closer than 8 meters to each other. This is necessary to provide enough lighting for all the buildings and to maintain a visual relation between the different building fields. Since all the buildings have a width of 12 or 16 meters, a distance of 8 meters between them gives a certain harmony to the masterplan. A grid of four by four meters can be applied and structures the side.

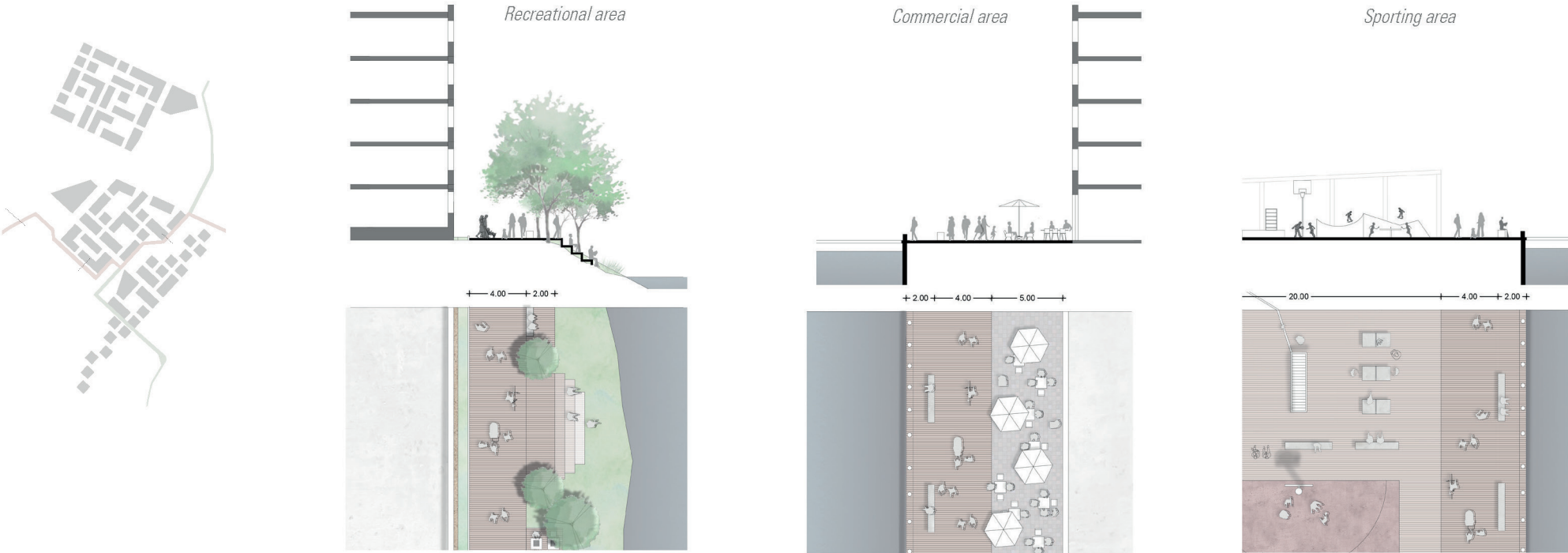
Common open space



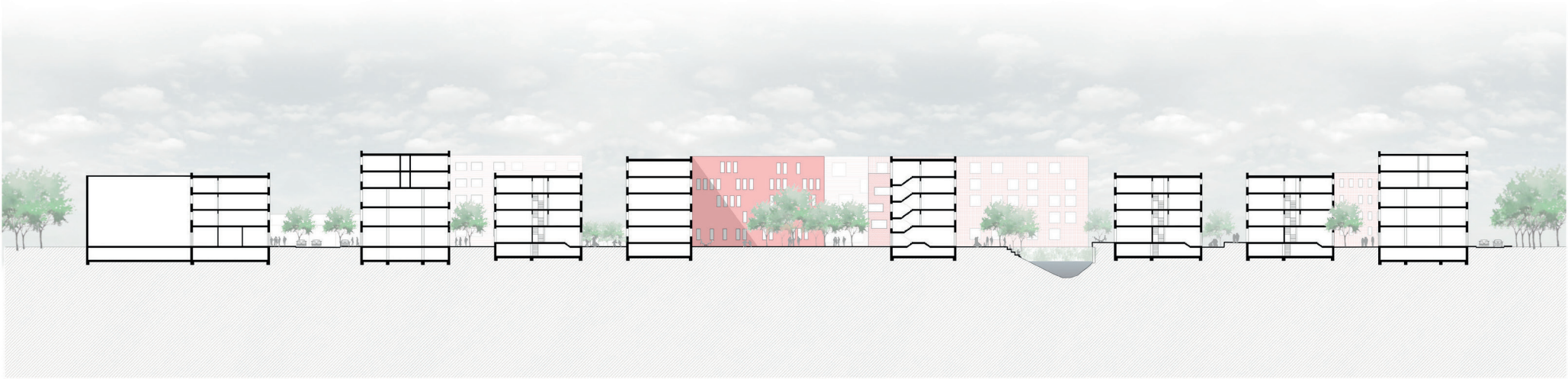
Each building field should have a bigger open space, a collective place outside for the people living around it. A lot of different things can happen there. The inhabitants can organize the place as they want. The common spaces are divided into a grid of 4x4. Every inhabitant of the neighborhood can appropriate a field and use it for the things he or she needs.



Promenade sections



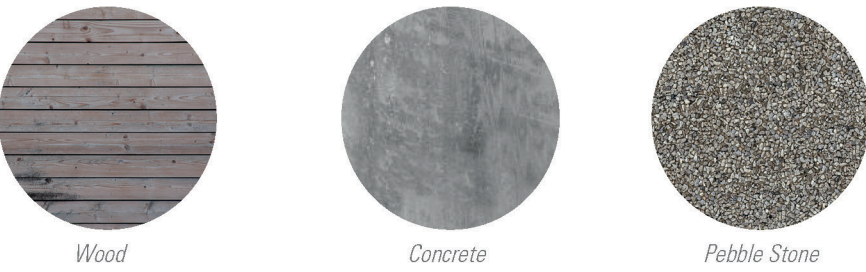
Section 1:1000



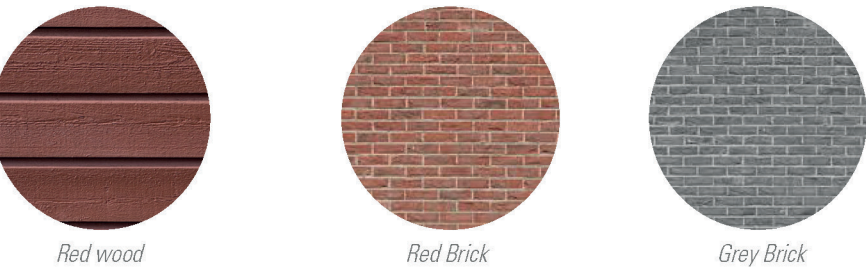
Model picture



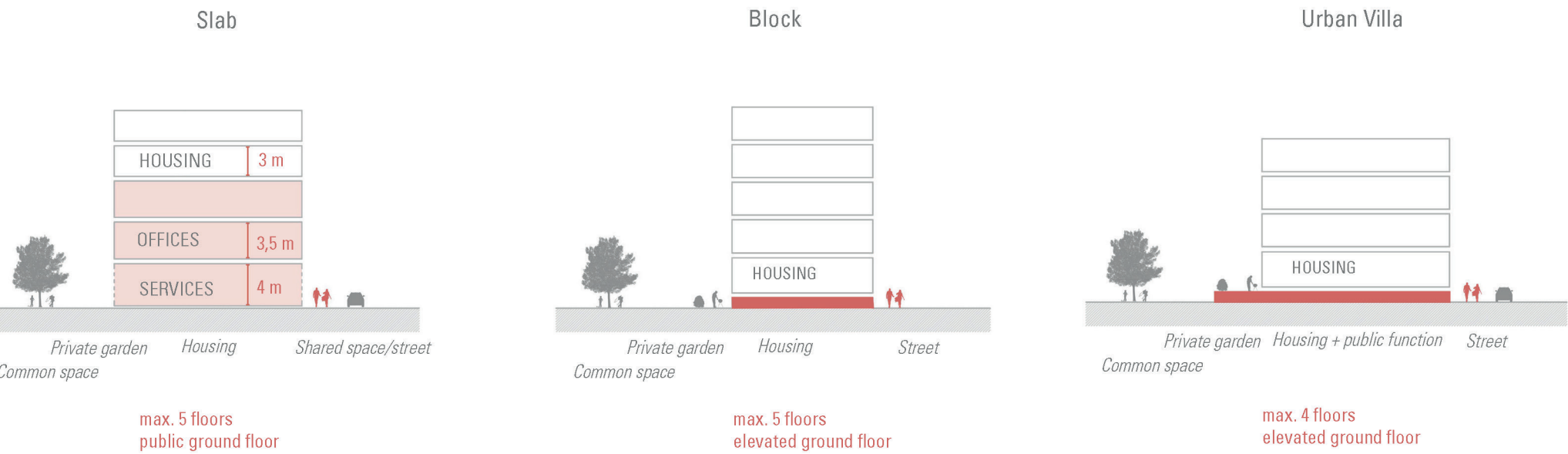
Material floor



Material buildings



Functions and privacy rules



Main connections and building areas



Fixed masterplan: landmarks, squares and building plots



Functions and public facades



Extension of railway stop



Extension of main street to the water



Additional public transportation node: bus stop



Additional public transportation node: boat stop



Skøyen Marina



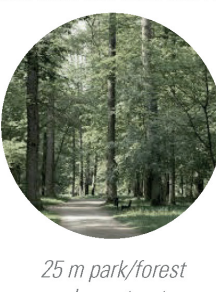
Connection to the centre

Extension of harbour promenade (east-west connection)



Fjord promande

Green buffer (highway + railway)



Size reduction highway



Extension of river promenade (north-south connection)



Proposal 1:1000

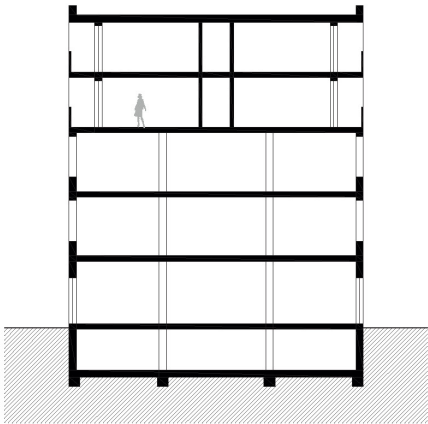


Typical floor plans and sections

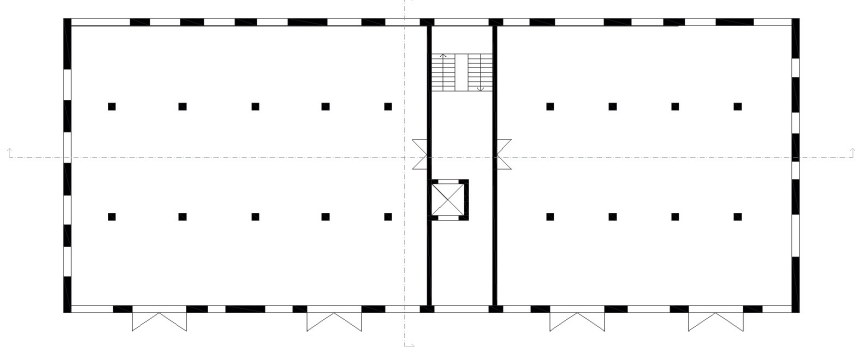
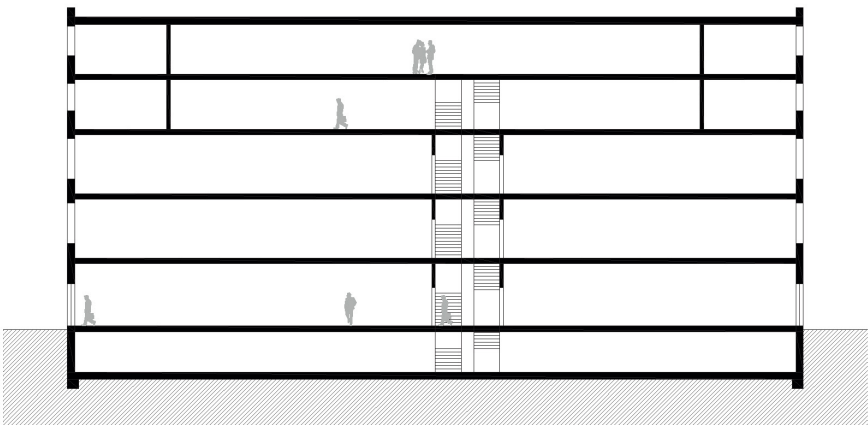
Slab



*Richti Wallisellen
Diener& Diener Architekten*



typical top floor

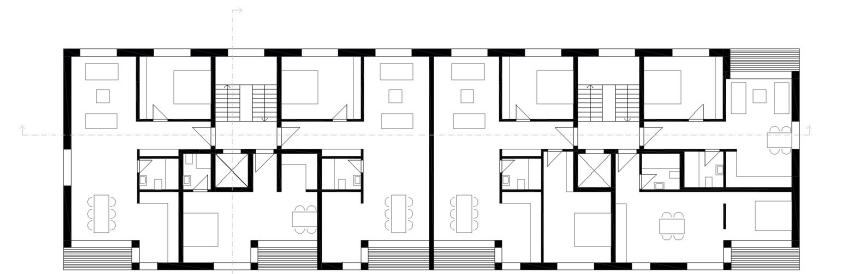
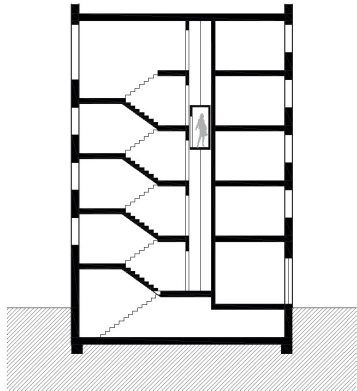


ground floor

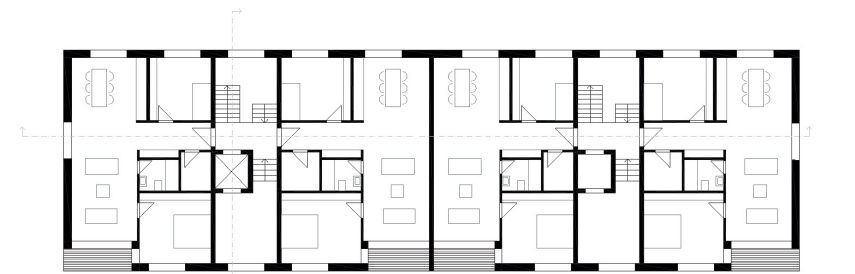
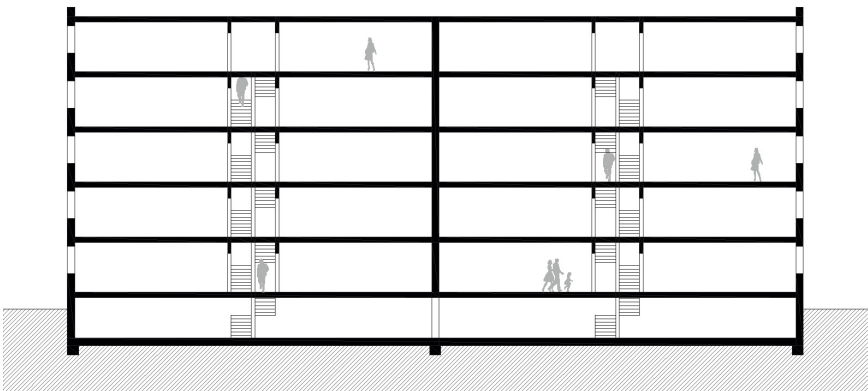
Urban Villa



*Wasserstadt
Spandau
Nalbach + Nalbach
Architekten mbH*



typical top floor

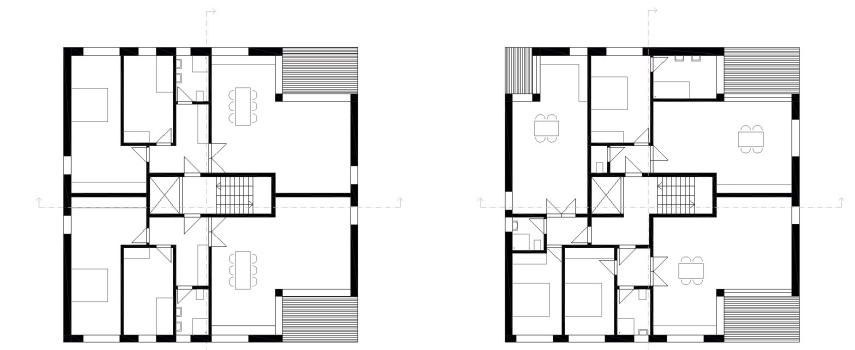
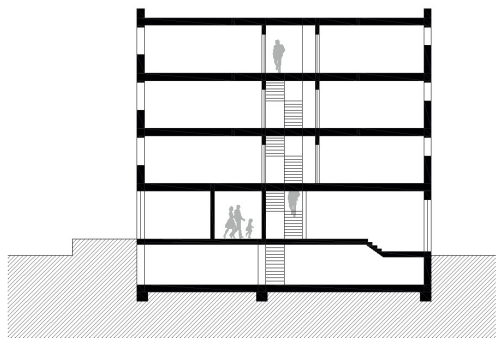


ground floor

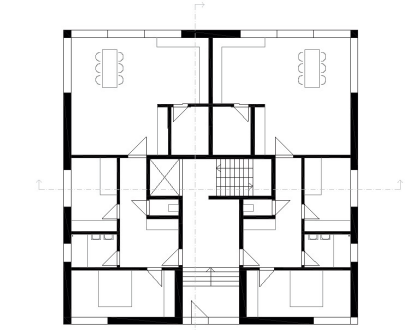
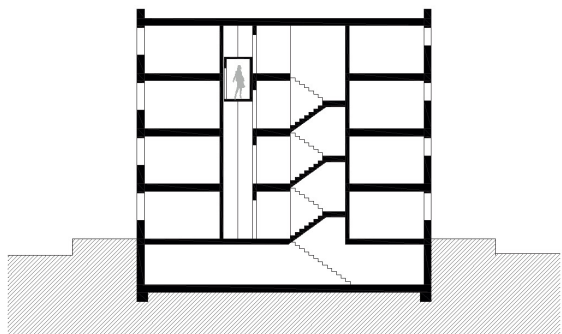
Block



*A101 Block City
Moskau
Tsymailo Lishenko & Partners*



typical top floor



ground floor

